

SIDEVALVE

News

AUGUST 1989



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB





LONDON WEST REPORT

Our Branch is on the move and will not be meeting at "The George" anymore. This sudden change of venue has been brought about because there has been yet another change of landlord and the new incumbents have alternative plans for Tuesday nights. So please ring me for details of meetings until further notice.

Giles Aston has joined the growing band of upright supporters who have discovered the delights of driving a 100E, having recently purchased a Popular deluxe for everyday use. Giles brought his steed along to the July meeting for our inspection, and was pleased to be informed that a strange wire in the engine compartment leading to a switch under the dashboard was in fact part of a rather neat anti theft device fitted by a previous owner!

The rally season is now well under way and already several vehicles from this branch have been out and about, often in convoy. Biggest to date was the 4 car trip to the steam show at Cranleigh, 25th June. It was nice to meet fellow sidevalvers Stan Bilous & John Skinner at this event; in fact we formed 50% of the car display at the Cranleigh show, which had a large display of military and commercial vehicles, farm tractors and steam engines to make up for it.

By the time you read this we should have participated in the famous "Chelsea Cruise" on the last Saturday in July, and will be looking forward to the Essex Fun Run on 17th September. Let's hope the gorgeous weather keeps up for the rest of the season! Happy sidevalving.

Bill Ballard

MERSEYSIDE GROUP

The Merseyside group will be having a joint fun run with the Shropshire group on Sunday 10th September to Erddig Hall near Wrexham. We shall be meeting at a country pub, where else, and then drive to the Hall which is a National Trust property and well worth a visit. Any members who would like to come along should phone me or John Westhead for details of meeting place and time. Hopefully the sun will shine on us and we will return with plenty of photographs for a future edition of the magazine. We continue to meet at the Brooke Hotel on the 2nd Monday of the month, everyone welcome.

Mark Prescott

SOUTHAM GROUP

Unfortunately all hopes of a stand at the Town & Country Festival have been abandoned due to lack of interest as only 4 members were prepared to attend. Better news on the E&M Show, Stratford, 25th June, we had glorious weather and the stand was manned by 5 keen members. [Photo page 22] See page 10 for the report on Midland Sidevalve Day. Monthly meetings continue with our usual 5 members, anybody else in the area interested in coming along?

David Aston

Well I'm delighted to include a full Events Roundup in this issue, which with three pages of Area News indicates a very healthy Club. However, if you are an Area Organiser who has not sent in a report for a while, or a group member who feels their group does not get enough publicity, please drop me a line.

I didn't make it to Hollowell steam due to a strained shoulder, next time I'll get Lynne to pull the caravan around on her own! We are booked in to the National on August 26/27th, so hope to see you there. Most of the committee will be in attendance so you will have the chance to put faces to names.

Don't forget the Upright Spares day, this will be held at Steventon on 23rd September.

The photos of Southern Sidevalve Day should have been credited to Giles Aston, not Bill Ballard - sorry!

Many thanks to those 100E owners who responded to my plea for articles, these are always in short supply so many thanks and to anyone else putting pen to paper or film in the camera?

Finally, due to pressure of work this issue has not been fully proof read, ignore any typos - ok!

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Front Cover - Ford of England
Loaned by John Skinner, see page 8 and the Essex Fun Run for details.

Back Cover - A. Richards
107Es go on the Norwich Classic Run to! Arnold Richards took his 1960 Prefect after restoring the car himself.

COPY DEADLINE
Articles and adverts to me by the 15th of September.

NEXT ISSUE
Due out, by second class post, 15th October.



(Photo M. Crouch) Graham & Jackie Bundy with E494A, E493A and 103E.

HAMPSHIRE GROUP NEWS

On June 17th & 18th our group attended the second Eastleigh Council Country Fayre & Spectacular, which is held in the Itchen Vale Country Park. We put on our usual Club display with the following vehicles :- Steve Wood, E493A - Andy Gale, 103E - Richard Stockman, 103E - Ken Wood, 103E - Jackie & Graham, 103E - Jean & myself, "The Bitser", tractor, E494A - Natalie Wilson (a brand new member), 100E Anglia. The show was bigger and better this year with continuous area events and aerial displays. During the Sunday afternoon vehicle parade our group was asked to create a diversion in the main arena to allow the commentator to leave his post and hand the microphone over to the local mayor, who was accompanying him, to give a very impromptu commentary. Steve's E493A drew the short straw to have a somewhat suspicious breakdown in the middle of the arena causing everything to come to a halt. Surrounded by sidevalves and drivers brandishing hammers and spanners, all giving good and bad advice on how to get restarted (were the warning triangles really necessary Graham), a convincing diversion was achieved.

Jean & I were called into the arena on her latest sidevalve machine, "the Bitser", to tow the offending vehicle on a lap of honour and away, sorry about the bent no. plate Steve. All went very well and the mayor did a superb job, (I've a feeling he thought it was for real). The crowd enjoyed it and some days later we were asked what was wrong with the Prefect that broke down in the arena!!! Unfortunately I don't think we managed to take any photos, much to Steve's relief. All round a very informal and relaxing weekend.

Congratulations to Jackie & Graham on their wedding on July 8th. Both having been staunch supporters of the Club for 6 years the wedding cars had to be sidevalves, of course. The lovely bride (and groom!) and cars looked absolutely superb with Jackies 103E as bridle car, Steve's E493A bridesmaids, my E494A for the brides mother. Steve had to be closely followed, not in case he broke down, but being a bachelor he may just have run off with the bridesmaids. Jean was with me, so no chance of running off with mother!

Even the 3 tier wedding cake had a model of a 103E Pop on the top. I am sure you will all join me in wishing the happy couple all the best for the future.

Mick Crouch

NORTH LONDON GROUP REPORT

Our group has been established for a year now and I must say how much I look forward to turning up at The Gate each month for a noggin and natter with other local members. Although I regret not having organised any group runs this year, partly because my own car is off the road, I think our group has been a success in other ways and will continue to remain so.

June club night saw an impressive line up of assorted 100Es in the car park including those of John Howe and Bill Ballard, who has visited us so often now I begin to wonder if he doesn't regard us as his second home! July club night was quieter. We discussed plans to represent the club at a couple of forthcoming local shows, including Trent Park on August 6th, and several of us plan to attend National Sidevalve Day in August with or without our cars.

Finally, I'd like to thank Collector's Car Parts and various members for certain parts, help and advice which has enabled me to bring my car one step nearer to getting back on the road.

Chris Drinkwater

SHROPSHIRE AREA NEWS

As we reach our first summer in operation, I am pleased to report that the Shropshire group continues to make steady progress. Since my last report we have been joined by Adrian, Steve and John, who own an Upright van, 100E Popular and a 100E Prefect respectively. Steve and John came over from Dudley to join us at our July meeting and it was great to see them. Adrian is threatening to send an article to "Sidevalve" on his immaculate van, so you may all get a look at it with luck!

The July meeting actually saw 4 Sidevalves turn up instead of the usual assortment of Ladas, Volkswagens and Volvos. These included Malcolm and Michelle's 100E Prefect fresh from a restoration, respray and MOT. Though not completely finished the car looked very good, and fully justified their hard winter slog in the garage.

For anyone who's interested we are planning a joint run with the Merseyside group on September 10th to Erddig Hall near Wrexham. Mark Prescott has volunteered to research a suitable pub where we can meet at midday, and everyone is welcome. For details, please contact Mark or myself. Hope to see you all at the National Weekend.

John Westhead

MIDLAND SPECIALS

I am trying to start a local meeting for Specials. I have written to other clubs, Dellow, Buckler, Buckler, Historic Lotus etc. to try to bring together Specials with other engines besides Ford Sidevalve. There must be a lot of Special owners who do not attend our local Sidevalve meeting as we only had 4 Special owners at the last Coventry meeting.

The venue for the Specials meeting is at the Queens Head Meriden on the FIRST Tuesday of the month. Meriden is between Coventry and Birmingham. It doesn't matter if your Special isn't on the road, but if it is bring it along.

Robert Daniels



(Photo - J. Howe) More broken down sidevalves! Fun on the South Wales Weekend.

SOUTH WALES BRANCH

It was a pleasant duty for the South Wales Branch, to welcome our visiting friends from across the border.

Our visitors arrived in bright sunshine at the Llantrisant Leisure Centre where photographs and comments took place, we eventually set off on the Treasure Hunt, organised by Ivor Slade, some covering the course in 26 miles, others taking 38 miles (some headed for the local pub and guessed most of the clues!).

On arriving at the Llantrisant Working Men's Club for a well earned pint and buffet organised by Myra and Linden Evans, results were determined. The outright winners were Gerald Evans and team in his brother's (Linden Evans 1955 Ford Popular Turbo charged!!) He's TOO mean to buy his own car.

Alan & Ann Jones provided the prizes for our guests who came in as follows:

- 1st Stan Bilous
- 2nd Paul & Margaret Struggles
- 3rd Guy & Ruth
- 4th John & Bev Howe

Last with the wooden spoon was Bill and Sandra Ballard.

Luckily on hand to carry out any breakdowns and exhaust to exhaust resuscitation were Paul & David in their Thames van.

We hope everybody enjoyed the day and we are looking forward to the next meeting.

We would like to thank our founder member Phil Hardwick who completed the course by being pushed most of the way around by Ivor Slade. Also our absent members who contributed to a successful day.

We would also like to take this opportunity in wishing Mary Wilson at the moment in hospital, a speedy recovery.

Because our members are stretched so far apart from each other please, if you cannot make it to our monthly meetings regularly keep in touch by telephone. I am happy to say that there is now an active and ambitious schedule being organised in the coming months, and everyone's help and support will be needed.

Linden C. Evans

WEST YORKSHIRE BRANCH NEWS

A few comings and goings since the last report, however 4 newcomers have swelled the ranks. Graham Benson with his Fawn E493A Prefect, Keith Langley with his E493A, which has really got Dennis Skelton worried. That young Mr Tingle from

Warmfield who found a 3 year unrun 103E, changed the oil and got it MOT'd, drove it around and found another, re-timed it, changed the plug leads around, new points, and off she went, after standing for nearly 2 years. Last but not least Elaine Ward from Keighley with a very creditable 100E Anglia.

My phone no is in the front of the mag now, so there's no excuse for not knowing what's going on. If you have any suggestions, let's hear 'em. If you want a different meet, say so, but Elaine and entourage won 2 raffle prizes in their first visit and they weren't drummed out.

Teresa Butler keeps saying, when is the North East Sidevalve Day or similar things. What about a local gathering this year as a practice for the real thing next year. Ideas, volunteers, venue suggestions would be most welcome. As somebody once said, you only get out what you put in (even if it has to be unloaded).

A few visits to factories, a good auto museum etc are planned, please ring if you might be interested.

Gordon Mackenzie



(Photo J. Bilton) Two very smart 100Es belonging to north east members.

TYNESIDE BRANCH

Having now had 2 meetings to date, we are happy to say we have had a good response with 10 people attending the first meeting, and that was before the June issue of the Sidevalve News was published! Therefore we are hoping for a very good turn out in the future.

We have been invited to attend a classic car show in August as a group entry and are hoping to have a wide range of vehicles on display, from a Y type up to a 107E Prefect.

For those wanting more information about our new local group and are unable to attend the local meeting, please do not hesitate in contacting either Malcolm or

John Bilton

OXON & BUCKS

A lot seems to have happened since the last report hit the press. The rallies are in full swing, and I seem to be continually double booked for the weekend.

Hollowell steam rally was as entertaining as ever, we thoroughly enjoyed our day there (although the friend we took in a wheelchair said from his vantage point all he saw was bums all day !) Still,

extricating him in and out of an old Ford was fun to say the least. The rest of the Oxon & Bucks mob were unable to come, due to drunken debauchery, and it seemed very strange not to be travelling in a convoy with frequent 'convenience' stops!

The July pub meet saw 14 people turn up and bask in the beer garden, but only 2 sidevalves in the flesh (or should that be metal?) Ernie was one, the other was a new member to the group, Dave, with an E493A Prefect looking very smart and tidy. Come on Oxon & Bucks 100E owners, where are you? Something I forgot to mention in the last mag (I knew I was being too cocky sending my report in on time!) was to say thank you to an E93A prefect called FKI 556, who sent Ernie a lovely card for his 50th birthday in April. I don't know who owns the car, but they stand to make a fortune - owning the only car that can write - and it hasn't even been restored yet! Seriously, whoever you are, many thanks, it was a lovely gesture, and it's nice to know there are other people as nuts as myself in the club. If you need any advice on where all the bits go, give me a ring!

This is my last chance to plug National - I hope you are coming - the more the merrier! I'm a lot happier about it now that we've actually found a caravan to borrow - I was beginning to think we would be sleeping in Ernie!

See you all at National - just bring your car and have some fun!

Teresa Butler.

NORTHANTS GROUP

Its been a great season so far and we in the Northants Group have been kept very busy.

We had an excellent barbeque held at Sywell Country Park. It was marvellous and the warm June evening was enjoyed by all who came along. This is certainly the way to enjoy your Sidevalving.

After Hollowell it was back to the monthly meeting at the Stag and it was a great pleasure to play host to Rod Botton and the Peterborough Group. Once again the meeting was held in the pub garden, thanks to a fine evening and 8 sidevalves.



(Photo - K. Bishop) Despite the weather the Northants group enjoyed Hook Norton.

Our last event was Midland Sidevalve Day at Hook Norton. 6 vehicles from the Northants group took part. Unfortunately, the weather took a turn for the worse on the run down and there are times when an open Special can get a little uncomfortable. However, we had a very enjoyable day. It was nice to

see old faces once again. So, well done to the Southam Group and I hope you organise it again next year.

Finally, congratulations from the group must go to Bridget and Bill Scurfield on the birth of their daughter, Patricia Hazel, born on the same date as their son Duncan.

Danny Moody

ISLE OF WIGHT AREA NEWS

First of all belated thanks to Bill and Sandra Ballard for a great weekend at Southern Sidevalve, and also for putting us up over the weekend, we have just about caught up with our lost sleep.

Here on the Island the club activity has been very quiet. I would like to get our monthly meetings going again so if any other Island members would like to contact me, I am sure we could come to some arrangement, my phone number is in the magazine and we are in most evenings, so give us a ring.

May I say welcome to the club to a new member Sharon Spragg who has just purchased a fairly tidy 1961 Popular De luxe UDL 678. I am at present putting a lot of late nights getting it ready for its MOT. Sharon will be using the car as everyday transport, and is eagerly awaiting it being roadworthy and safe to use.

It was lovely to have a visit from Geoff and Jean Gibson and the Girls all the way from Gateshead. It was nice to see a 494 parked outside our house and to actually get a ride in it. It is lovely to know that old cars are entirely reliable for undertaking such a long trip.

Hopefully we will have some visits from other club members who visit the Island, we are always glad to meet new people and old friends. We are hoping to see Geoff and Jean again at the National.

It is nice to see that the All Ford Rally at Abingdon is going ahead, so I expect we will be seeing a lot of you either there, at the National or at both, providing we can survive a few nights at Bill and Sandra's in August.

After the success of last year's rally on the Island, Bill and I are hoping to organise another rally over here early next year on similar lines to the previous one, so start practice packing Tony and Eileen!! Anyone thinking of attending would probably find it best to make it a short holiday break, as it is expensive (£25 approx) to bring the car to the Island, so a short holiday makes it more cost effective. It is fairly cheap at that time of the year for camping and accommodation, as it is pre-season. We are hoping that this will take place over the Spring Bank Holiday (Whitsun) and it is easier to get a booking on the boat if you travel mid-week. When we have sorted out further details with Bill and Sandra we will let you know through the magazine. There will be no concours judging just a fun weekend again. As yet we do not know where the venue will be on the Island, but it will definitely be different from last year's venues. Any other Island members who care to contact me with regards to helping with the organisation I would be very grateful.

Ian White



MEMBER'S LETTERS



(Photo - K. Rogers) Enjoyable, smart and reliable, a practical classic.

TOURING ANGLIA

Dear Paul,
I always read Sidevalve News from cover to cover, so I thought I would put pen to paper and contribute to the Club magazine. In May 1986 I purchased an E494A Anglia, registered LFJ 933 in June 1951 and with a mileage of 78510. It had been taken in part exchange by a garage in Ivybridge in 1972 and had lain there undercover ever since. I part restored it doing the mechanics and all necessary for the MOT, and got it on the road for the 1st July 1986 and used it for the rally season as a part restored running restoration. From October 86 to March 87 I reconditioned the engine, overhauled the gearbox as it was slipping out of second, my wife made the headlining, I had the car resprayed, fitted new roof material, window seals, rubber mats & carpets, completely rewired the car, renewed all the brakes and completely overhauled the steering ready for another years enjoyment.

We had a camping weekend with Mick & Jean Crouch and the Hampshire group at the Cricket St Thomas country park in July 87 and they made us very welcome. Since then the car has been used at most rallies in Devon, Cornwall, Somerset & Dorset every weekend from May to October.

As well as being an FSOC member I also belong to our local Devon Vintage Car Club, and together with 15 other assorted cars and club members we have just enjoyed a 5 day break with LFJ 933 touring Jersey. Meeting up with the Jersey Old Motor Club and meeting an FSOC member who says he has the only 103E Pop on the island. Unfortunately he could not go on the around the island trip, as his 6 volt battery was completely duff. Still it was nice to speak to him on two occasions. The round trip was approx 500 miles, and LFJ 933 went like a dream.

My wife and I get a great lot of pleasure driving her round the countryside in the summer months, and at the time of writing the mileage is 84657. Last weekend we did the Plymouth to Landsend Reliability Run and clocked another successful 200 miles. My first car, in fact the one I met my wife in, was a 103E, reg VPO 15, that was back in 1956. I wonder if it is still around? Keep up the good work.
Ken & Sandra Rogers.

STOLEN VINTAGE MOTORCYCLE

Dear Paul,
A neighbour of mine who has a lock up near my sit up, had his black & gold 1936 Rudge Special, DJO 351, stolen. Perhaps members could keep a look out for it at shows.

Malcolm Poulton

[I don't intend to make a habit of this, but I know many members are also bike enthusiast - Paul]

DIMPLE HUBCAPS - THE FACTS!

Dear Paul,
I recently spoke to Malcolm Reynolds who sells the re-manufactured 100E dimple hub caps advertised in Practical Classics, with a view to purchasing a set for my own car. I remembered reading a warning in Sidevalve News some time ago, to avoid buying any re-manufactured because they were likely to be a poor fit having probably been made on a worn original press tool, and were therefore liable to fall off when the car was in motion.

I asked Malcolm about this and he said that he new what I was referring to and as part of his quality control, he test all his hub caps on a road wheel to make sure that they are a proper fit before offering them for sale. I also learned that dimple hub caps are fitted as original to Mk1 Consuls, and he has never had any complaints from anyone he has sold sets to; and of course he would replace a faulty item.

It appears that Malcolm has lost quite a lot of business from FSOC members as a result of the published remarks, and he is a bit bitter about it. I think it is quite wrong for a Club member to make such a statement about someone else's product with out any real evidence to back up his allegations, particularly since the person in question is not a Club member and cannot defend himself through the pages of S/V News.

I asked Malcolm if he would like me to do so on his behalf, he said "yes" and so it is with his permission I have written this letter to set out the facts to let members judge for themselves.

Chris Drinkwater

[I stand by my original decision to publish the comments, they were made by a member with several years experience in the retail of 100E spares and who had stopped producing the hubcaps for just this reason. If Malcolm has been aware of the comments he could have contacted me, and I would have published his reply in the magazine, even though he is not a member. However, I am glad to be able to put the record straight - Paul]

JOLLY GOOD TIME!

I've just returned from the Northern Ford Gathering at Newby Hall, Ryton, and had the privilege of meeting Bill Jolly and his 103E Pop. He certainly lives up to his name!

His tales are many especially of his navy days, 1st and 2nd Wars! I mentioned that I came from Lowestoft, which he knew, as he had worked on the armed trawlers during the 2nd WW and Lowestoft "Sparrows Nest" was the HQ for these vessels! His anti-rust remedy of boiled linseed oil stems from his navy days. When the steam ships worked hard, the heat from the

furnaces used to peel the paint off the funnels. The only way to stop the peeled areas rusting was to "paint" them with linseed oil! He thought it was good enough for the steel of ships it would be good enough to stop rusting under a car. But beware! Don't get it onto any rubber, for it will perish it! He certainly is a remarkable fellow for 90. It must be the regular "nips" from the bottle of "Navy" medicine he carries with him! With regard to the rally it was really enjoyable, in a lovely setting. There were one or two "Sidevalve" members there. The longest distance travelled to the Rally was won by a Ford V8 Pilot at 290 miles, but my 100E Anglia was a close second travelling 237 miles. Damn that Pilot! I would imagine that the rally will be held at Newby Hall next year, and if any members get the chance to go they'll certainly enjoy themselves. The gardens are open to all exhibitors at the rally and they are really lovely with lots to do. I shall have to write at a later date about the further adventures of "Jemimah".

Jerry Bullard

LEADED CONFUSION



(Photo C. Wooten) Gleaming in the sunlight.

Dear Paul,

I hope the photo of my lovely Ford Pop (1960) is as pleasing to your eye as it is to mine. I've had her since 1975 when I passed my driving test and she's given me loads of pleasure. I've lost count of the number of people asking me to sell the number plate. I wish I knew where it originated, someone said Ireland but I really don't know.

My worry is - how do I go about things when we can only get lead free petrol. Will I be able to have my car altered to take it or not? Some garage mechanics say "yes", others say "no" - help!

Clair Wooten

[Since this letter was written we have published articles on this matter, and there are more in this issue, so the situation should be little clearer. But you aren't the only one whose confused - Paul]

CORGI OLM 20

Dear Paul,

Further to the article in April's issue by Philip Hardwicke on Corgi's model 103E, I would like to say thanks to Philip for suggesting the use of my 103E's registration number OLM 20. Unfortunately there had been an error in the system and

the number was going to be used on another model, not the black 103E saloon.



(Photo B. Cranswick) The subject of a very limited edition Corgi release!

I was anxious to know if my number was ever going to be used or not, so I wrote to Russ Spencely at Corgi. After some weeks I received a letter from Russ, stating that my number will possibly not be used at all and in the future they are going to use genuine numbers. But as a consolation they have sent me a one off hand decorated Ford Pop, with my registration number on it, which is more unique than if they had produced them. The model itself is well made and a very good replica.

Brian Cranswick

LEICESTER MERCURY RALLY



(Photo - S. Wainbrush) The Lord & Lady Mayoress and Town Crier City of Leicester

Dear Paul,

I felt impelled to write to you to tell of a show which was quite the biggest and best one we have ever been able to attend. It was held within Abbey Park Leicester, sponsored by the Leicester Mercury. Whereas in 1988 some 770 entrants saw a total of over 900 vehicles (all over 25 years old) in the grounds on the Whitsun Sunday; this year Trinity Sunday saw about 1100 vehicles "on parade" within the Abbey Park.

Can you please publish this appeal to FSOC members to try and support next years mammoth rally. Would it be possible to have a Club stand there?

Dick & Rene Peters

PREFECT NOT IN HERFORDSHIRE

One of the first rallies I attended last year after getting my 493A back on the road was the Historic Commercial Vehicle Clubs event which now precedes their famous London to Brighton run. For the first time it was held at Crystal Palace and this was an ample excuse to go its only 3 miles from home! Unfortunately its right at the top of the hill through Anelerley and Birkbeck and arriving at the control tent the 493A duly vapour locked and had to be left to cool down!

CLASSIC INSURANCE

Like most of us, I have an agreed-value insurance policy to cover my sidevalve. It was arranged through Bain-Clarkson, whose publicity leaflet was sent out with the February issue of Sidevalve News, although my insurance has been with them for about 6 years now. I have stayed with them because they have, by far, the cheapest rates that I have found.

On March 25th, a major accident wrote off the Prefect, and I requested a claim form from them on 29th March. It arrived the following day, after which things ground to a halt. I will not dwell on the details, suffice it to say that 4 weeks after the accident, instructions to the engineer to inspect the vehicle had still not been issued. I did not consider this to be very good service, and wrote, in my position as Club Chairman, to Bain Clarkson stating this in no uncertain terms. They had, after all, advertised through the FSO, and I felt that many members would take this as a recommendation of their service.

The effect of this letter was dramatic, and Mr Crocker phoned me to explain that the delay was due entirely to the insurance company, the Royal in Birmingham. He had a point, although I don't totally agree. All the big insurance companies at the moment are behind with motor claims, but by all accounts, the Royal are in a league of their own. Bain Clarkson's know this, yet were content to allow the Royal to take their own sweet time, despite being pushed by me. Moreover, they failed to reply to a letter of mine, or pass on the information it contained to the Royal. And while I admit that their service was excellent following my letter of complaint, I cannot but ask if the effect would have been so strong had I not signed it as Club Chairman.

Will I stay with Bain Clarkson's? Yes, in fact I have, because of their competitive rates. But if you use them, and are unfortunate enough to have to make a claim, I can pass on some advice.

- 1 Make notes of when any correspondence or phone calls occur, and what is said.
- 2 Find out who is dealing with your claim, both at the brokers and at the insurance company, and ask for that person by name.
- 3 Deal direct with the company - time is lost when messages have to be passed between the company, the broker and yourself.
- 4 Keep the pressure on. If you do not pester, you will not get your claim seen to.

I could also recommend you become Club Chairman, but that job is not up for grabs!

Jim Norman - Club Chairman!

ATHENA POSTER

I now have a copy of the poster based on the postcard we featured on the back cover of April's issue. Many thanks to Sue Odell, it's over the Editorial desk. They are superb and can be found in ATHENA shops at £11.99. Get your now!



(Photo B. Palmer from an original painting by Danelo Yarnold) Bruce's Prefect must have gone for a drive on its own!

Now what's this to do with the title you may ask... well this year I went again and on parking Danelo Yarnold came up and showed me a copy of a painting he had on show in the craft tent. It featured my car! The explanation was that last year he was looking for suitable subjects for a series of paintings and whilst I was sitting there 'vapour locked' did a quick sketch of the 493A which he then duly put against a background of the Herefordshire village where he now lives! As far as I know my vehicle spent all its life 'marking' in the village of Steyning just outside Brighton and other than a few months in Leicester has always been 'South of the Thames' and NEVER in Hereford!

Apparently Danelo is particularly interested in drawing both vehicles and architecture and is trying to build up his business as a self employed artist. I duly contributed £6.50 for a framed print!

If anyone is interested he will do 'car portraits' in watercolours at (I am told) very reasonable prices. I am not getting one free for the publicity! The name is Danelo Yarnold, Herefordshire HR4 [redacted]

Bruce Palmer

MORE ON WILBERFORCE

You may recall back in December I mentioned a lovely children's book I had been by Martin Steilbelt. It was called "Wilberforce Goes on a Picnic" and featured some drawings which would delight upright fans of all ages.

Well the good news is that it is still available in Picture Puffin (ISBN 014050 3765) at £1.95. The bad news is that it would cost the Club £23 to reproduce an illustration! Still it is worth getting, I'm going to get a copy for Cara, well that's my story!

CLUB NOTICE BOARD

EVENT COORDINATORS REPORT

Having stated categorically in the last mag that the All Ford Rally was not happening this year, I have now received confirmation that it is happening at a different venue. This is always a good rally, as anyone who goes regularly will tell you. For further details ring Bob Tredwell for an entry form on [REDACTED] DO NOT ring me.

I received a letter about another All Ford Rally, this time taking place on Jersey. Jim Bergerac will be there, and it is in September, but I don't have the exact date. Ring Anne & Tony Quenault on [REDACTED] if you're interested.

The only other thing I want to say is please come to the National if your car is on the road. We're making this a major event, and your support would be appreciated. It really doesn't matter what condition your car is in, just taking part is fun, and it means you can whizz round the driving test and not worry about the paintwork! The emphasis is not on concours cars, but on a fun weekend for everybody, so if you haven't entered yet, give me a ring this evening on [REDACTED]

See you there - Teresa!

EVENTS DIARY

DATE	EVENT	CONTACT
AUGUST		
26/28	NATIONAL SV WEEKEND WITNEY OXON	TERESA BUTLER [REDACTED]
26/28	TOWN & COUNTRY FESTIVAL STONELEIGH - CLUB STAND	DAVID ASTON
26/28	CLASSIC CAR SHOW G-MEX, MANCHESTER	HARRY WHELDON
SEPTEMBER		
17	ESSEX SV FUN RUN NEAR ROMFORD	BILL BALLARD
23	SV SPARES & REGALIA DAY STEVENTON, OXON	COMMITTEE
24	ALL FORD RALLY ABINGDON, OXON	BOB TREDWELL (0235 30720)

UPRIGHT SPARES DAY

An Upright Spares day will be held on Saturday, September 23rd (the day before the Abingdon All Ford Rally, which is only down the road) from 10am to 3pm. Both Upright Spares and Regalia will be available to members. Please come along to buy your spares and regalia.

ESSEX FUN RUN

The front cover photograph, from the Ford archives and kindly loaned by John Skinner, is a typical Ford publicity shot and was taken in the picturesque village of Finchingfield in Essex in the late '50s. The village has not changed since those balmy days, and is an ideal location for a

picnic. There is also a nice restaurant-cum-cafe by the village green called "The Old Nosebag" where one can obtain a high class meal.

In a joint venture, all the London area groups are planning a fun run to Finchingfield on 17/9/89. It will commence from Hainault Forest Park (2 miles North of A12 on the A112) at 10.30am, will cover approximately 45 miles and last 2 to 2 1/2 hours, passing through beautiful countryside and villages en route. There will be ample opportunity for participants to take photos of their vehicles in lovely locations, and entrants will be asked some questions about the things they see en route to test their powers of observation!



(Photo J. Howe) Compare it with our front cover shot, then go on the fun run and try it with your car!

There is no entry fee, no plaques and definitely no concours event. We want you to come along in your "Sidevalve", no matter what condition it is in (as long as it is roadworthy!) and have a nice day! The event is open to anyone who can make it, and a meal at "The Old Nosebag" can be arranged for £5 a head for those interested and too lazy to make butties. If you would like to participate please ring John Howe on Romford [REDACTED] or Bill Ballard on [REDACTED] NOW for further details.

Bill Ballard



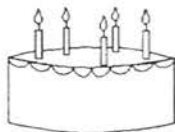
(Photo - J. Howe) Another publicity shot reproduced. John wonders if anyone knows where the photos on pages 110, 118 & 121 of Dave Turner's "Ford Popular & The Small Sidevalve Fords" were taken? He believes it was somewhere in Essex, and would like to reproduce those shots as well.

20th Birthday National Rally

26-28 August
Witney, Oxon



driving test



birthday cake !



camping &
caravanning



throw a tyre,
change the plugs,
& other comps.



concours judging



barbecue



treasure hunt



spares & regalia on sale



raffle



bring the kids, and the dog -
swimming, fishing, scenic walks,
and much more !



It's still not too late to enter -
Just give Teresa Butler a ring on 0844 237479 for a map & details

EVENTS ROUNDUP

CLASS - A - PREWAR
CLASS - B - POSTWAR
CLASS - C - COMMERCIAL
CLASS - D - 100E - 07E

MIDLAND SIDEVALVE DAY



(Photo - K. Bishop) A good turn out of Sidevalves despite the weather.

At Midland Sidevalve Day (held in conjunction with Hook Norton Rural Fayre) it rained and rained, though we did have some brief dry spells and there was plenty to do despite the rain. We entered the Tug of War (our first pull) was against the ATC (average age 16) but were later totally defeated by the firemen.



(Photo K. Bishop) The FSOE tug of war team losing to the hefty firemen.

We had a caravan (Geoff Dee) and Club tent on the stand, and a total of 31 cars attended. There were 6 members who left without plaques, if they send an SAE to me I will forward them.

David Aston

KIRKSTALL CLASSIC

Never rains here said Steve Waldenburg, but most of the cars arrived wet - with tales of heavy rain all round. I rained, only a couple of showers though. The club stand was there to wave the flag, sorry banner. The chairman was there, straight from work in overalls, he came by 100E. John Charlton though came by Escort (Mk V).



(Photo - S. Waldenberg) RNW 216 topped the poll at Kirkstall again.

Nice row of 100Es from Lancashire, Ingletton, Keighley and Leeds on one side, the uprights on the other from York, Retford and local. In between the others - Consul, Zephyr, Cortina, Zephyr, Cortina etc. To avoid fighting for prizes everybody judges each other and some even voted for others and not themselves! Dennis Skelton won Class 1 with his Prefect, Arnold Richards won Class 2 with his 107E Prefect.



(Photo - S. Waldenberg) Bill & presents.

Bill Jolly was presented with an enormous birthday card and 2 bottles of rum by John Charlton from all the competitors for his birthday on July 30, when he was 90. Wonder if he kept them unopened, as Con had to drive home as usual.

Gordon Mackenzie

NORTHERN FORD GATHERING

At the fifth Northern Ford Gathering the sun shone favourably all day, held again on July 2 at Newby Hall just off the A1 at Boroughbridge, with around 125 cars entered - 18 Sidevalves from Y 107E plus 2 'A's and 2 pilots. Not many Sidevalves against the competition of Consuls, Zephyrs, Zodiacs etc. you may say, but after very organised stiff but acknowledged judging Mike Allen the noted Ford authoritarian author presented 5 prizes to Sidevalve owners. Dennis Skelton's RNW 216, 1953 E493A winning Class 1, with Keith Longley second with his 1953 E493A LBY 370 albeit a close second. Class 2 won by Mrs Bomer, South Shields with 1958 100E Prefect. Second Arnold Richards from Ingletton with his Norwich Classic 107E Prefect gjm 188 of 1960.

Then surprise for Dennis Skelton as he was presented with the trophy for Best in Show. Missed last year by having a non-standard plastic washer bottle and modern electrical connectors! 2 points that had to split a tie on points.

Last year's winner V8 Pilot being third in class 1 this year.

Bill Jolly from York graced the occasion as always with his 1958 103E UVN 96 and co-driver for the return journey, much needed as Keith Honkin from Dunfermline had sent him a bottle of rum for his 90th birthday, not being able to attend with his 103E this year.

Gordon Mackenzie



(Photo M. Crouch) The FSOC Birthday cake which formed the Club's theme at both Enfield and Bromley.

ENFIELD PAGEANT OF MOTORING

Yet again Steve, Graham, Jean and myself set out from Hampshire to attend this excellent event on the Northern edge of the 'big city'. We really do find this is a very relaxed and enjoyable show probably because it is spread over 3 days and there is not too much officialism. We had a very pleasing display of vehicles ranging from pre post war uprights, 100E and E83W van and pick up. My thanks to the following members who displayed their vehicles, the majority for all 3 days.

Steve Wood	E493A Prefect
Graham & Jackie	103E Pop
Jean	'Bitser'
Terry Capleman	100E Prefect
Andrew Pitcher	100E Anglia
Dennis Franklin	300E Van
Kevin Burke	7Y
Ray & Sue	Model 'C'
Stuart Holding	E494A Anglia
Florence Pilon	100E Anglia
Mick Williams	E83W Pick up
Andrew Rust	E83W Van

The autojumble was even bigger this year but still maintained its excellence in both quality and quantity. There was a very good selection of car club displays with some very impressive vehicles. Unfortunately our display didn't win any honours but we did sign up 10 new members and sold a considerable amount of regalia. Our new Regalia Officer, Stuart Holding, and wife Midge with Ray and Sue Garret from the Oxford group camped for the first time over the whole weekend and I am sure they will agree that this event is well worth a visit. Once again many thanks to all those members who supported the club.

Mick Crouch

BROMLEY PAGEANT

This is the 4th year that we have attended this event and represented the club and I am very pleased that all members who had pre booked their vehicle to be displayed on the club stand were all able to turn up, with the exception of Teresa and John Butler who had other last minute commitments but informed me early enough to allow the reserve list to come into effect. It was nice to meet one of our USA members Gregg Arnold who had driven his E493A from Germany where he is stationed to Poole in Dorset and then up to Bromley for the event, although Gregg had had a few mechanical problems he carried out some repairs whilst on the stand ready for the return trip to Germany that night. I hope he had a safe and uneventful return trip. Many thanks to the following who brought their vehicles along and gave a very impressive display.

Ruth Weatherley	100E Popular
Guy Rawlings	100E Prefect
John Howe	100E Prefect
Andrew Pitcher	100E Anglia
Barry Windebank	100E Anglia
Stephen Biggs	100E Prefect
Graham & Jackie	103E Pop
Frank Peglar	103E Pop
Robin Smith	103E Pop
Steve Wood	E493A Prefect
Gregg Arnold	E493A Prefect
Kevin Burke	7Y
Jean	'Bitser'
Peter Hook	Super 2 Special
Mick Williams	E83W Pick up
Gary Dunn	100E Anglia

John Howe was actually celebrating the 30th birthday, to the day, of his 100E UJN 626 with a real cake [I never did get a slice]! Other years we have found this show to be very busy indeed, but for some reason it was very slow this year. The weather was good and there seemed to be a lot of people attending the event - perhaps our cars are from the wrong era, or it was the £3 a head entrance fee plus £2 to park your car that may have deterred the enthusiast.

It also seemed to me that the show has moved on a decade or so as far as the exhibits are concerned. I realise that Practical classics have to make a profit and they are obviously aiming their sights at the masses with vehicles of the '70s and '80s, so why pay to see cars that are parked in Tesco's supermarket everyday, which makes me wonder what really is a 'Practical Classic' [a Morris Marina!]. I also wonder what on earth does the local VW, Renault and Vauxhall dealership displaying their new cars have to do with 'classic cars' - I suppose it helps pay the show overheads.

As for some of the autojumble nice chrome bits for British Leyland MGs and Jags but plastic bumpers! [possibly Sierra]. Having said all that we certainly had some interest in our type of vehicles and managed to encourage 6 new members but regalia sales were very low compared to other years. Somehow I think we may give this event a miss in future as it does take a lot of time and effort to organise and after a 19 hour day it leaves one rather clapped out. This is only my view of the event so please do not let it deter anyone else from organising a club stand on behalf of the club in future years.

Mick Crouch

HOLLOWELL STEAM



(Photo - K. Bishop) The varied display at Hollowell.

Once again, this weekend did not disappoint, even though the weather was not at its best. It did stay dry, unlike the year before. As usual, the barndance on the Saturday night was a great success (although we did miss the Coventry group dozee dowing).

On the Sunday the cars started arriving quite early and by 11am there were 28 vehicles. I hope everybody enjoyed their day. There was certainly plenty to see - everything from traction engines to roving jazz bands.

Danny Moody

NATIONAL CLASSIC CAR SHOW, NEC



(Photo - P. Hardwicke) John Bailey's Squire at the NEC.

The NEC at Birmingham really is a superb venue for an indoor car show, and the 3 day National Classic is one of the best around. This is the fifth consecutive year the Coventry group have represented the Sidevalve Owners Club.

With the space allocated we could have sited 6 vehicles, but to avoid the dreaded car park effect we displayed only 4, these being Les Harrison's E494A Anglia, Rob Daniels with his E493A Prefect, my own 107E and from the John Bailey collection a rather chic looking 'Woody' Squire; all these vehicles representing a wide cross-section of our types, and together creating a very pleasing effect. Our organiser, Steve Hancox, wished to thank all who helped out on the stand. There were other Ford club displays, and a huge auto jumble. I recommend this show to you all.



(Photo - P. Hardwicke) Barry White's 107E.

Incidentally stand by for some interesting news next year from the Coventry group - we're going raft racing, Sidevalve style of course!

Barry White

SOUTH WALES WEEKEND



(Photo J. Howe) On the road to Llantrisant.

Cast: Visitors

Stan Bilous	E493A
John & Bev	100E
Cuy & Ruth	100E
Pete & Margaret	103E

Directors

Bill & Sandra	100E (Escort)
---------------	---------------

Cast: South Wales

Allan Jones	100E
Peter Griffiths	Pattisson
Paul Rudge	100E (Thames)
Dave Sheldon	

Andrew	100E
Phil Hardwicke	107E
Linden Evans	E493A
Gerald Evans	103E

Jonathan Evans 'Y' (to follow)

Director: Ivor Slade

All those participants would agree the most enjoyable of all social events took place over Whitsun. Despite the large distances involved, especially for the London group, all the cars performed faultlessly - never missing a beat! However, I shall hand over to 2 of the younger members to give their unbiased account, which may encourage other members and their families to venture out next year to swell the numbers a bit.

I feel sure that when all have heard of our adventures there will be an overwhelming response!

Stan Bilous

S. WALES VISIT FIRST REPORT

It was a cold May morning, we set off at 7.00am in 'Nellie', our faithful old Prefect, our destination South Wales, a clear 7 hour journey away. A journey which would consist of routine break downs, desperate stops at 'Happy Eaters' and constant waiting in motorway laybys for those slow sidevalves and of course not forgetting the regular visits to the local passing pubs for a quick 'fill up'!

The journey turned out exactly the way I had predicted it, we had car problems before we had even left London, of course the car was ...! Something about petrol or 2 wires not connecting, anyway it set us back at least 2 hours.

Finally we left, on the whole the journey was fine, up until we reached Bath, that's when we lost Bill, who had arranged for everyone to meet at the station. We missed it, so carried on straight through the town. We were with John and his wife waiting (yes you guessed it) in a motorway layby which seemed like forever, hence the caption "Where did Bill go? Round the bend or down the plug hole?" After a while we had had enough so decided to go on without them.

Everyone had a lovely time in Wales, we met lots of people who were very kind to us, like the day we spent with the Welsh Ford car club who arranged a Treasure Hunt for us. We spent the whole day in our cars, chasing around this town finding clues, everyone must have thought we were all mad but we had a good time, and our car won an award for being first back from our group.

The village we stayed in, Twitmajor, was beautiful, we regularly took walks along the cliffs and beaches and had lovely meals in the local pub. On the whole we had a fun time and hope to go again soon.

Serena Bilous
(aged 14)

SECOND REPORT

On Saturday morning we all got up early wondering whether the cars would all get there in one piece (not 20). Well, we were off after a short time sorting out someones car. Anyway, on our way we picked up Guy and Ruth, we had a long hard journey but we made it and met our lovely landlady, Miss Evans.

In Llantwit Major we toured around. We went to a castle which was in ruins, which belonged to a rich farmer called Roger Fry. He bought it from the Prince of Wales. As well as the Treasure Hunt there was a Carnival which had a big dragon. My dad said he was an exhibit so got in free!

That evening was rounded off with a game of rounders, where Linden Evans came to join us with his 3 children. The last day we spent driving around the coast and we had a great time and would love to go again.

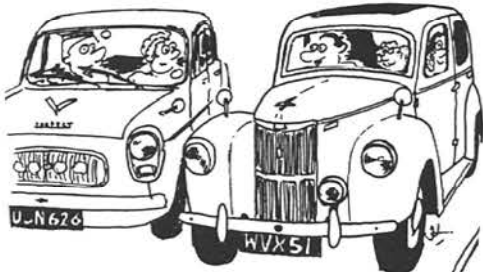
There are some unforgettable moments :-
Bill with his great map reading - Guy & Ruth with their little rattles in their hubcaps - John with his cartoons - Sandra's great sense of humour - Bev and her books.

Melissa Bilous
(age 10 3/4)

[Many thanks to our young contributors, don't forget if your parents are sidevalve nuts you can tell us what they are like to live with through these pages! - Paul]



(Photo - S. Bilous) Serena & Melissa



(Cartoon - John) "So where did Bill go? Down the plug hole or around the bend?"



(Photo - J. Howe) On the return run from Wales, at a certain village in Wiltshire!

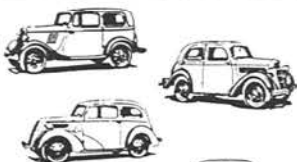
TION! RESTORATION! RESTORA

The only motoring magazine
that really shows you how-to-do-it
WE COVER IT FROM EVERY ANGLE

**Practical
CLASSICS
& CAR RESTORER**

STORATION! RESTORATION! RE

PREWAR REGISTER



YOUNG PRECIEUX REGISTRAR



REGISTRAR'S COMMENTS

I am pleased to hear from Martin Howard that sales of pre war spares have increased with the growth of membership. But I would emphasise use of an SAE in any request and please don't ask "what the Club has?". Indicate exactly your requirements with if possible a part number. Stuart Holding on the Club's publication side is the person to contact for the Y and C bulletins and later Upright workshop manuals. At £7.50 and £9.95 respectively, the Y & C bulletins are excellent value and please note price includes the postage/packaging costs. Finally with regard to the last magazine issue I would ask everyone to be very wary of so called "special" products to be added to unleaded petrol. Take it from me they do not work. The unrealistic prices asked for are best spent in having a specialist firm put in hardened valve seats if that concerned.

SERVICES TO FELLOW MEMBERS

Mr Beecham of Woodbridge, Suffolk, who in an earlier magazine volunteered his services, re wood patterns for the model Y has recently written in to say that he can now supply the cast inserts for the windscreen joint. Considering the application for the lead inserts on our type of vehicles, the provision of these by Mr Beecham will be most useful to quite a number of members. Write direct with see to Mr Beecham, 2 School Villas, Monk Sohan, Woodbridge, Suffolk, IP13 7EN. Please indicate that you are a SIDEVALVE MEMBER.

MEMBERS PROFILES

Nice to hear from a fellow Committee Member. In this case our Bill Ballard. Bill writes in as follows:

EKJ 703 Ford 7W 2 door saloon first registered June 1937

Thomas and Fiona Garnham of Weybridge, Surrey acquired this vehicle at a charity auction at Bury St Edmunds Suffolk in October 1987. It was complete but in a very run down condition and had not been on the road for some years. I understand that they paid £400 for it. At first they thought they had acquired a "10hp Popular" but on inspecting the said vehicle early in 1988, I soon put them wise to this! After acquisition, it was moved to open storage at the side of Thomas's parents' house in Send, near Woking in Surrey.

By Easter 1989, Thomas and Fiona had purchased and moved to a new garage business in Holymoorside, Chesterfield. They came down to Send to collect the 7W and take it back to Derbyshire. Their plan was to strip the vehicle as much as possible to make it lighter and more manoeuvrable and, using a large Mercedes

van make 2 trips to Derbyshire and back with the parts. Thomas got as far as stripping the car and then realised that its restoration was going to take a lot longer than he had originally envisaged: there was just too much work on it for him and he could not afford either the time or the money to do it. He therefore piled all the bits he had taken off the car, including the front axle, wings, grille etc into the van and came round to my house and offered them to me.

"But these are off your 7W". I remarked, "where's the rest of the car?" Thomas then told me his tale of woe, and I told him that no way was such a rare vehicle going to the knacker's yard! He then told me that I was welcome to the rest of the car on the proviso that it was removed from the grounds of his parents' home as soon as possible as they too were on the move.



(Photo - B. Ballard) No wonder the neighbours were amused!!

And so on 8 May 1989 with the assistance of 2 FSOC members and a professional breakdown rigout owned by Andrew's friend, I went to Send to collect EKJ. Because the front end had been completely stripped, Thomas had put a builder's trestle under the front chassis outriggers to prop the car up. There was nothing for it but for the 4 of us present to pair up, grab a chassis member, lift, and wheel the car down the garden like a wheelbarrow to the waiting trailer! Unfortunately, there was nobody free to permanently record this sight (just a number of nosy neighbours hiding behind curtains and no doubt laughing their heads off!) and the enclosed photo shows the remnants of the car after loading it onto the trailer (which, to add to it all, had a puncture in 1 of its tyres!). The hulk was delivered to my home that same morning and now resides in a neighbours garage.

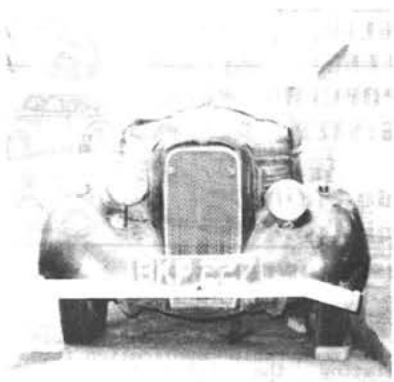
And so the long and expensive job of restoring this very rare car has begun. I have already sought the advice of a mobile welder friend and am pleasantly surprised at his estimate for the work that needs to be done on it! Apart from a general refurbishment and reupholstering, the biggest job will be to graft on a new back end (from the back window downwards is completely rotten) and I will also need to locate a 3 slot grille to replace the 103E type grille that the vehicle came with. I am currently refurbishing the front axle and collecting parts together for rechroming etc. The search for new mechanical parts has begun in earnest. Incidentally there was no engine with the car, but FSOC member Tom Tomlin from Dover has promised me one of his spare 10hp

engines that he acquired with an E83W recently. As Thomas and Fiona were not given a log book with the car when they bought it. I now have the problem of getting replacement and also getting the car on the Swansea computer. Over to you, Yvon! Any help and assistance you can give me with this project would be greatly appreciated.

Bill Ballard

MEMBERS PROFILES

Tom Tomlin of Whitfield, Dover amazingly has been able to locate an E83W, a 7Y and a C all within a year without the wife wondering where the housekeeping was going. All vehicles have been inexpensive and complete both mechanically and bodywise. The 7Y was purchased in early March with 29000 odd on the clock. The vehicle is standard model, 1938 vintage, with black bodywork and red trim. Interestingly it was noticed when Tom was driving his car transporter through Cornwall. According to Tom "As he had his cheque book with him, on the way back he popped into the garage concerned, purchased it and placed it on his transporter for the homeward journey". The C also was found in Cornwall a few weeks after the 7Y. The car is the earlier model with chassis number 05. Original colour appears to be maroon and Tom intends to restore it back to original specification as soon as time permits. Note that "fireguard" grille protector and additional bonnet embellishment.



(Photo - T Tomlin) Model C under wraps.



(Photo - T. Tomlin) The 7Y looking very respectable.

TECHNICAL TIPS

Strip the thread of the dome securing nut on the petrol pump and you can still get home by use of a jubilee clip around the dome and pump body.

PRE WAR AXLE CASING

Although most mechanical components are seemingly interchangeable, it is worth noting that variations in specification can impose a few problems, take for example axle casings. Here I'm talking about the British designed Fords, 7Y, 7W etc.. Although similar in most respects the shackle housings are not a solidly manufactured as on post war models (1947 onwards). Furthermore the internal bore of the earlier housing is somewhat smaller and cannot be reamed out to accept the later silentbloc bush. A special Ford combined shackle pin and bush was used with separate end plates, with the later axles utilizing the well known silentbloc bush.

The reason for the change was that the silentbloc was cheaper, more effective and more durable. However, it did necessitate a more rigid shackle, hence the one piece component used to avoid premature failure of the rubber bonding in the bush.

In view of the extreme scarcity of parts, care should be taken in dismantling and assembly of springs and axles, and here use of the workshop manual is worthwhile.

FROM THE ARCHIVES.

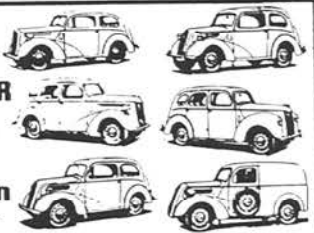
Allan Jones, an E83W owner from Manchester, sent in the photocopies alongside dating from the 1930's when his father worked at F. Timms & Co., Leigh, Lancs. Allan found them in the loft, anyone else having a clear out..?



NEXT ISSUE

Ken Ley's 1933 Kerry restoration project, more on compression ratios and normal wear and tear in sidevalve engines?

**ANGLIA,
PREFECT
& POPULAR
REGISTER.**



**Andy Main
Registrar**

REGISTRAR'S COMMENTS

It was with great sadness I learnt through Sidevalve News that Wilf Ward had suddenly died. Wilf had spent a considerable time checking membership application forms and correlating the information for the register, work that I very much appreciated.

I hope that all the club members read the minutes of the AGM. I expect not many before then knew that it cost the club 26p to bank each cheque, 31p to write a cheque, and a bounced cheque £3.00. Regrettable 1980 prices apply to us also.

Congratulations must go to Ivon for running his 103E Popular on unleaded petrol off his own back and expenses.

A few weeks ago whilst Pops was parked in the car park at work, a retired lady carrying out a 3-point turn hit Pops front o/s wing and re-shaped it. I am still awaiting the go ahead from the insurance company to get her repaired.

As the 100E Anglia has not been required by "the other half" I have been using it as daily transport, yes I know, totally outrageous.

On the minus side, the drivers seat is not so comfortable, less back support, the accelerator and brake pedals at the same height, and other motorists don't give way to me so much.

On the plus side greater acceleration (useful on the motorway, and nearly on the limit) larger boot and brighter lights.

By the time you receive this issue of Sidevalve News, the production of the 103E Popular would have ceased 30 years ago, plus a few days. The production at Doncaster ceased in the week ending August 14th 1959. To commemorate the 30th anniversary, I have used the article which Ian Stokes, then a register member, researched into the history of the Briggs Motor Bodies plant in Doncaster. This was the "birth place" for the majority of the Populars.

This article first appeared in the August 1986 edition of Sidevalve News. I know that a good number of Doncaster built Populars have joined the register in the last 2 years, so this will be of interest to their owners, and a second good read for you others.

**DONCASTER'S ROLE IN THE PRODUCTION OF THE FORD POPULAR
- IAN STOKES**

Prior to 1940 the Briggs Motor Bodies plant situated at Dagenham produced car bodies for the Ford, Riley and Standard companies. However due to the war effort they had to leave the cars and concentrate on the production of aircraft components etc. In time they needed to expand production so purchased two more plants, also in the Dagenham area. Unfortunately all three plants became the targets for enemy bombing raids.

For this reason Briggs had to find a factory away from the area. This was found in 1940 when the Ministry of Aircraft Production selected the L.N.E.R. Wagon Works in Doncaster at Carr Hill, Balby. When, after modification of the building, they could begin production approximately 60 workers were employed.

After the war, once again Briggs turned to producing car bodies. In 1953 the Ford Motor Company bought the controlling shares of Briggs, so becoming their parent company but still allowing them to produce bodies for other companies in addition to the Popular bodies.

By 1954 the plant was employing over one thousand workers, two hundred of which were women and girls. One advantage of working for the firm was that employees could purchase a car at a reduced cost. This proved so popular that a waiting list had built up, sometimes as long as twelve months.

Production at the factory was a typical Ford streamline set up, with four thousand feet of non-stop conveyor tracks carrying the bodies of Populars and Anglias, as well as Leyland's bodies and the latest addition, around September 1954, the Austin 5cwt van. Each finished body was a completely assembled unit, only awaiting the engine, gearbox, transmission, suspension and wheels.

The order of production was - the small parts were adjusted by the "Framing Buck", the "Master Jig" synchronised the body and this was followed by the welding, spraying, upholstery, wiring etc.

The conveyor truck would only leave the track once, which was when it was lifted for the underbody to be sprayed. For the drying of treated and painted surfaces it was gas that powered the heaters in preference to coal, as it was a great deal cleaner.

Great emphasis was given to quality control, the final inspection not only relied on the keen eye of the operative but was also backed up by laboratory testing. They took every step to ensure no faulty bodies would leave the factory, even materials bought in from outside firms would be tested before and after use.

To ensure an efficient working system all parts were set out in rows beside the conveyors, which apparently only stopped twice per day for ten minute intervals (tea breaks). At this time the management were already preparing for expansion in the near future. Part of the factory was being cleared to make way for extra conveyors, in addition to the factory production area of 225,000 sq ft already in use.

It is interesting to note that in production they were using:-

- 200,000 cubic feet of gas
- 400,000 gallons of water
- 4,000,000 cubic feet of compressed air
- 70,000 units of electricity

The assembled body units referred to as "Knock Down Form" were packed away in special containers for export. The reason for exporting in this way was that at the time other countries heavily taxed the import of complete vehicles. So Fords worked around this by final fixing abroad.

On August 17th 1955, at a luncheon held at the Doncaster factory, Lord Airdale, a director of the Ford Company, stated that production of the Ford Popular cars would be completely switched to Doncaster and it was planned to produce 140 cars per day. It was the most ambitious expansion scheme in the country, spending a further £6 million in addition to £180,000 already spent on the conversion.

It was mentioned in the press that there was concern over the congestion on the roads leading in to Doncaster, and it was hoped that improvements would be made in the future. The Major Aid' A E Hall said that "making the Ford Popular was another landmark in the history of Doncaster."

1956 and the Popular is still cheaper than any other car at a cost of £413, £127 less than its rivals. Unfortunately on March 12th the Briggs workforce were to go on a four day week, probably demand was falling, so in April the management announced that workforce

and production would have to be reduced, the vehicles from 145 to 120 per day.

In order to lift the situation from decline it was on April 26th that Fords declared a "National Popular Week" sales drive. Again demand for the "Worlds Lowest Priced Car" was to increase, the car that proved very successful with business, fleet users and public alike. The sales drive proved a success bringing the factory workers back in to five days, and the plant back to full production. It also enabled them to clear the stocks built up over the winter months. By July Briggs were again prospering - a spokesman stated that over 560 vehicles per week were leaving the factory due to public demand.

Unfortunately such prosperity was not to last, because due to the Suez crisis a fuel shortage was to develop at the end of 1956. Inevitably this led to petrol rationing, which in turn put pressure on the motor industry. Dagenham released a statement that a decision had been taken to cut the workforce by four hundred, and that the remainder would go on a four day week.

However the future showed good prospects when in May 1957 petrol was coming off rationing, which was good news for industry, and Fords went back on a five day week, soon reaching the pre-Suez production level. Doncaster now totally assembled 3 Ford models - the Squire and Escort and the ever popular Popular! Demand still increased and more employees were set on, which again brought the workforce level back to thirteen hundred. The Doncaster Chronicle of September 1957 stated that it was understood that the production of the Thames Scwt van in either part or whole production would take place at Doncaster in the new year. In fact it was only to take place in part production.

Meanwhile Popular production continued and on 30th January 1958 an invitation sent to the Mayor and Mayoress, Ald' W Chappell, for a special ceremony was accepted. A ceremony in which they drove the 50,000th Ford 103E Popular from the production line at lunch time. A spokesman said "The Doncaster works went into production on the Popular model in August 1955. Now we have reached a total of 50,000 and we felt the milestone should be marked by a little celebration." Incidentally though 50,000 Populars had been built in Doncaster altogether since October 1953 136,000 had been built.

Another interesting fact relating to the factory's history was that in August 1958 an official agreement over new pay rates and working conditions was reached. It had taken 5 years, and involved 22 unions with the Ford management. It now brought the workforce of all Brigs plants (a total of 15,000) in to line with the 45,000 Ford employees.

By August 1959 cars and vans were coming off the assembly line at the rate of one every three and a half minutes. It was at this time that Doncaster were unique in having vehicles completely assembled at one plant. Even at Dagenham though 1,200 cars a day were produced these were between two factories. The Doncaster factory was in fact the first in Europe to start this complete (start to finish) assembly.

Output reached approx' 140 vehicles per day, which could be taken down to 55 Populars, 55 Squire and Escort estate cars and 35 Thames van bodies. One third of these vehicles went for export, and the export market mainly concentrated on America and Canada.

With both export and home markets it meant that building a car was a very complex business, with hundreds of versions of the same model.

A great deal of advanced planning went into colour schemes to ensure that no bottlenecks built up causing queues of bodies and parts waiting to be sprayed. The plant had a constant supply of materials with an operation to feed the plant carried out by a shuttle of lorries from a disused aircraft hangar in Doncaster airport, converted to a warehouse. This was constantly supplied by parts from the Dagenham works brought in by rail. However not everything came from Dagenham, for example all the hides used for seating at all Ford's plants were cut and dispatched at Doncaster.

Once parts were brought to the factory the assembly

line recieved a constant supply, distribution of parts from the loading bay being by diesel powered train which pulled 3 flat bed wagons. This train did a complete circuit of the assembly line 3 times a day, keeping up on the spot stocks.

The management had a system of keeping the processes of tooling and jiggng as simplified as possible, so that people could be trained in a short time, with the exception of specialist skills such as lead loading. As mentioned before Fords were strict on quality control. When the vehicles were driven off the line everything was tested, and if any fault became apparent the car was returned to the garage where top grade mechanics replaced the offending part.

Other interesting points concerning the cars built at Doncaster between August 1955 and January 1959 are that 34,000 hides were use for seats, the thread used would stretch 15,000 miles. There were 250,000 pieces of glass used and if they were all put bumper to bumper the vehicles would stretch for 66 miles.

On March 12th 1959 the headline of the Doncaster Chronicle read - "Plan to Scrap Ford Popular". It stated that the present Popular would be scrapped for a new design to be produced. But no official comment came from Dagenham, on what was described as a well substantiated report. If plans were to go ahead it was hoped that the new model would be ready in time for the Motor Show of October that year, and also that the new car would be locally built.

The Mayor Ald' A Harvey arrived on Friday 13th March for a small celebration. He was invited to drive the 100,000th completed vehicle from the assembly line. The car at the centre of attention was an export model red Escort Estate, which directly after the ceremony was sent on to Southampton and in turn on to its new owner in America.

It was taking just two shifts to completely finish a car, and since 1955 they had turned out -

63,500 Populars.

17,310 Escorts

10,910 Squires

8,310 Thames Van Bodies

On the 17th August 1959 the whole production of Scwt and 7cwT Thames vans was switched to Doncaster to take the place of the Popular which ceased production in the week ending August 14th.

To prepare for the change selected workers and maintenance men worked over the holiday period to re-tool and organise the work to begin production. When underway 150 to 160 vehicles per shift were turned out. Worked carried on at the Carr Hill plant until February 28th 1964 when International Harvesters bought it, leaving all but 200 men redundant. These 200 would be the toolroom staff at a new Ford works set up in Doncaster.

The newly acquired toolroom was in fact the former Doncaster Corporation Trolley Bus Depot on Greyfriars Road, which has now been demolished for redevelopment. The last vehicles produced at Carr Hill were the Anglias 105C estate and saloon cars, bringing the total amount of cars assembled here to 360,000.

Ian Stokes

AND FINALLY

The Government are proposing an exhaust emission test on vehicles within the next 3 years at a cost of about £10. Will this have the effect that the original 10 year test had, when first introduced, and will all old vehicles be trailered to rallies etc?

The world has changed a lot since August 1959.

Andy Main

100E/107E

ELECTRIC WIPERS

For many drivers using their Popular or Perfect in the recent torrential downpours which followed several weeks of fine summer weather, one of the most famous shortcomings of Ford Sidevalve motoring will have prompted them to ask: "How do you fit electric windscreen wipers to replace those dreadful old vacuum powered things?" Over the years many 100E owners have built their own electric wiper units, using parts from various sources, and in the February '88 issue of Sidevalve News, Jim gave us a very useful detailed article using early Mini items.

However, how many of you knew that Ford actually marketed an electric wiper kit for the 100E? Yes, from November 1957 (shortly after the facelifted "big rear window" 100E vehicles had appeared) electric windscreen wipers were available - WOW! - why didn't they fit them as standard? The opposition - Austin, Hillman, Morris, Standard-Triumph etc. had used electric wipers since before the war, even if usually 6-volt. Ford had attempted to improve vacuum wipers with a vacuum pump under the fuel pump chamber on the OHV models such as 107E, Mk2 Consul/Zephyr and the 400E vans, but this was only a half-hearted gesture. Incidentally, if you bought a 400E Thames van with a diesel engine (or presumably a diesel Consul) you got electric wipers for obvious reasons - does anyone know what was fitted to the later 400E models, which had 4-speed gearboxes and Mk3 "Zephyr 4" engines?

But back to 1957, and a browse through the parts book reveals around a dozen items for the electric 100E wiper conversion. The mechanism itself is a particularly neat item, with a Lucas motor fitted to a frame with connecting links very similar to the Deluxe cars vacuum unit (basic vehicles had 2, smaller, vacuum units, one to each wiper arm). Installation appears to be a straight forward substitution, and a suitable switch to replace the vacuum control is listed. In the unlikely event of an electrical mechanism appearing at an autojumble, here are a few identification features for those of you who enjoy a good rummage!

The channel section spindle supporting bar has the "Enfo" trademark and E277-AN-1 stamped on it.

The motor gear casing carries the following stamped numbers CWT8, DL2, 12V 7 66 and 75342F.

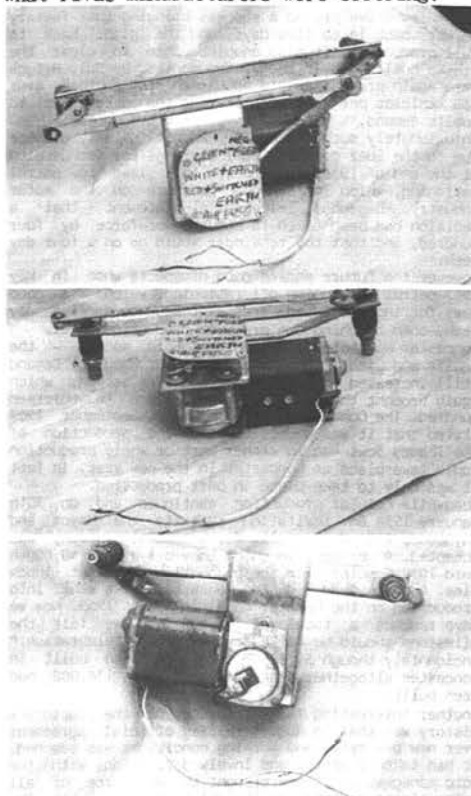
Quite what all these numbers mean I am not sure, some may simply be production codes for the standard Lucas motor, but the Ford part number is immediately obvious.

The motor has 3 wires, red, green and white (with black tracer) which is the earth.

The original part no for the motor and linkage is 100E-17504-G.

I have not been able to determine if the electric wipers were a standard fitting in

any export markets such as Australia, New Zealand or the USA - perhaps our overseas members can provide some information? I can't see motorists in these more international territories tolerating outdated vacuum wipers when one considers what rival manufacturers were offering.



(Photos - I. Maddams)

Finally, just to turn you all green with envy, I include some photographs of my 100E electric wipers, salvaged from a Perfect I scrapped a few years ago. I am about to fit them to my current Perfect, which being an early model, only has a small reservac tank behind the nearside headlight (later cars had a larger tank mounted alongside the engine). Hopefully I should now be able to see past that milk float when I pull out in the rain!

Ian Maddams

TWO TONE 100Es

Rumours of Ford-built 2-tone 100Es surface now and then, although I have never seen any brochures or specifications of such a car, except for the white and pink export jobs! A photograph in the June 1963 issue of "Car Mechanics" is very interesting, though. The 100E Anglia shown is not only 2-toned (a colour photo on the cover of a different edition shows it to be red and white), but also features 107E type dog-legs on the front wings and a Perfect-type grille badge (presumably from a Consul).



"ONE OR TWO SIMPLE MODIFICATIONS, AND THE AIR WIPERS GIVE ME NO PROBLEMS AT ALL!!"

The easy answer to this car is that it is a "home-made" job, a theory which the late-style hub caps would support. Points against are the car's condition which is very good. (It is for sale in a Ford dealership, who are prepared to give it an A1 plus warranty). The modifications appear to be well done, but not overdone. The "home-decorator" of that period liked lots of lamps, white-wall tyres, hub cap spinners and "portholes", which this car does not have.

Did Fords plan a 100E Anglia Super? If they did, they would possibly have pulled a few cars off the line, modified them to the required specification, then sent them around their dealers to test reactions. Once they had served their purpose, these cars would return to Dagenham to be sold off, usually internally to Ford employees, and would thus reach the second-hand market. Could this car be one such prototype?

If this was the only car, I would dismiss the idea, but I saw another, identical, Anglia. In 1971, I was looking for a scrap 107E to donate the parts to convert the 100E Prefect I was using to OHV (confession time!). Even then, they were thin on the ground, but while passing a scrapyards in Warrington, I spotted those familiar dog-legs. I rushed over, opened the bonnet... and saw a sidevalve engine! I could not believe that anyone would convert a 107E to sidevalve, but then I counted the doors. It was an Anglia. Were I to find such a car a few years later, I would have returned rapidly with camera, note-book and possibly cheque book. But in 1971, I merely felt disappointed that it was not a 107E, and walked away without looking back. Do you have any light to shed on the matter? I have been wondering about that car for 18 years!

Jim Norman

THOSE WERE THE DAYS

I read in the June magazine that you are a bit short of 100E material so a recent discovery might be of interest.

A Ford Schedule of Maximum repair Charges has just come to light dated 11th June 1956 which applies to 100E vehicles and it certainly stirs a few memories. In these far off days you could, for example, have your entire steering system overhauled for the equivalent of £1-45p (one pound nine shillings being quoted). A back axle replacement cost £2-12 1/2p, or a new clutch £1-12 1/2p. A decoke on the other hand would cost serious money - £4-67 1/2p to be precise. Parts were extra, of course, plus perhaps 5p tip for the mechanic?

I have been in the motor trade since 1959 and can well remember working for this sort of money. We fitted 100E engines for about £3 and the factory exchange engines cost around £32.

The only thing that hasn't changed much is the 5p tip!

Terry Cleife

WORKING 300E



(Photo - British Gas South East)

Glen Bubb sent in the above photo, showing a 300E in SEGAS livery. His father found it in what are now the British Gas South East archives. He was continuing his search for gas board photographs to accompany his well known South Eastern Gas Board EB3W, PKP 404.

107E 30th ANNIVERSARY

As you may have realised, this year is the 50th anniversary of the introduction of the E93A - the first "Prefect". It also marks 40 years of the E493A and E494A models, and in case you miss it, 30 years since the launch of the 107E.

Over the years this model has had a rough time of it. Issued as the 4-door version of the 105E Anglia, it had a production run of only 38,500 in 2 years. Today, despite acceptance by 2 clubs, it remains nobody's baby. Its rounded shape looks wrong in a line-up of 105Es (they are the other Club to accept it) while its engine offends against our title. But to us, it is historically important. In 1959, it linked Ford's sidevalve past to the overhead-valve future and its engine, much modified in production today. I have said before that, in my view, it was the best small car, in its own time, that Ford's have ever produced. How could it be otherwise, combining as it does, the best of the 100E with those of the 105E?

I would like to second Gordon McKinnon's article in June's magazine. Let us hear about YOUR 107E.

107E MAMMOTH REBUILD



(Photo - J. Norman) Not a lot one can say, just be grateful they're ok.

As hinted in the December 1988 magazine, my "new" 107E Prefect, DFF 823, gave excellent service - until March 25th, on which date it was involved in a disastrous head-on collision with a Subaru Estate, which failed to negotiate the bend we were half way around. The effect on home-life has been extreme, and has led to serious delays in dealing with Club business, so my

apologies to those members who have endured long waits for replies to their letters.

The Prefect suffered massive damage in the collision, and the insurance engineer had no hesitation in writing it off. I have, of course, bought it back and after careful inspection have decided that it can be repaired. Basically, I will need to replace the entire right hand front of the car, including the scuttle panel (the piece between the windscreen and bonnet) and preferably, the bulkhead. It is likely to be a long job, and I have not yet managed to obtain all the parts.

In the meantime we are back to using the 100E Popular, XIP 107, which is running very well, despite its appearance. Hopefully, it will be able to go into honourable retirement (again!) next year when I hope to have the Prefect back.

Jim Norman

108E AND PERIOD CARAVAN!



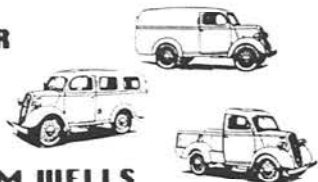
(Photo - J Schumacher) See them at the National.

Dear Paul

You may be interested to learn about my vehicle, which is a 1959 Prefect 108E (ie a left hand drive version of the 107E) with chassis and engine number 55[redacted]. I acquired it after it had been standing idle for 21 years and took 2 years to restore it to its present condition. I returned it to the road in February 1988 and in total it has now covered 24980 miles. In the photos supplied you will notice that it is attached to my old timer caravan, dating from 1966, so you can see we use this interesting combination at weekends. My 108E is the only known example of its type in the Netherlands, and I hope to bring it to National Sidevalve Day in August.

Jos Schumacher

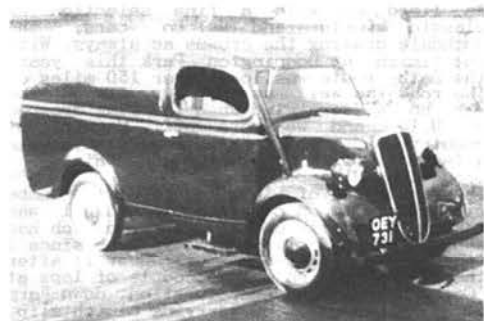
E83W REGISTER



MALCOLM WELLS
Registrar

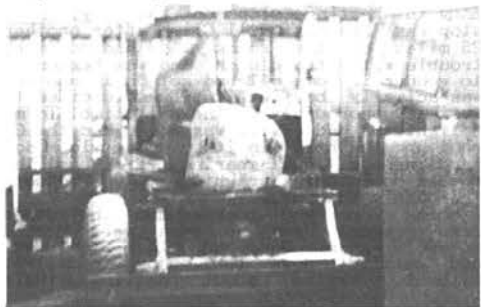
REGISTRAR'S COMMENTS

Hello again, a couple of errors to correct from the last mag (not my fault). Malcolm's truck is a 1951 model and the photo on the back cover was taken by Malcolm's father, Harry. There are (July 6) 138 E83Ws on the register. Its been stuck on this number for a couple of weeks now. Thanks to everyone who've been sending photos and info. Most kind. Martin, is there any chance please of the E83W gear stick gaitor being remanufactured? Thanks to Dave Aston of the Southam group who very kindly invited me and NCA onto his Sidevalve stand at the Stratford do in June. A good time was had by all and the weather was great. The site Dave was given was very nice. It even had its own mountain, which provided grand views of the showground. Cheers Dave see you at the NSV.



(Photos - A. Jones)

OEY 731 was registered on 2nd January 1956. It is blue and is owned by club member Allan Jones of Astley near Manchester. Purchased by Allan in January 1988 with 26000 miles recorded. It was dry stored from 1965 until 1987. Originally owned from 1956-87 by Mrs Ruth Crossman who lived near Berwick on Tweed. In 1987-88 it was owned by Mr John Fitzpatrick from Prestonpans. A very nice original car.



(Photo - M. Page)

The Patisson tractor, chassis number 418498 was rescued by Allan from a scrapyard in March 1989. History or registration unknown. It was purchased by Mike Page in May 1989. Mike owns YSV 113, a well known 1954 van.



(Photo M. Page)

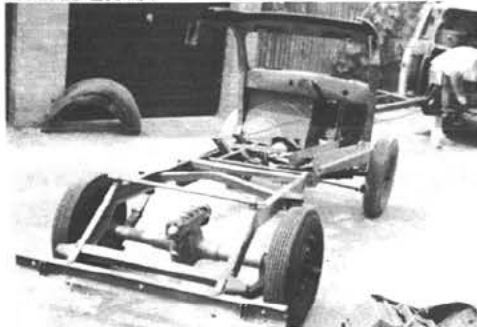
SYF 667 is also owned by Mike. First registered on September 1st 1956 and purchased in 1988 with 45000 miles on the clock. It is green and originally owned by International Stores Ltd of London until 1964 and then to one private owner who used SYF until 1979. Note the clips on the grill for a radiator cover. A fabulous example of a most fine original van. I love it.



(Photo - C. Morley)

285 AKO was registered on 14 June 1957 and is believed to be the latest surviving E83W. Owned by Colin Morley and beautifully signwritten for Colin's business, "Morley Oils Ltd", in gold leaf and red over blue paintwork.

Purchased in April 1988, with 75000 miles showing. AKO was renovated by the previous owner but it needed a respray which Colin gave it. Attention was needed to the brakes and steering and it passed the MOT in November 1988. Originally owned by Robert Stonham of Maidstone from 1957-68, from '68 '73 a Mr Jack Blaxland of Lenham in Kent owned it. Then it had 2 owners in the Hastings area between '73-'76 before seeing service with Ardentinnny Hotel in Argyshire, Scotland. This was the last change of ownership on the buff log book. 285 was then purchased by Roy Jarman of Kensington (date unknown) and then by Ken Mitchell on 15 December 1986, who Colin thinks did most of the restoration. 285 AKO is used approximately twice a week, chassis number 92[REDACTED]. Thanks to Colin for supplying lots of photos and info on various E83Ws.



(Photo C. Morley)

The Pattison behind the Transit is also owned by Colin, and recently purchased in May this year. First registered on 1st January 1949 with chassis number 32[REDACTED] and registration LKJ 812. The chassis, steering, front and rear axles and springs have been restored by the previous owner who found LKJ in a scrap yard. Colin's nearly finished restoring the engine. Originally owned by Tunbridge Wells Corporation.



(Photo - D. Aston)

The Southam Group at the Exchange & Mart Stratford Show, 25th June. Glorious weather and NCA can be seen next to the enthusiastic Southam group members.

Malcolm Wells

THE SPECIAL REGISTER.



**Malcolm McKay
Registrar**

A report from your Registrar on his participation in the

NORWICH UNION RAC CLASSIC RUN

We stayed the night before in Bath this year, in the road leading up to the Royal Victoria Park start, so were awakened by the glorious sounds of early starters arriving - cars are despatched at 1 minute intervals from 8am starting with the oldest. I have woken to few more evocative sounds than a supercharged vintage Alvis, Bentley or Lagonda storming up the hill outside my window... A hearty breakfast, and Jennie (my first navigator on this event to come back for a second dose!) and I were off to sign on. Did you say scrutineering? "Oh, hello again, my boss still hasn't done anything with his Rochdale, in fact he's gone abroad now... Where's your card? On you go..." was all that was required this year! As an aside, the boss still hasn't filled in his Register sheet or joined the club, despite my annual remonstrations with his unfortunate employee!

We lined up with a fine selection of classic sports and saloon cars, the Rochdale drawing the crowds as always. With the finish at Donnington Park this year, the Bath route was long, over 150 miles on the road as well as the circuits on the way, so we were glad when the flag dropped at 9.15 and we were off. Magnificent country roads and scenery have always been a feature of this event, and this year brought no disappointment.

The first leg of 15 miles to Castle Combe circuit was soon completed, though I was taking it gently up hill as the clutch had shown signs of slipping this year since I found a pool of gearbox oil under it after the winter. We enjoyed a couple of laps at 'Combe before hard acceleration down Farm Straight brought some worrying clutch slip, so we retired to the paddock to let things cool down. There we were delighted to meet a truly superb Paramount, the first time I have seen one of these upmarket Ford Specials in the luxurious original specification.

Another 24 miles to Cirencester Park, a scenic stop which we made brief as we had already realised we would have to move some to maintain our schedule. The overall average speed on the road required was only c.22mph, but that's not allowing for the many interesting stops on the way! Next stop was Prescott Hill Climb after another 25 miles of fine roads. I'd had no more trouble with the clutch and was beginning to wonder if some oil had got on it and use was actually burning it off, so decided to test it thoroughly on the hillclimb! To my delight, no undue slip was noted and the GT shot up the hill in its usual style. Good handling and ideal gearing (if I get the double-declutching right!) make Prescott thoroughly enjoyable...

A quick lunch and look around the other cars present and we were well behind schedule again. Many had blown it already and settled down to enjoy themselves without worrying about getting their

finisher's medals - we had an unbroken tradition to maintain, so pressed on to the next stop at Jaguar headquarters, Coventry - another 53 miles. This was a new location for us and very interesting. The buildings are modern, stylish and impressive, and inside is a small but select museum of cars from Jaguar's past and present, from a Swallow sidecar through Mark V to XJ13 and the latest racers. Even better, they had laid on cups of tea for weary competitors, for which we were most grateful.



(Photo - M. McKay) The Rocdale in line at the Bath start.

A quick look round the collection, sign the visitors book, and we pressed on, the final 35 mile leg to Donnington, following in the wake of a matching pair of Mini Cooper 'S'. An attempt to pass them resulted in our only 'incident' of the run, as a hubcap flew off at 60mph and disappeared into the undergrowth. This resulted in a red-faced about turn, as I couldn't leave a totally irreplaceable Ballamy hubcap behind! Fortunately it was easily found, though rather mangled it should be repairable. Donnington ho at last, and we rolled in with 10 minutes to spare! I had never been to Donnington, so bent the rules slightly by going round the circuit twice - once to learn the road (most of the corners seem to be just over the brow of a hill as you approach!) and once to show the assembled crowd what the Rochdale could do. The assembled crowd was probably less impressed than they might have been because I was holding up the scheduled demonstration by classic sports racing cars, but at least the Fairthorpe Registrar who was us refused to believe that the GT was still 'sidevalve' powered until confronted with the evidence!



(Photo - M. McKay) Alongside the beautiful Paramount at Castle Combe.

So, another challenging but delightful Norwich Union RAC Classic Run completed, with finishers' medals to prove it, we retired to the paddock to join nearly 900 cars, converging from all over the country. It was a magnificent display with a fantastic range of cars, all thrown together in a paddock full of fascinating comparisons and amusing contrasts. Again, the Rochdale was never without people looking at it and it was nice to meet fellow enthusiasts, club members and old friends from previous events.

Other sidevalves entered included Duncan Rabagliati's Alexis Trials Car, also starting from Bath, which sadly expired before the finish this year having successfully completed previous events: Gordon Bruce's '36 Y Type starting from Oxford, F Erdelmann's '39 Prefect starting from Norwich, 2 '59 Popular de Luxes - M Smith's 100E starting from Knebworth and Tim Hart's from Oxford. Non sidevalvers included Albert Richard's 107E Prefect from Harewood, David Balkham's Falcon Caribbean Mark IV and Sean McClurg's GSM Delta from Knebworth, and Duncan Rabagliati's Alexis/Buckler/Rochdale GT from Bath.

Such is the camaraderie of an event like this, that it was not over once we left Donnington at 6.30pm for the long haul back to London: our first stop on the M1 was to help a stranded AC Cobra (yes a real one) with condenser problems, and then it was a 1930s Aston Martin Le Mans, which we actually towed for a couple of miles to a roadside phone! His magneto had fallen off, not a component with which I am familiar with yet...

All in all, a magnificent event - great cars, great route, great people highly recommended!

I am delighted to announce that I have at last achieved a long held ambition to join the Classic car press, and by the time you read this will have started work as Club editor for Classic cars magazine. While I have of course to be careful not to show favouritism to any particular club, I shall be able to give the Rochdale a regular mention in the "Our Cars" column. So I hope you will all rush out and buy the magazine.

Malcolm McKay



"O! what makes you so special then?"

UNLEADED PETROL - A LIGHTER NOTE?

In view of the seemingly gloomy outlook encouraged by the numerous articles one finds in the majority of motoring magazines these days. Let us consider this highly topical subject from a new angle and hopefully a lighter note?

Why I ask did the petrol companies of the time introduce lead in the form of lead tetraethyl into petrol in the first place? Was it because :-

1) the majority of engine exhaust valve seats were seemingly incompatible with the use of existing fuels?

2) existing fuels were seemingly causing engine exhaust valve erosion and further wear and tear to pistons, piston rings and valve guides?

The answer is simply NO! The only reasons why lead in the form described, was added to petrol initially were :-

1) performance & 2) efficiency, with the necessity that fuels be capable of accepting much higher compression ratios and be free from the liability to premature detonation or pinking.

The fact that with the "new" leaded petrol similar fears on the wear & tear on components were voiced by the motoring fraternity shows the inadequacies of testing procedures then and now. Certainly the lubricative properties of the "doped" petrol was a phenomenon that had not been predicted.

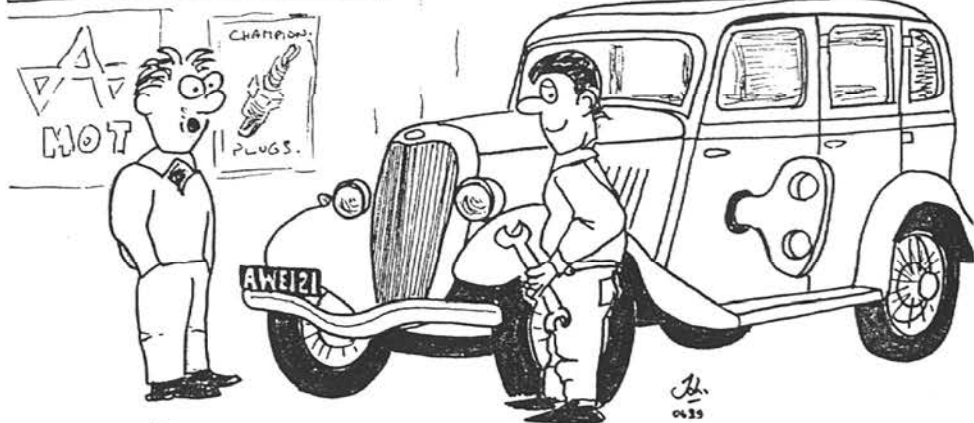
To prove my point I quote from an article written by an eminent engineer at the time (permission granted) which may be of interest in the present situation. I leave you to draw your own conclusions.

"It is a well known fact that with the use of leaded petrols a certain amount of trouble has been experienced with gummed up valves and burnt valve faces. With such fuels there is apt to be deposited on the valves and valve seats a hard film, mainly lead oxide, resulting from decomposition of the lead tetraethyl, and also burning out as compared with the use of ordinary petrol hitherto supplied of low or medium octane rating not doped with lead.

It is generally well known that the addition of lubricating oil to petrol improves the operation of the engine, which is indicated also by the fact that the problem of sticky and burnt out valves is reduced to a slight degree by this method. The real remedy however, is the use of an upper cylinder lubricant consisting of "dag" colloidal graphite dispersed in lubricating oil, available from the usual oil suppliers, which alters the whole position. The graphite itself is a valuable lubricant, all the more so because under engine conditions it is resistant to the high temperature. The main point, however, is the formation on the metal of the engine and valves of what is known as the graphoid surface, which is of inert character and extremely resistant to heat and corrosion. Even more valuable is the fact that this surface prevents the adhesion of hard films, such as lead salts, which means the valves and valve seatings are efficiently lubricated so that sticking is eliminated. Colloidal graphite is in the form of particles so extremely minute that they are practically of molecular size and for this reason they are dispersed in most liquids, not only lubricating oil but also petrol, for example. (Article printed in 1952)

Yvon Precieux

WE CONVERT ANY CAR
TO RUN LEAD-FREE



"SO, EXACTLY HOW DO YOU DO IT?"

TECH TIPS FROM JIM NORMAN

Fitting a replacement exhaust system sounds quite straight forward, but as usual things can go very wrong at the most inconvenient times. Fitting is basically similar between the 100E and 107E so I won't differentiate, but the comments regarding the manifold applies only to the 100E.

Apart from the new system, you are advised to have some other new parts available before you start - the nuts and bolts that hold the 2 halves of the front clamp together will probably have seen better days so replace them with either 5/16" UNF or 8mm set screws and brass nuts. Likewise, the clamps which hold the 3 sections of the exhaust together should be changed so buy 2 new ones - size 1 11/16" or 43mm - as should the 3 mounting straps. You should still be able to get these, as well as the clamps, at any exhaust fitters. The straps are held by 1/4" UNC set screws, and you should have some of these available also. Early 100E exhaust manifolds with the bi-metallic spring tend to give trouble - so much so that most were replaced during the car's early years. If your car still has one and it works, leave it alone. If it gives problems, simply replace the entire manifold assembly with a later one. Don't try to repair the original. You can't! Later manifolds also give trouble in the form of a slight blow between the exhaust manifold and the "hot spot" plate which fits between it and the inlet manifold. This blow, which may well be inaudible, will erode the top face of the manifold over a period of time, resulting in a very "sharp" blow. The full answer here is a new manifold, but a temporary repair can be achieved by building up the worn face with exhaust paste. Loosely bolt the 2 manifolds, gaskets and "hot spot" plate together, fit them to the engine and tighten the manifolds together before the paste hardens! That temporary repair lasted me for 40,000 miles!

Exhaust systems are entirely concealed under the car, so you will require room under it to work. The usual comments regarding securing the car on stands apply. If you are replacing the full system, do not waste time trying to split it at the joints - just cut through with a hack-saw. If you are replacing only part of the system, you will almost certainly find that the part you are trying to remove is rusted to the part you want to keep. Do not attempt to hammer it off - you will only cause damage. The trick is to heat to red heat - a blow lamp is quite adequate - and then twist the parts apart. But be very careful where you point the blow lamp! Remember that there are a lot of inflammable parts on and around a car, and that includes you!

The comments about cutting through the pipes with a hack-saw apply also to the 2 bolts through the front clamp. Use a 7/16" AF (11mm) spanner to remove the bolts holding the mounting straps to the body when the old system should fall away. The bottom face of the manifold should be given a quick clean with a wire brush, when you will be ready to put on your new system. The main problem with fitting the exhaust is holding everything in place until you can tighten the clamps, and an assistant, who must not object to lying on his back under the car, is very useful. If he proves reluctant, you can try balancing the rear end of the front pipe on a suitable support while you get the clamp on the front. Remember that the large leg of the "V" goes

to the bottom, and position it so the joints do not face front and rear to avoid fuel vaporisation. Do not tighten the clamp fully, but attach the silencer to the front pipe and attach it to its straps. Fit the tail pipe to the silencer and attach its strap at the rear. After ensuring that the system is hanging correctly, tighten all the clamps. Start the engine to check for leaks, which can be cured with exhaust paste. Don't forget to recheck all the clamps for tightness after about 500 miles. To avoid having to do all this work again, make sure your new system is stainless steel - order from Tony Saunders.

Jim Norman

VINYLKOTE

I am writing with regard to a product called Vinylkote which may, or may not, be familiar to fellow members. It is a product which can change the colour of leather and vinyl materials by spraying onto the clean dry surface. It comes in a range of colours and I understand that the company responsible for marketing it will try their best to match any colour from a sample if the product is required for merely recolouring existing material.

I have a Ford 100E Popular which has a red interior. Needless to say time and sunlight (a rare commodity in recent years) have faded certain of the more exposed areas of the interior panels and seats to the extent that 1 or 2 patches were nearly white! Having purchased a standard red colour of Vinylkote via an offer in a certain car magazine I duly cleaned the various seats and panels with the cleaning fluid supplied, masked off all of the white piping on the seats (this has to be done very carefully as the Vinylkote will recolour it unless it is wiped off with some thinners very quickly. I used Finnigans Hammerite Thinners to clean the white piping before masking). I then wiped the surface to be treated with a clean rag dampened with the same thinners which was then allowed to dry off (in a matter of seconds). I then filled my trusty Apollo spray gun with the Vinylkote (well stirred) and gave all panels and seats 2 light coats leaving about 10 minutes between coats. A third light coat was applied to badly faded panels. It soon dries and the results are absolutely fantastic. The standard red Vinylkote is exactly the same colour as the original upholstery. Given a wipe over with the Vinylsheen supplied after a couple of days gave a really good finish like new.

I am in the course of fully renovating my car and have found that the red mill board panels in front of the front doors and the rear parcel shelf itself were badly faded. The front panels were renewed with the aid of the old ones as patterns on a sheet of black mill board. The answer to recolouring these and the parcel shelf from the rear was to spray over a light coat of grey primer from an aerosol (ozone friendly of course!) and use a large dupli-colour spray of Ford Cardinal Red for top coat. There is no telling the new finish from the original, the match is A1. The small button head clips holding the panels in at the front were also painted in the same way.

I will send a more detailed report of the restoration as it makes progress. I hope the foregoing will be of some encouragement to fellow club members who have experienced severe colour fading.

Sid Page

CLASSIFIEDS

An advert will appear only if you use either one of the advert forms provided, or use BLOCK CAPITALS with a maximum of 28 words including area and phone number. Adverts must arrive by the 15th of the month preceding publication, non-sidevalve items are not accepted.

MISC

Tim Brandon, all mechanical repairs & rebuilds, over 30 years experience. Fords are my favourite, Stowmarket, [redacted]

PREWAR

1938 7Y, rough MOT October, Tax November, £1250, Norwich, [redacted]

SPECIALS

Tornado Typhoon rolling chassis, with good engine & box, all steering & brakes intact, plus many 103E/E93A parts, sale or swap, Nottingham [redacted]

WANTED

1954 103E, bakelite, doors, windows, chrome bumpers, overriders, rear lights, door handles, wiper kit, indicators, locking boot handle, hubcaps, exterior mirrors, [redacted]

Shortrad Fordor Y or 7W, will consider early E93A vehicle, vehicle requiring work not objected to, Boston [redacted]
Van 5cwt or 10cwt upright type, runner in reasonable cond, to do a light restoration & respray, Eddie Devill, Northern Echo, Darlington [redacted]
Front windscreen for 1951 10cwt van, Alan on Worcester [redacted]
E93A or 7Y wings, flat edge new or VGC, E93A running boards & chrome bonnet ornament for oval Ford badge 37/48 model, Medway [redacted]

100E aquaplane oil pump, Willment or Aquaplane head, set of rods to take shells, Shorrocks supercharger, Steve, [redacted]
3 slot upright type grille, to complete restoration of 7W saloon, Bill Ballard, 23 Chantry Rd, Chessington, Surrey [redacted]
Twin carb inlet & exhaust manifold for 100E, Mike on Chesterfield [redacted] eves
Model Y, restorable or unfinished project for loving care, Wilts [redacted] 7-10pm
7W front bumper & irons, 7W/export 3 hole grille, 7W or Prefect opening windscreen, Dawlish [redacted]

Aquaplane oil pump, timing chest cover, valve chest cover, 4.41 or 4.71 rear axle, close ratio gears, not trials ratios, all E93A for Falcon MkII, Rob on [redacted]
Tourer for restoration, any model or condition, Georg Arnold, Handschuhheimer, Landstr [redacted] W Germany, [redacted]

E93A in good cond body & mech, will consider one needing work, for sale 103E needing work, Bill on Brookwood [redacted]
103E/E93A runner, good body, if poss MOT, details to Alan on Huntingdon [redacted]
100E Popular heater, good V Motif, Dave on Southend [redacted], daytime.

POST WAR UPRIGHT

103E, 1953, T&T, 1st class cond in & out, engine recon 1500 miles only done, colour fawn, must be seen, Medway [redacted]
103E, 1953, in need of much work, non runner, Loddon [redacted]

Prefect, 1953, orig cond in & out, genuine 31000 miles since new, T&T April, offers over £1500, [redacted]

103E, 1956, new engine, g/box, clutch, starter, battery, king pins, stainless exh, new MOT, needs headlining, £950, Canterbury [redacted]

Anglia E494A, 1949, complete, garaged for many years, average cond, though work required, £500, Hatfield [redacted]
103E, running gear etc sound, body rough, spares or restor, £100, Medway [redacted]

Prefect E493A, 1953, Dove grey, genuine 31000, T&T May, exc cond in & out, must be the best, offers over £1500, [redacted]
103E, 1955, green, dismantled ready for restoration, complete, DVLC registered, ex RAF engine plus 103E chassis, inc dash, many parts & orig log book, Offers Slough [redacted]

103E, 1956, partly dismantled, very little rust, £295 ono, Gloucester [redacted]

103E, 1954, complete, needs restoring, spare engine, £350, Cirencester [redacted]

SPARES

Early 100E chrome bezel headlamp cover, new, aeroplane from early 100E Prefect, Dave on Southend [redacted] daytime.

Upright spares, g/box, Ballamy front axle, dashboard etc, offers to Tim on [redacted]
Model Y 1934, engine & g/box, could deliver, offers, Bude [redacted]

93A engine, well worn but complete, £15, Nr Leeds, [redacted]

Y type steering box £70, king pins £25, drag link £15, TRES £15, C type king pins £25, Y&C perch bolt £10, shackles/bush sets £12, all new, Medway [redacted]

Upright Anglia radiator, recon, never used, mint cond, £70 ono, Stanwell [redacted]
103E wings & grille, must clear, best offers, Dave on Feltham [redacted]

100E OHIV Willment head inc SUs, manif etc £95, 8hp engine recon & run 5000 only, £175, Newport [redacted]

Anglia sun visors, 103E set window trims, fibreglass door trims bakelite 100E wheels sun visors props rear light lenses indicators AR155 13450C 103E batt clamp, Chandlersford [redacted]

100E spares, tyres, wheels, doors, wings, lights, etc Geoff on Gateshead [redacted]

Headlinings made to order, original spec, choice of colour, and model, eg 103E £69.95 tel. [redacted] after 6pm

upright parts, new steering brake & engine spares, New & used body panels, used engine g/box axle etc to clear Malvern [redacted]

E93A Speedex alloy head & valve cover, orig manif, crank, conrods, odd valves & springs, Dellow rad cowling, offers Worcester [redacted]

E93A engine, g/box & all parts, front & rear A frames, will split, all front panels except wings, reasonable prices good cond, Frimley [redacted]

103E recon starter £25, speedo £6, inlet manif £4, hubcaps £5, oil filler cap £3, 100E speedo £8, inlet manif £4, Wilmslow [redacted]

[redacted]

100E/107E

Anglia, 1956, exc cond, genuine 35000, stored unused Feb 1979, second owner, tested before sale, £1000 ono, East Lincs [redacted]

107E, blue, orig radio, spare wheel carrier, shown on TV in HideHi, £1000 onvo, Chelmsford [redacted]

Prefect 1957, one owner since 1960, MOT, needs some work, Bare Regis [redacted]
Anglia 1954, good orig cond, no rust, 1 years MOT, very reliable, £300 ono, Rayleigh [redacted]
101E (lhd) Prefect 1958, engine rebuilt, yellow, grey trim, body needs work but new panels inc, US import, offers to Michael Murphy, [redacted]
Ireland [redacted]
Prefect 1955, recon engine, rad & carb, new starter ring gear, fuel pump, clutch, batt, brakes, tyres, steering box & TREs, plus spares, £750 ono Leebrooks [redacted]
107E 1961, vgc, MOT, resprayed light blue, only used for shows, offers over £1000, Sutton Coldfield [redacted]
Popular 1959, renovation started but not finished due to house move, £150 ono, Bristol [redacted]
Damaged Pop 1961, for spares or repair, recon engine 9800 miles only, load of spares in engine, offers all or part, Gt Totham [redacted]
100E 1960, superb recon engine years MOT 6 months tax, body & chassis exc, orig paint, Dove Grey, many spares, driven daily, £800 ono Richard on Marlow [redacted]
Anglia 19578, body good cond but engine out, seized. Some spares, re reg, £150 ono, Brixham [redacted]
Pop 1960, 55000 miles, full history, stored 9 years, good cond, £1000 Bristol [redacted]
100E 1954, stored some years, engine needs attention, one owner from new, offers Winscombe [redacted]
Escort 1960, long T&T, good tidy cond, tired engine, £800 also Escort bonnet, boot badges, bonnet V. 2 rear side panels, f/wings, f/bumper, all new Nuneaton [redacted]
Anglia 1956, perfect body, as new underneath, rebuilt using new parts, suspension tops, steering, brakes, clutch, tank, tyres, bumpers, hubcaps, T&T £1250 Nr York [redacted]
Anglia 1955, reluctant sale, low mileage, orig reg, just waiting for kind restorer! plus many spares, £495 the lot, willing to split, Mike on Hull [redacted]
Thames 300E 1956, MOT, many new parts, space needed, offers, Geoff on Gateshead [redacted]
Prefect 1958, full working history, 1/blue matching interior, many extras, 41000 miles, VGC, many spares inc years MOT, 6 months tax, £1100 ono Esher [redacted]
Pop 1961, VGC, MOT, engine rebuilt 1988, used daily, Kent [redacted]

INTERNATIONAL
SECTION



UNLEADED IN THE USA

Dear Paul
The June '89 issue of Sidevalve News included several articles from Jim Norman, John Charlton and you about unleaded fuel, which has been a problem for us here in the US as well as now finding its way to your area. We have a 1960 101E Squire with about 16000 miles on the odometer. Actually the 101E is the newest of our old cars. We have been concerned with the reduction in lead content from our fuels and although we do not drive any of our older cars hard, we do have a number of fuel additives available to us, which we use with every tankful of regular grade fuel, which still does have a small amount of lead in it from the refiners. The products that we use are:

RELEAD - Lead substitute and gasoline additive manufactured by Marine Development and Research Corp., 116 Church Street, Freeport, New York 11520.
ALEMITE - Super concentrated Lead substitute sold by Stewart-Warner Company, Chicago, Illinois 60611.
Both products require 1 ounce of additive to every 10 US gallons of gasoline.
Actually, I do not know if the additive does any good, but it sure makes us feel better about running our cars on the low lead (almost no lead) fuels that we have available to us. Perhaps someone should research the availability of the lead additives for you folks.

Howard Freedman, USA

UNLEADED IN CANADA

To those who have noted my absence from the news for some time, this was largely due to a bad car accident while on holiday last August in Scotland. To spare the gory details suffice to say I did not get back to work until October, and my wife Esther is still off work as a result. Indications are it will be a few months yet before she does. Only consolation is that the truck driver was charged by the police with careless driving causing bodily injury. Sad part was that it was our 25th wedding anniversary trip.

However, to return to subject since "hot" in the news. The bad part is that even our low lead gasoline (oops petrol) is to disappear from the pumps next year in Canada, only the unleaded grades will then remain. Today a lot of the smaller stations have now abandoned leaded, and only the bigger still have it in their line up. The good news is that substitute additives are now on the market to pour into the gas tanks. These are variously branded as "Instead o lead" or as Lead Substitute.

Even mighty GM recognise the problem for older engines and market under their aftermarket Goodwrench brand this additive very specifically as "Anti Valve Recession Additive". Presumably they tested it. Cost of these is in the region of \$3.00 (£1.50) to treat a 100E tankful. But may come down a bit when volume/competition increases when leaded is gone.

At first I was in some doubt about this additive reportedly based on a sodium formulation. That was until I heard its source was the Lubrizol Corporation, who are a major supplier to the oil companies of additive packages they blend into solution in their motor oils. To me this inspires confidence as they should know what they are doing!

More recently Shell have announced that their premium unleaded Formulae Shell now contains an anti valve recession additive, potassium based, that is not supposed to adversely affect catalyst equipped cars. You can bet Esso and others will not be far behind, as Shell estimates there are over a million motors in Canada, not only in cars, that were designed for leaded.

To date my 100E is still running on our low leaded OK, but recently have been trialling my wife's 80VW (meant for leaded) on unleaded with the pour in additive. No problems so far but will keep you posted.

Incidentally on unleaded, the word from a horse's mouth at an oil company is to use the premium priced product. As not only is the octane higher (about 92) the extra refining this receives results in a higher effective BTU content. This more than compensates for the odd extra change you

compensates for the odd extra change you pay, resulting in a slightly lower fuel cost per mile. Indications are on my daily hack, a Buick-catalyst equipped V8 motor, that he is right about that. Also other additives in it promise cleaner carbs, or injection equipment now common on modern cars.

When ultimately faced with unleaded only for your oldie, it would seem that the thing to do is to use only the highest priced. But with the lead substitute added, paying attention to the dosage amount recommended on the side of the small jug or can. At least until such time as there is convincing evidence that additives already blended in (such as Shell's Potassium) are effective in providing the valve seat protection. Let's keep them running!

Ed Ingold

HORDES OF THE THINGS!

Dear Paul,
Well, not exactly, but life is full of surprises! I heard recently through a friend here of an Anglia like mine (1948) "just up the road". Inquisitiveness took the better part of scepticism and I approached the owner of a rather delapidated garage within a mile or so of here and was shown this sound, but somewhat neglected, Anglia. This was indeed a find for me as I have not seen such a similar model to mine in all the 22 years I've owned it.



(Photo - N. Hartley) A future overseas member?

I was able to explain to the Present owner who is in the middle of a house renovation - quite a bit about the car, and lent him information about the club. The engine is original (Y36) and is so close to mine (Y35) that they must have been made within a few weeks of each other. The chrome surround on the radiator grille is the distinguishing feature. The car is LHD, with a km per hour speedo. It was imported via Ostende in 1948 and still has a lead embossed customs tag fixed to the steering column with a bit of string, which was the procedure then. The identification plate still calls the model "E04A". I was expecting to see additional references because of the LHD.



(Photo - N. Hartley) The steering wheel has moved!

I enclose some photos. As you can see, the car is in need of a fair amount of work but is all there. The inside contains the rear wings and other bits of trim. The rear end is going to be quite a job. But Benoit (of the house restoration) tells me that it has been bought by a couple who live the other side of Brussels and they will totally restore it. I've left my name and address; they may be grateful for spares at the appropriate time. I will persuade them to join!

When I bring my Anglia over it will be nice to think of a closely related stable mate - even if it isn't a "Siamese twin"!

Nick Hartley, Belgium

ANOTHER PERIOD SHOT FROM COLM



(Photo reproduced by kind permission of the Irish Tourist board)

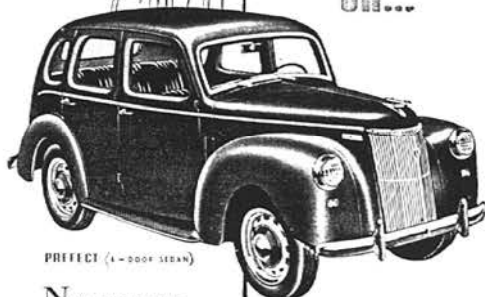
Taken in Dublin in 1954 we have a very scruffy 7W, and behind it a 1939 registered E93A Prefect.

CANADIAN ADVERTISING

Dear Paul,

Enclosed is a copy of an advert from the May 1950 edition of the Toronto Star weekly Magazine. Although I am sure no translations are required, may I point out that streetcars are Canadian (specifically Toronto) for trams, and that they still run on tracks down the centre of all major city streets.

Dennis C. Patchett



PREFECT (4-DOOR SEDAN)

Now you can say as thousands of others are saying—"No more crowded streetcars for me!" No more waiting—no more homebound crush—no more inconvenience. Today you can enjoy the freedom of personal transportation with a new Prefector Anglia, British-built by Ford.

Look—and compare the savings! Lowest prices in Canada—up to 40 miles per gallon—lowest upkeep costs. And service available from 1100 Ford of Canada dealers—coast to coast.

Yes—you actually save hundreds of dollars when you buy a new 4-door Prefect or a 2-door Anglia. And on every trip you take—on every journey you make—you'll save, save, save!

See—drive—convince yourself! Ask your dealer about the low down payment.

Before
you
buy...
Compare
prices
on...

FORD'S British-built CARS!

UP TO 40 MILES PER GALLON

COAST-TO-COAST SERVICE

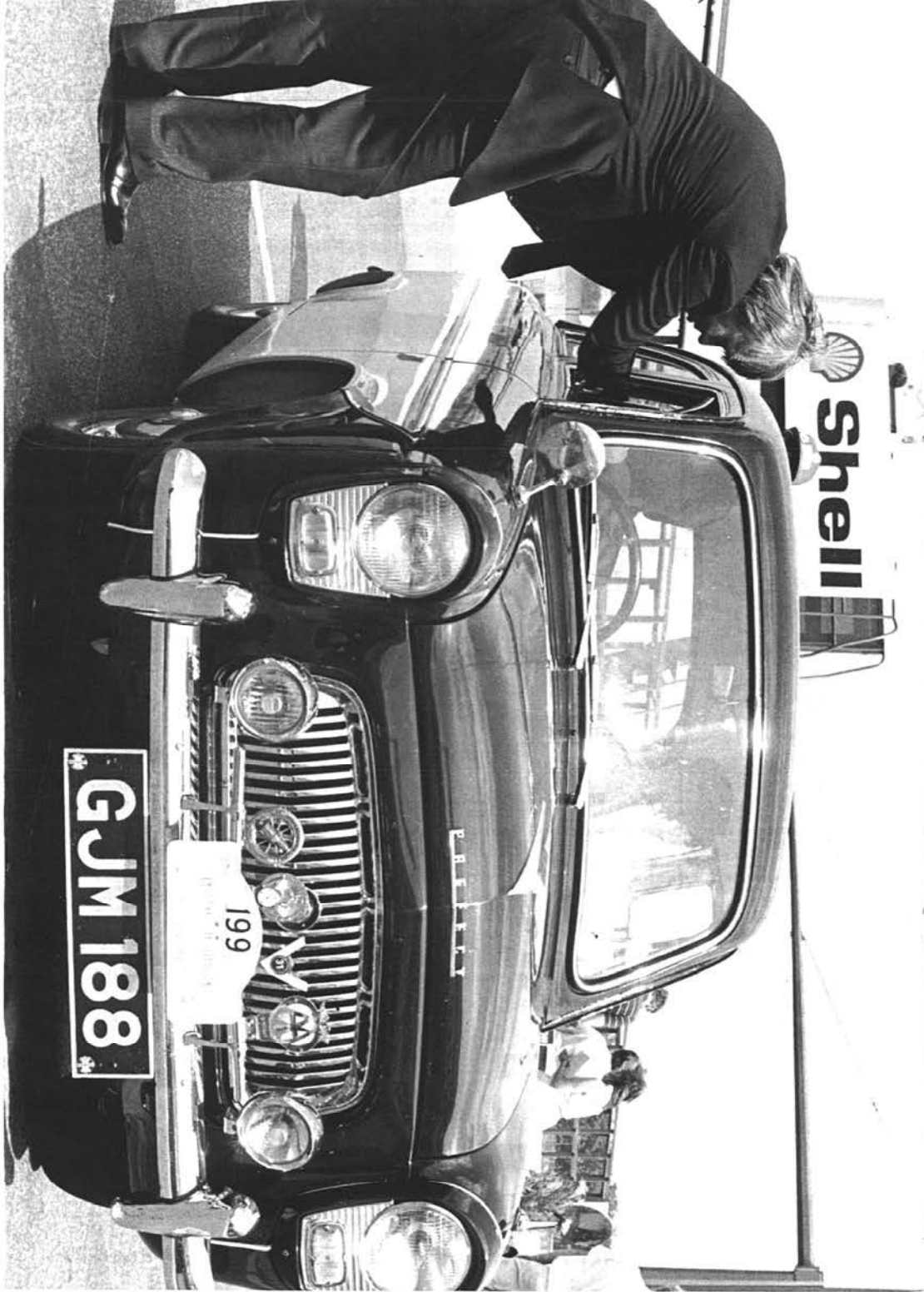
LOWEST PRICED NEW CARS IN CANADA

MORE MALTESE SIGHTINGS

Again thanks to Glen Bubb for sending in these photos. We have one of the many 300Es he saw in Victoria, but taken against a very impressive backdrop. Next a 103E in Sliema, complete with non original bumpers. This car was seen many times being bump started up the sea front at Sliema. Finally, a tidy E93A seen in a back street of Valetta, the running boards looking rather worn.



Ford OVER 1100 DEALERS COAST-TO-COAST **MERCURY**
MONARCH FORD-MONARCH DEALERS - MERCURY-LINCOLN-METEOR DEALERS LINCOLN Mercury



Shell

44 GJM 188 44

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