

Sidevalve News



Volume 25 · No 3 · June 2008



Features this issue

Driving 1,500 Miles in the Ndola Car Rally
Taunus 'Buckel' Convertible
MOT Spanish style
E83W to Donington
Sidevalve In India: 1940 E93A Tourer



Sidevalve News

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Cover photos of the Yorkshire group's road run to Crich in the Peak District, 11th May

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Club Officials

The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating membership number and enclosing a SAE. Please telephone at stated times only.

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| Local area groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00pm and 9.00pm ONLY. | |
| Bristol and South West | Ivor Bryant 01454 411028. 3rd Wednesday: <i>Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i> |
| Cambs, Lincs and Norfolk | Brian Cranswick 01733 203776. E-mail: b.cranswick@yahoo.co.uk . Please ring for details. |
| Coventry and Midlands | Geoff Hammond 02476 334201. E-mail: hammond.geoff@talktalk.net . 2nd Tuesday, <i>Queens Head, Meriden, Nr Coventry. 8.00pm.</i> |
| Devon and Cornwall | Ian Rooke 01752 266018. Please ring for details of local activities. |
| Essex | John Hull 07763 810386. E-mail: postmaster@jrjhall.plus.com . 1st Tuesday: <i>The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.</i> |
| Glos, Hereford and Worcs | John Pole 01684 564829. E-mail: john@polej.freemove.co.uk 3rd Thursday: <i>The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i> |
| Hampshire | Mick Crouch 023 8069 2359. Please ring for details. |
| London North | Robin Thake 01279 659245. 1st Monday: <i>The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.</i> |
| London South East | Stan Bilous 020 8764 7068. Please ring for details of local activities. |
| Merseyside | Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. 2nd Monday: <i>Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i> |
| Northamptonshire | Danny Moody 01604 810095. 1st Thursday: <i>Stags Head, Earls Barton. 8.45pm.</i> |
| Central Scotland | Position vacant. 1st Thursday: <i>Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i> |
| Surrey | Angela Hume 07884 184882. E-mail: babssidevalve@aol.com |
| Sussex | David Pickett 01444 483350. 3rd Wednesday: <i>Barley Mow, Selmeaton, A27. 7.30pm.</i> |
| Yorkshire | Nigel Hilling 01484 843115. Last Tuesday: <i>Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i> |
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Editorial

John Porter

How has the season been so far? Drive It Day was wet in the Midlands and I didn't get to the Eastern Drive It Day as three hours in an open car in the drizzle did not appeal! Hopefully you all got out and about in your locality. Pat and I had to content ourselves with a grey damp run around the South Leicester area – not a classic was seen! As you read this in June you will know how the classic car season has started. It is strange that we have so many outside events in our climate but when it is warm and sunny the rainy days are quickly forgotten. Whether setting up camp behind your Sidevalve is a unique pastime in the UK I don't know. Some owners get well into the task of the al fresco luncheon with table, chairs and umbrella for keeping the sun off (rather than the rain). Period hampers always look the part with autojumblers doing a brisk trade at their stands.

Arrivals and Departures

I would like to welcome Rob Goodland, the FSOC's new 100E/107E Registrar, who has just collected the bootful of register documents which should keep him in reading for a while! Departing at the AGM is Geoff Hammond who has done a sterling job looking after the website and publicity. Many thanks for your efforts, Geoff. He will be devoting his considerable energies to resurrecting the Coventry Group which has faded away since Barry White left for the pleasures of Sunbeams a few years ago. He is hoping to return the group meet to the old watering hole in Meriden, the Queen's Head. Please contact Geoff for more details of the re-launch and to find out about activities in the Midlands.

Publicity

As a consequence of Geoff's departure, the club will need a new Publicity Officer. If you have an interest, or experience, in this field and would like to know more contact me, John Porter, or Shirley Wood.

Just in Case You Had Heard This Rumour

On 23 April 2008 the government received a petition asking:

'We the undersigned petition the Prime Minister to reject any proposals to ban or restrict the use of older cars.'

The details of the petition:

'Several EU proposals across the years are dangerous to the classic car movement. One that has been under consideration is to ban the use of cars older than 10 years. Similarly, Edinburgh City Council

is considering the banning of cars over 15 years old from the town centre. These, and similar, proposals directly threaten the classic car movement, and encourage the manufacture of new cars, with the attendant environmental issues of sourcing raw materials, manufacturing, distributing and scrapping the spiralling supply of new vehicles.'

The Government's response:

'Thank you for taking the time to register your views about classic cars on the Downing Street website.

There is currently no proposal either at EU or domestic level to ban cars over a certain age.

Clearly, vehicle emissions are a concern not just from a local air quality perspective but, increasingly, due to their contribution to climate change. Therefore, the European Commission has proposed setting CO₂ targets for car manufacturers, but these would only affect new cars. Also, the targets would be based on averages rather than enforced limits or bans.

There is also no EU or UK policy to provide incentives for scrapping old vehicles. A programme of incentives to phase out the most polluting vehicles was considered as part of the national Air Quality Strategy Review (June 2007). Two scenarios were modelled: the first considered incentives for the scrapping of all cars that were not compliant with the Euro 1 standard, while the second considered Euro 1 standard cars as well as all the pre-Euro cars. This analysis suggested that both scenarios would result in a large net cost to society and represented poor value for money, mainly due to the high cost of useful resources being destroyed (i.e. roadworthy cars being scrapped). This could also involve negative environmental effects, as the petition outlines. As a result, the Air Quality Strategy classified this measure as 'no longer under immediate consideration', which remains true today.

Local authorities are able to develop, implement and manage their own local air quality management schemes, allowing them to focus measures on priorities in their area. The Low Emission Zone (LEZ) operating in London is a prominent example. It currently applies to lorries over 12 tonnes, but will eventually apply to lighter vehicles such as large vans. However, cars, motorcycles and small vans (below 1.205 tonnes in unladen weight) are not affected. For the vehicles that are included, there is an exemption for 'historic vehicles' built before 1st January 1973.'

Let us hope that this remains the case!

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Events

Brian Cranswick

2008 Events

It is now well into the event season, so don't leave your old car in the garage gathering dust and rust; give the old motor a nice polish up and bring it along to a show. We really do need the support from our members. The more cars we can have on our stands the better we can promote the club and encourage more new members to join.

15th June – Kemble Air Day, Kemble, Circencester: Cotswolds prestigious air show – book early to ensure a space. Clubs can no longer make bulk entries: to enter submit your own form via www.kembleairday.com. If you are attending, contact Peter Williams so that he can arrange to park FSOC vehicles together.

15th June – Marsworth Steam & Classic Vehicle Rally, Startup Farm B489 Aston Clinton: details tel 01442 825057.

28th June – FSOC AGM at Wortley Hall, Wortley, Sheffield, South Yorkshire S35 7DB, 0114 2882100, email: info@wortleyhall.com. Times: 12:30pm buffet and 2:00pm AGM start. Nigel Hilling is organising an evening local run to the Last of the Summer Wine district for local members and those staying over. A list of local B&Bs will be available.

29th June – Sheffield Festival of Transport, Graves Park, Sheffield: this can be a Sidevalve weekend if you want to stay in the area after the AGM. Details from www.transtarpromotions.co.uk or from Nigel Hilling tel 01484 843115. If you enter directly, please kindly let Nigel know.

29th June – Vintage Vehicle Rally, Leighton Buzzard Railway: details from Rally Secretary, Leighton Buzzard Railway, Pages Park Station, Billington Rd, Leighton Buzzard, LU7 4TN.

5th–6th July – Hollowell Steam, Hollowell Nr Northampton: details Allen Eaton 01604 505422 or www.hollowellsteam.com

5th–6th July – Ardingley Vintage Show, Ardingley, West Sussex. Club stand: to enter see Mick Crouch.

6th July – Classic Car Show, The Institute of the Motor Industry, Fanshaws Brickendon, Hertford: details John Morrish 01279 435826 / 07904 701312. North London Group will have a club stand at this event.

13th July – Harpenden Highland Gathering, Harpenden Herts: contact Robin & Jennie Thake for details.

19th–20th July – Chiltern Open Air Museum Classic vehicle show, Chalfont St Giles, Bucks: to enter 01494 871117 or email coamuseum@netscape.net.

20th July – Fleetwood Transport Festival / Tram Sunday, Fleetwood, Blackpool. Free entry details: www.fleetwoodtransportfestival.co.uk

27th July – West Bergholt Historic Vehicle Show, West Bergholt Nr Colchester: contact Robin & Jennie Thake for details.

30th July – Harpenden Common Car show, Harpenden Herts: ticket entry from Harpenden Town Council, Harpenden, Herts.

3rd August – Eastern Area Sidevalve Meet, at the BL/BMC rally Peterborough: camping available. If you attended last year the organisers will send out further entries. All members are welcome. Room for a large club stand, late entries can be accepted. Contact Brian Cranswick. This is a really good venue at Ferry Meadows next to the Nene Valley Railway.

10th August – Historic Specials Day, Cotswolds Wildlife Park, Burford, Oxon. Free entry for the driver of any historic Special or its tow car. For more information contact Rob Daniels, Specials registrar.

10th August – Auto Retro-Anglia Car Show, Mid Suffolk Showground, Stonham, Suffolk. Free entry for show cars. Event will include an autojumble and trade stands. Room for a club stand if enough interest. Details and entry from Club member Steve Minns, tel 01379 677367 or steve@beckgreenfarm.fsnet.co.uk

10th August – Duxford Air Museum Classic Car Show. Club stand contact Andy

Westwood 01279 505456 or Robin Thake 01279 659245.

16th & 17th August – Ford Mk1 & Mk2 Cortina, Corsair & 105E Owners Clubs are all holding their Annual National Shows at Stratford upon Avon Racecourse. All Ford cars are welcome, prizes for vesting cars and club stands. Info from www.mk1cortina.com or telephone 01225 351626 for entry details.

17th August – Ford Show at the Mid-Suffolk Light Railway Museum, nr Stowmarket. All Ford cars event: free admission for up to two people into the museum and includes a train ride – if you have pre-booked with your old motor. More details can be found on www.mslr.org.uk. For entry details contact Club member Richard Watson, Mid-Suffolk Light Railway, Brockford Station, Wetheringsett, Stowmarket, Suffolk IP14 5PW. Tel 07811 195912.

24th–25th August – Quainton Grand Steam & Vintage Vehicle Show, Quainton Rd Station, Aylesbury, Bucks.

24th–25th August – Hampshire Pageant of Motoring, Broadlands, Romsey, Hants. Club stand: to enter see Mick Crouch.

30th & 31st August – Skylark Garden Centre Country Show off A141 March, Peterborough. Event includes a flyover from the Red arrows. Loads of cars attended last years show. We will have a Club stand. For free entry contact Brian Cranswick for a registration form.

2nd September – Kensworth Car Show, Dunstable, Beds.

14th September – St Marys School, Bishops Stortford: North London Group Club stand; details Robin & Jennie Thake.

28th September – Ramsey Rural Museum, Ramsey Annual Country Fair, Huntingdon. Cars wanted to make up a club stand. Please contact Brian Cranswick if you can attend this event. Closing date for entries is the end of July. No cost entry for club members.



Photos by David Ross

Merseyside Group

Joe Wheatley

Our meeting at the Bottle & Glass continues to grow. Let's hope we can replicate the numbers at our shows this summer!

Sunday 20 April (National Drive It Day) – Commercial Vehicle Museum, Leyland

This gathering of Fords (below) in the car park of this popular museum was organised by Margaret Ollier of the Mk 1 Cortina Owners Club. The car park is on a small hill near the centre of Leyland and I can confirm that the wind certainly whistles around there! This was the first show I have ever attended where coat, hat, scarf and gloves were required all day. The rain kept off for a few hours between twelve and three but it was extremely parky.



Drive it Day. 107E – Roy Barker; 103E – Ian Sidebotham; Green E493A – Mike Brocklehurst; Beige E493A – Freddy; 105E – Bill Moore; Green E83W (behind) – Ron Taylor. Others were parked elsewhere.

All credit then to the intrepid enthusiasts that brought out their cars to celebrate Drive It Day. Lots of Mk2 Consuls & Zephyrs, Mk1 & Mk 2 Cortinas and many more. In all more than 100 cars appeared for all or part of the day. Margaret had negotiated reduced entry fees and a free brew for all exhibitors so everyone took the opportunity for a warm and a quick look around the exhibits. Personally I spent most of the time in the café, near a radiator.

We managed a good turnout though Bernard Ellicott stayed at home with a spot of engine trouble and Dave Broad's 300E van expired on the M6 due to a failed rotor arm and had to be recovered by the RAC. Brian Winstanley (107E – BOA), Roy Barker (107E), Ian Sidebotham (103E), Mike Brocklehurst (E493A), Bill Moore (105E), Ron Taylor (E83W Van), Dave Rothwell (in a 103E selected from his collection of 10 Sidevalves!) and myself (E493A) flew the flag for the FSOC. Ken, Andrea and Philip Riley came in their people carrier as Ken had not quite finished the 107E conversion to his 100E Prefect. All in all a good start to the year; I just hope it gets warmer!



Tottington. At Back – Beige E493A – Freddy. Maroon & Grey 107E – Roy Barker; Red Model Y – Dave Rothwell (Dave & Mike Brocklehurst at side); Green E493A – Mike Brocklehurst.

Sunday 27 April – Tottington High School, Bury

A school fete in Mike Brocklehurst's neck of the woods. As I left the early service at Newchurch the rain started in earnest. Jill could tell I was not too keen on setting off but you don't like to let folk down, especially when it is a charity event. I splashed my way round the M60 and as I negotiated my way around Bury fell in with Roy Barker in his 107E. However he knew where he was going so arrived before me after I took a wrong turn. Bernard Ellicott (100E Pop), Mike Brocklehurst (E493A) and Ken Riley (100E/107E) were also there before me. The rain continued but there was no wind today so we put up the little gazebo I had bought the previous day to keep the rain off.

Ken Riley has made a very professional job of his 100E/107E conversion. Nicely painted in black; all of the mechanical work has been completed so just a few leaks; electrical gremlins and carpets to make a very pretty usable Prefect.

Half the cars booked in did not show up so our six Sidevalves probably represented 20% of the classic cars. However there was a good display of military vehicles with lots of folk wandering about in all sorts of uniform. Three double deck buses and a fire engine too. The school had worked hard putting on all sorts of displays. Rock band in the gym, bar (with real ale – hooray) in the canteen, model railways, barbeque, craft stalls (I bought lots of home made pickles!) and a very comprehensive display of WW1 & 2 artefacts in a couple of classrooms near the car display. All the

corridors had lots of old newspaper articles and photographs about and of the area. The school is obviously very keen on local history. I managed to embarrass myself talking to a young lady in the WW2 display. Noticing a piece entitled 'Canary Girls' I told her all about the 'Canaries' who worked at the munitions factory at Risley and their dormitory in Culcheth. 'Yes I know,' she said, 'I'm head of history here.' It's not only policemen that look too young to me nowadays. (For our younger readers the women who worked in munitions were called 'Canaries' because the cordite turned their skin yellow. They were given special rations of Max Factor makeup to try and bring them back to a more usual complexion.)

In the afternoon Dave and Sue Rothwell arrived in his Model Y shortrad having travelled over from Banks, a good 45 miles away. A lovely little old thing that he obtained in a swap for a BSA Bantam motorbike. Since then he has sorted the mechanics and given it a quick paint to stop the shot-blasted body from rusting. If only we could get Dave a car transporter he could put on a show on his own!

Rain returned with a vengeance at about three so we all made our way home. A very pleasant event, on hard standing with access to 'inside' displays. It would have been much better in the sun, though.

Sunday 5 May – Culcheth Community Day

Earlier in the week I walked over the green and found, as expected, the ground was more



Culcheth Community Day. Chris Toombs (103E); me (Freddy, E493A); Bernard Ellicott (100E Pop); Mike Brocklehurst (E493A); Frank Wells (100E Pop); Dave Rothwell (300E); Dave Broad (300E); Ken Riley (Black 100E/107E).

than a bit soft. I called up the parish councillor and arranged to use a small car park up in one corner of the field. Only problem would be that it would be my job to stop anyone else parking there!

So I set off in Freddy just before 08.00 with my folding chair and a couple of bollards borrowed from work. I blocked one entrance with Freddy, the other with the bollards and waited for folk to arrive. During the morning we did have to let several vehicles onto the car park to unload for the stalls being set up on the green. We only lost three spaces to non classics and managed to cram 32 cars into the car park with only 26 spaces.

Bernard was first to arrive as usual, quickly followed by Frank Wells (100E) and Mike Brocklehurst (E493A). Frank's Pop is on its last legs, the engine is knocking and the chassis is shot so he is concentrating on trying to get his squire back on the road. With no garage we have to hope for a couple of months of fine weather! We had lots of support from other FSOC members: Chris Toombs brought out his 103E (he only lives 300 yards from the car park!), Dave Broad (300E van & Jack Russell called Mutley), Dave Rothwell (another very nice 300E), Roy Barker (107E), Ken Riley (100E/107E), Bill Moore (105E), Brian Winstanley (107E), Ian Sidebotham (103E). Most brought along spouses and I think everyone enjoyed the display and the other activities on the green. I know our local café, McDees got very good reviews from all who wandered over for a brew & butty or cake. There were lots of other stalls, restaurants and pubs so nobody went hungry. (I seem to remember the Barkers and Rileys managed to find our local chip shop too!)

I'd also emailed the Wirral Classic Car Club, St Helens Classic Car Club, Tame Valley Veteran & Classic Car Club and the NW Casual Classics. Early arrivals from TVVCCC included Morris Minor, E-Type, Mercedes SL, MGB, Spitfire. I think a member from St Helens had got in touch with the 'Three Graces' (Mk II Consul, Zephyr & Zodiac) Club. We had several MkIIs (I'm please to

say a very nice Consul was awarded 'Car of the Show' by the Parish Council), some very large 'Yanks', a Vauxhall Cresta & Velox and a very unusual 1950s Hudson. Many thanks to all outside the FSOC who made such a good display. In fact we had so many cars that one or two had to be turned away for lack of room. I think everyone had an enjoyable day. My only worry is how to do better next year!

Saturday 10 May – Bottle & Glass, Rainford

As we were leaving after our April meeting the landlady approached us and asked if we could put on a display on this Saturday. Pleasantly surprised, I said I would see who we could bring over and promptly forgot all about it! Fortunately Sue, the landlady, called me the previous Sunday, asked if we were still on and said she would provide a buffet for exhibitors. Who says there is no such thing as a free lunch? I told as many people as possible at Culcheth Community Day, sent out emails and called one or two folk. I hoped to get 10–20 cars on display.

As the weather was good and we would have access to seats, hard standing bar and toilets Jill agreed to accompany me. We set off just after 11.00, intending to arrive in good time to meet everyone else. We got as far as Lowton (three miles?), halted at some road work traffic lights, and Freddy stopped and showed no sign of restarting. I checked the carb (lots of fuel), looked for a spark – none. No spark at the king lead, no sparking across the points. Tried a hot wire and new coil – nothing. Lacking a multi-meter I gave in and called the RAC and also Bernard to say we would be late. When the RAC chap arrived he was at first thrown by the positive earth, but quickly diagnosed a condenser which was just shorting to earth (I know what to look for now!). I had new points and condenser with me and within 15 minutes we were back on the road finally, arriving at 1.30. My beloved colleagues had scoffed the buffet but Sue the landlady put up some more sandwiches so Jill and I did not go short.

Our friends from the other local clubs did not appear today but we had a good display of Sidevalves outside the pub. George Cave from Southport came in his very nice black E493A, Dave Broad with his 300E van & Mutley, Roy Barker (107E) and Ken Riley (100E/107E) with their families, Ron & Marilyn Taylor (E83W), Ian & Shelia Sidebotham (103E), Bill & Adrien Moore (105E & cousin with Wolseley 1500), Mike Brocklehurst & family (E493A), Arthur Speakman (Falcon Caribbean), Bernard Ellicott (100E).

We all spent a very pleasant afternoon chatting and enjoying the sunshine. Most had drifted off by 17.00 but when Jill and I left the

Barkers and Rileys were enjoying a nice meal before setting off home. Do I see a pattern emerging here?

Thanks to everyone who turned up. I hope we have lots more days like this in the months ahead!

Forthcoming Events (IE = Individual Entry)

Sunday 15 June – Ashton Under Lyne static car show (With the TVVCCC)

Monday 16 June (Evening) – Hope Valley Car Show (IE) (A very good do, take the afternoon off and join us!)

Saturday 21 & Sunday 22 June – NW Motor Show, Southport (Club stand. Small charge)

Saturday 28 June – FSOC AGM – Wortley Hall, Sheffield (A reet good do!)

Saturday 28 & Sunday 29 June – Kelsall Steam Fair (IE) (At new venue)

Saturday 5 & Sunday 6 July – St Helens Festival & Car Show (IE)

Sunday 6 July – Shaw & Crompton Vehicle Rally (They close the High Street for us!)

Saturday 12 & Sunday 13 July – Cheshire Steam Fair (IE) (A good day out for all the family)

Sunday 20 July – Fleetwood Festival of Transport (IE)

Sunday 27 July – Audlem Car Show (IE). A bit to travel, but usually get fed by Tony & Jane Ikin afterwards! A very good day out)

Saturday 2 & Sunday 3 August. NOT Woodvale as they are now charging £5 per entry. We will find an alternative.

Saturday 9 & Sunday 10 August? – Astle Park Steam Fair (IE)

Saturday 16 & Sunday 17 August – Tatton Park Classic Car Show (Club stand)

Sunday 24 August? – Blackpool Vehicle Preservation Group, Stanley Park, Blackpool?

Sunday 31 August – West Lancs Festival of Transport. Merebrow (Club stand)

Saturday 6 & Sunday 7 September – Malpas Yesteryear Rally (IE)

Sunday 14 September – Uppermill Car Show (With TVVCCC)

Sunday 21 September – Port Sunlight Village (Club stand. Small Charge. With TVVCCC)

Yorkshire

Nigel Hilling

Annual General Meeting, Saturday 28th June

A further reminder that the FSOC AGM takes place in our region this year, at Wortley Hall (www.wortleyhall.org.uk). I would urge all Yorkshire members to take advantage of this opportunity to make your voice heard by attending the meeting. Hopefully you will all bring your Sidevalves to the meeting so that we can have a small display. Following the meeting I am organising a 'Summer Wine' road run which will end up at a pub in the early evening. All are welcome even in modern cars, although it would be good to have plenty of old ones out. The next day will see us on a club stand at the Sheffield Festival of Transport at Graves Park. Hopefully we will have a good turnout for this as well.

Lands End Trial

This was the usual epic adventure over the Easter weekend and was the 86th running of the event. We left Huddersfield with snow starting to fall but were fortunate to enjoy reasonable weather for the rest of the weekend despite the conditions in other parts of the country. We were joined on the trial by James Child in the ex Gordon Mackenzie (and ex Keith Redmile Garner) 103E Pop. Although this is currently running as standard (except for an 8hp box) it performed as well as my Anglia on the hills. Neither of us came away with an award but both of us finished and completed the best part of 1000 miles over the weekend. The photo shows us by the seaside at one of the event controls.

Drive It Day, Sunday 20th April

Three members from the Sheffield area of our region – John Duckenfield (103E Popular), Rob Goodland (100E Anglia) and David

Bristol

Peter Williams

Just a short report this time on account of Ivor being temporarily absent on business. We continue to meet as a joint assembly with the Horton Classic Vehicle Club at Horton Social Club (just north of Chipping Sodbury) at 8.30pm on the third Wednesday of each month.

To celebrate Drive It Day we organised a joint run round the Cotswolds taking in four major garden centres. 'Why garden centres?' I hear you ask. The idea of DID is to get the classics seen by lots of 'ordinary folk' and many of them congregate at garden centres on Sundays in late April. Also they were all chosen for their big car parks, good restaurants and clean toilets. It was a bit early in the year for some people but we managed to persuade 12 vehicles to turn out. Five were Fords; Ivor in his 7Y 8, I took Noddy along, Paul Hanley brought his 100E as did Bob Palmer and Geoff Hammond came all the way from Coventry in his very smart E494A Anglia. The others were a Rover 90, Austin Vanden Plas, Daimler Sovereign, A35, Hillman Minx, Hillman Super Minx, and the only right hand drive Citroen Ami 6 estate car in the UK.

The next big event on the calendar is Kemble Air Day on 15th June. People have had to make their own entries this year but we hope to gather together on site to put on a club stand.

makes set out from St George's car park in the town centre on the 17 mile journey to Elsecar.

It was a marvellous sight to see so many cars bearing the badges of past British manufacturers, many flying the St George's flag, although our three were the only Ford Sidevalves represented, Trevor Miller took part in his Ford V8 Pilot, *an honorary Sidevalve* (better known for his Popular leaf sweeper).

On arrival at Elsecar we were all parked up in groups for the public to admire, but as the weather deteriorated we made good use of the local café and pub (for lunch) before an early departure. In spite of the weather we all had an enjoyable day.

(Thanks to David Manterfield for this report.)

Tadcaster Show, Sunday 27th April

A miserable rainy day greeted us for this event which put many entrants off coming at all. Not so the Sidevalve contingent with a good sprinkling of Uprights and 100Es, and an E83W and 300E.

Forthcoming Events

We will be having our usual stand at the Newby Hall concours event on Sunday 20th July but there are also many other events that will have a Sidevalve presence. I have a list of events in the area which I can post or e-mail to anyone interested. By the time you read this we will have had our first road run down to Crich Tramway Museum.

Don't forget our regular meetings at the Black Bull on the last Tuesday of every month.

Manterfield (E493A Prefect) – joined up with the Traditional Car Club of Doncaster for their annual road run from Doncaster to the Elsecar Heritage Centre near Barnsley. Despite the inclement weather, about 60 classics of all

Yorkshire: Main picture from the group report. Remaining pictures (and this issue's front cover) are from the group's road run to Crich in the Peak District, which took place on 11th May



Cambs, Lincs & Norfolk

Brian Cranswick

Drive it Day – 20th April, Ramsey Rural Museum

The weather on the Sunday morning was damp and wet and looked a little miserable; however by mid day it had cleared up. The roads had dried out and I did not even get my highly polished 103E dirty driving over to the Ramsey Rural Museum. I was soon joined by six other members, all in Upright models, three of which were nice sign written commercials: John Roberts E494C – KNM 562 (Tinwell Tractors), Pat Swan E83W – 748 AVW (Betts Butchers) and Jeff Lawrence E04C – DUT 277 (Peakirk Bookshop). The saloons were all in Henry's traditional black: Brian 103E – OLH 20, Trevor Crafton E494A – LYU 893, Colin Pettit 103E – JAS 369 and, all the way from Bishops Stortford, Robin and Jennie in their E04A – HKK 976. The sit up and beg models certainly are the King of the Fenland roads, with not a 100E to be seen anywhere. A lovely Willys Jeep came along, complete with all the occupants in military dress. It may not be a Ford, but it does have a Sidevalve engine and what a fantastic little vehicle.

I am sure everyone enjoyed looking around the museum and this is really a good venue, which I would certainly like to use again in the future. In fact we have been invited back for the museum's Country Fair on 28th September. So I now need some cars to make up a club stand. Can you support this event? Please give me a call if you are able to come along.

The afternoon finished seeing a small club convoy driving through Ramsey – a lovely, quite rare sight. Three commercials all in line, together with saloons and at the rear a Jeep. My thanks to everyone who came along and supported our club Drive it Day. New member Len Brown has taken some excellent pictures of the day for the magazine. Len is currently looking to buy a 103E / E494A to relive his early motoring memories, so if you know of a nice car for sale please let me know and I will pass the details on.

Ollie's Report

With the joys of classic motoring you can have the occasional problem, which is what happened. Ollie the 103E developed a small leak from the head gasket on the way home from Ramsey, and so it's back to Ramsey Hollow to visit my friendly local mechanic Alan to sort this out.



Can You Help?

Please contact me if you are able to support our club stands at these events:

Eastern Sidevalve Meet, 3rd August at Ferry Meadows, Peterborough.

Skylark Country show nr March on the 30th & 31st August.

Ramsey Museum Country Show, 28th September.

Pictures from Ramsey Rural Museum and road run by Len Brown and Brian Cranswick



North London

Robin & Jennie Thake

Our group meetings seem to still maintain a good attendance although we have competition from the Monday quiz night. At our March meeting we were pleased to see Dave and Joy Taylor back; Dave has been ill since the middle of last year, spending a long time in hospital, but he was getting back to his old self by the time the meeting ended.

The show season got underway with the Drive It Day at Ramsey organised by Brian Cranswick. The day started off rather grey and overcast with the threat of rain but we decided to risk it. Jen quickly packed a lunch and we set off for Ramsey via the country road, so we did not see any other classics on the journey there or back. The show was at the Rural Life Museum which turned out to be a very interesting place. We had an enjoyable afternoon concluding with a final drive around the village before setting off home.

The next weekend Terry Tomlin, David Heard, Trevor Seabridge, Stuart Cecil and myself went to the Whitewebbs Museum at Enfield for the Ford Day. We made a good display of Sidevalves with three 103Es and two Uprights. Bank Holiday weekend it was Rushden for our next trip. John Swade went on the Saturday and Richard Healy, Andy Westwood and ourselves on the Sunday; and some group members visited the town show at Royston on the Bank Holiday Monday.

John Brown is busy getting his newly acquired 100E Prefect on the road after the previous owner had laid the car up for four years. Andy's van project is still ongoing and looking more like it could be running soon.

We had some interesting feedback from the Regional Contact Profile in the April magazine. One of our members from Wisbech who is a good friend telephoned to find out if I was still alive, as he is coming to the Isle of Wight for the Sidevalve holiday and he didn't want to come if I had passed away. When he had opened the magazine he thought it was my obituary and he even said the photograph was taken after I had died! Well, I'm still here and was playing with granddaughter Ella when I took the call. See you around!

A Visit to London

We went up to London to visit the Queen – well, nearly! At the end of January this year a letter fell onto our doormat addressed to the FSOC with the House of Commons logo on it. I thought that maybe someone was going to receive an honour but then I realised it was the wrong time of year



so I opened it up and found it was in fact an honour of a different kind: the Parliamentary Motoring Club were looking for an E04A Anglia that was on the road in 1947 to take part in a parade of 60 vehicles to celebrate the diamond wedding anniversary of the Queen and Prince Philip. The car in the garage fitted the role exactly so I completed the form to accept the request and also informed our Chairman and Secretary of the contents of the letter.

The parade was to take place on Tuesday 18th March as to have classic vehicles out on the road in November was not thought to be a good idea, though on the day we woke up to a frost with clear skies. As we prepared ourselves for the event we found our 1940s gear that we had already used at the Live 07 show, sorted out a route off the motorway and dual carriageways as far as possible, and finally rang up and paid the congestion charge for the day, which was a very easy process once we had given our registration number (and in due course the receipt has arrived).

We set off in good time well wrapped up against the cold on our journey to Horse Guards Parade, to try to arrive at around 12 noon after the Changing of the Guard had been completed. We had a short stop along the way to get our timing right and we drove around Parliament Square just as Big Ben struck 12 o'clock, so getting to our destination just five minutes later with a convoy of a few cars that suddenly seemed to have got behind us. A quick



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From the Wisbech Standard, 24 October 1952

Area News

security question – ‘has anyone interfered with your cars, sir?’ No way! – and we were directed to our parking place and given a drip tray in case we messed up the gravel. A large crowd of all nationalities, both visitors to the capital as well as Members of Parliament, swarmed around our vehicle to have a look. The parade of 60 vehicles consisted mainly of cars but there was also a number of motorcycles as well as three ERF lorries and a Carter Patterson delivery lorry. On chatting to the other owners of cars we discovered that many had travelled some distance and stopped en route overnight. The furthest travelled came from Jersey and the other Ford on parade, a Prefect, had come up from Weston Super Mare – a trip of nearly 200 miles. It belongs to Club member George Reed and his wife Kath.

At precisely 1pm we were instructed to get our vehicles on the move to drive to the Tower of London where we were to park up along the wharf by the Thames before going on to have refreshments and meet the Duke of Kent, who was representing the Queen for the occasion. It was quite hairy trying to drive in convoy through London and the stream of cars soon got broken up as we went through Admiralty Arch into Trafalgar Square. We almost joined up along the Embankment but as we approached the Tower a lot of traffic lights broke it all up again. Somehow everyone managed to find the entrance to St Katharine’s Dock Way, just beside Tower Bridge – a lot of hand waving out of the windows helped! We parked up under instructions from the Beefeaters and were ushered off for refreshments, and were pleased to see the Duke of Kent chatting amongst the drivers and passengers. A short time later, after the official welcoming and speeches from the Leukaemia and Stroke Associations, who we had all raised sponsorship money for, we went back to our car to await the inspection by the Duke.

We had been practicing a curtsy and bow under instruction from our granddaughters and on being presented we managed it without tripping up, before we had the honour of a pleasant chat with the Duke of Kent. He spoke to each of the drivers and passengers of all the vehicles which took well over an hour. The cars were once again admired by members of the public and a very good time was also had talking to the other owners about their vehicles. After the Duke had left we went off to have a look at the Crown Jewels and all the gold maces, chalices and plates that are on display in the Tower to complete our day.

Our journey home was quite hectic as we had to travel down the Mile End Road in the rush hour, but we managed to arrive back by around 7pm, by then quite cold and tired. A nice steak evening meal and a bottle of wine to celebrate the day soon revived us. We are now looking forward to another adventure in our little Anglia.



Regional Area Contact

Ian Rooke

My name is Ian Rooke from the Devon & Cornwall section. I am a time served shipwright, but due to the decline in the yacht industry the last seven years I have been making doors and windows etc. Three years ago I started my own joinery business, which has gone from strength to strength.

I have been around Ford Sidevalves all my life. The picture with the dog and my father was taken when I was about two, and that is the same 104E that I own today.

The Pop was originally a grey left hand drive, but had been converted to right hand drive some time before my dad bought the car. Having had the car for so many years I have a lot of history with it. In 1965 my dad painted the Pop in Green and Black valspar, which at that time was Plymouth Argyle Colours. My dad was in the Royal Navy as a gunnery NCO and travelled between Portsmouth and Plymouth, hence the mileage of the car at 248.000. Whilst at HMS Cambridge in Plymouth he got ten Navy blokes crammed into the Pop.

When I was about ten I helped my father build a concrete wall, and all the blocks were carried in the back of the Pop with the rear seats removed. This resulted in the rear spring

snapping as the load was too heavy. Sidevalve engines go on working even in the wormiest state, as my dad found out driving back from Pompey one day; he got to Charnmouth and the car would not get up the last bit of the hill so like in the film [*Ice Cold in Alex*] he removed the plugs and wound the car up backwards, and on reaching Plymouth he had new valves fitted.



In 1970 the Upright Pop looked dated so Dad went to one of the used car sales in Plymouth and traded our Pop in for a newer Hillman Minx. On returning to the new Hillman I apparently said 'I don't like this car, Dad,' so he went into the office, tore up the

papers, picked up the Pop keys and we drove off.

This was my first Sidevalve, which I took my test in. Also in 1993 I took my advanced driving test and wrote an article for the *Sidevalve News*. Over the years I have had three E493A Upright Prefects, one E83W van and finally a 1955 100E Prefect, which I have just given to my brother who is also keen on Sidevalves. My family and I used to count Pops when we were smaller, so when we saw one we said 'snap', then another we said 'crackle' and one more we said 'Pop'. This gave our car its name, SNAGALOP, that it has had for 38 years. Apart from restoring Sidevalves, I have had about 14 British bikes, the best being a Velo clubman in racing trim. The Pop used to tow this bike to shows in the Devon area – a real head turner.

About 15 years ago I started the Devon and Cornwall section. Initially I just thought of Plymouth, but at that time there were not many active members, so I chose D&C. After many years of effort and my own money and not much response I took more of a back seat, remaining as a local contact, and for any technical advice if able. After almost thirty years in our club I can honestly say I have enjoyed it. The magazine is a super read and the spares have been a life saver over the past years.

Essex

John Hull

We have had two enjoyable meetings at the Huntsman and Hounds in April and May. Our first outing of the year to the Museum of Power Old Tyme Rallye at Maldon on Easter Sunday was snowed off, but we hope to go to their shows later in the year. Thankfully the weather now seems to be improving, and at our May meeting we were all looking forward to our first show at Battlesbridge on 11th May.

All our cars are MOTd and ready for the off. Dennis has been tearing his hair out (and there is not much of it anyway!) over his

Model Y engine. After the car had passed its MOT he decided to give the engine a bit of a spruce up, and accidentally broke part of the exhaust manifold off. Fortunately Tim Brandon from Suffolk came to the rescue with a replacement part, so all is now well.

Dean has found out about a London to Southend Charity Car run on Sunday 27th July. This starts in Hainault, Essex, and finishes on Southend sea front. Anyone interested should contact Roger Petheram, 14 Mountdale Gardens, Leigh-on-Sea, Essex SS9 4AU. The entry fee of £12 will be donated to charity.

I have been contacted by Graham, a new member in our area, who has purchased a very nice 1960 Popular with only 22,000 miles on the clock. It was registered in

Chelmsford in 1960 and has been in Essex all its life. It was owned by the director of Doe Motors in Maldon, and at one time was on display in their showroom. Graham has sent me some pictures of the car and it looks very nice, and we look forward to seeing it some time.

The Club has given me some information sheets on various models, which members may find useful when they display their cars. Any members in the Essex area are welcome to email me and I will send them the relevant sheet for their car via return email.

We look forward to seeing you at the shows in our area, and weather permitting we will be on the club stand at Enfield at the end of May, so please come up and introduce yourselves!

Surrey

Letter from Babs

Thank you to friends and members, with and without Fords, who came to my Open House in April. It was good to meet you all. During the morning and over a pub lunch the world, and our engines, were put to rights including a lively discussion as to who was going to have the single remaining portion of sticky toffee pudding! I hope you all enjoyed the day! Since then Mike and Katie, new FSVC members, have contacted

Angela and I have obtained a pen friend, but more about that another time!

My electrics are still not right and each morning I have to decide whether or not to start, but I decided that I had better behave for MOT day, although the evening before I had Ken chasing to all the local Halfords trying to find a fan belt that fitted the new dynamo – its nice to feel wanted! I did pass!

Some of you are coming to the Brooklands Fête Champêtre on the evening of 21st June, with and without us Fords (a V8 Pilot may be keeping us company), so I look forward to seeing my current friends there and perhaps to making some new ones. Let Angela know if

you want details of this event. After that I am booked into Capel Classic Car & Bike Show on Saturday 16th August. Let Angela know if you intend to go and if there are enough Fords she will see if we can be parked together.

On 12/13th July Ardingly has the Vintage & Classic Vehicle Show and this year they are introducing a 'Pay on the Day Classics' section. I am thinking of going to this – is anyone else interested?

Do make contact with us (babssidevalve@aol.com) and suggest other events/outings we could attend this summer. Happy sidevalving!

Anglia, Prefect & Pop Register

Andy Main

Being involved in any club/society takes up a considerable amount of one's spare time, especially when you are still in employment. I have been involved with the Anglia, Prefect and Popular Register for many years, initially to procure the remanufacture of unobtainable spares before coming registrar. My predecessor had set up the register framework so I thought setting up the Specialist Applications Register in June 2003 would not involve too much extra work. I had intended that each edition would contain at least one page but this did not regularly happen.

Bright eyed readers of the inside cover of April's edition would have noted that Peter Williams is now the Registrar for the Specialist Applications Register, having offered to take it over. Information, photographs etc. are being passed over to Peter.

Yorkshire Feature

With this year's AGM being organised by the Yorkshire group I have taken the opportunity to feature an Anglia and Popular from Yorkshire that would catch your eye for being, on the exterior, non original but not unique.

Gerald Pollard from Mirfield has recently joined the register and has been able to provide further details so that I can update the vehicle's file.

LBM 764, an E494A Anglia, was new to J Wesdale & Sons of Alma Street, Luton, Bedfordshire, who were hardware factors and grocers. Supplied by the Luton Motor Company and licenced on 1st November 1952, the Anglia moved to Hitchin, Hertfordshire with John Wesdale and then to Thornage Holt in 1961. It was subsequently sold to James Jackson in Thurning, Norfolk in 1964. History is then unknown until it was found on a farm at Sandringham, Norfolk and registered to Geoffrey Wilcox in Wakefield on 15th August 1982. It was restored over two and a half years, it is assumed by Geoffrey Wilcox, and given the attractive but non original paint scheme of black and red.

The first time that it may have come to your attention was when it was featured on a front colour cover alongside a 100E Prefect and a 105E Anglia. The cover was for the book *Anglia, Prefect, Popular: From Ford Eight to 105E* by Michael Allen and published in 1986. Why this particular E494A Anglia was used is unknown as Geoffrey Wilcox is not mentioned regarding the cover photograph. Pauline Bradley, Harold English, David Chiltern and John Slocombe are so did one of them now own it?

The Anglia joined the register on 1st August 1996 when owned by Paul Hutchinson from Batley, West Yorkshire having bought it on 3rd July from a work mate. Paul christened her 'Daisy May', now fitted with a reconditioned engine; the mileage was 57,460. On 18th April 1998 Tony Deving from Mirfield bought it off his brother-in-law, Paul, and it was still known as Daisy May to family and friends. The mileage was now 58,012.

Six days after purchase Tony was photographed outside his house with Daisy May (photo 1) and it was here on 15th January 2000 that Gerald saw it parked, liked the look of it and bought it within the hour, then with a mileage of 58,312.



Photo 1. Tony Deving with Daisy May in 1998

Photographed five months after purchase (photo 2), now in March 2008 the mileage has reached 59,893 and the engine is now up rated to 10hp.



Photo 2. Daisy May in 2000 when owned by Gerald Pollard

Anglia, Prefect, Popular: From Ford Eight to 105E by Michael Allen was published by Motor Racing Publications Ltd, ISBN 0 947981 07 1

Regional Coordinator

Since joining the committee John Duckenfield has been busy with the Regional Area Contacts to further promote the club.

John purchased his 103E Popular on 23rd July 2004 from Don Orchard in Sturminster Newton, Dorset. Don had originally registered the Popular with me in November 2001 when he was restoring it. (photo 3)



Photo 3. John Duckenfield's Popular during restoration by Don Orchard

Don had purchased it in the June and whilst it had a club sticker on the windscreen it was unknown to the register. First licensed in Middlesex in 1959, the early history is unknown except it had been laid up for many years and Don, a retired engineer, saved it in the London area from being scrapped. Supplied originally in Dorchester Grey, the restoration was completed in 2003, now painted black (photo 4). The non original running boards were fitted during the restoration.



Photo 4. Now in black after restoration, with non-standard running boards.

Will both cars be attending the AGM?

Register 25 years ago – Sidevalve June 1983

It was all about remanufactured parts. Our manufacturer had got behind with producing the steel wings and panels since the orders in late 1981 and only a very few were now outstanding. Further delays had occurred because of moving premises.

A new company had been found to manufacture the Prefect boot lid badges following the original company ceasing trading.

The next remanufactured part was for the much sought after petrol filler pipe grommet. I supplied the grommet from my 103E but in getting it off and with age the first pre-production was not a good fit around the filler pipe, and the mould had to be modified. Unable to get a better original grommet I had to make one out of salt dough! I had to pack it well in a box and post it off to the manufacturer for the mould to be modified. The next pre-production grommet fitted well.

Pre-War Register

Yvon Precieux

01475 529267 6-9pm

Registrar's comments

I really don't mind correspondence, telephone calls and enquiries, but in the last few months I have had to put up with quite a few annoyances. One letter came unsigned with an incomplete address, another came with insufficient postage with the need to pay a surcharge of £1.00, the insufficient postage plus travel down to Greenock to collect. Telephone enquiries have been no better. One DVLA enquiry came from a dealer, the next from an individual who wanted an age related plate to sell the vehicle on for a much tidier sum; another asked if I would obtain a registration within a week so that a dying relative could travel in what was identified as an untaxed and unrestored car; and the last straw was one individual who asked if I would sign off an application based solely on an E83W report from Worthington Williams.

When asking for a reply, please include an SAE. It may be the economic climate but 75% of calls and correspondence are coming from non members, yet none of these individuals are wanting to join the Club on the basis that most already have access to the magazine and spares facilities via club members. This really is an abuse of club services. Members of the committee work very hard for the Club, much harder now since posts have remained unfilled at this level for years rather than a few months, which is far too long. Furthermore, it is unfair for committee and the membership paying their full subs to subsidise these individuals every year.

For this issue the subjects are all Model Y. The article below received from David Perks was so comprehensive that it would have been a shame to split it between two issues, but rest assured, the next magazine will identify all other models from a streamlined 1933 design to another, patented in 1937 by good "ol' 'Enry" himself.

Dependability Test – The Edinburgh Car

From *The Scotsman*, dated Friday September 15th 1933

A reliability test involving 72 hours continuous running on a 8hp Ford car was concluded at 5.30 pm in Edinburgh yesterday. The test, one of many similar trials carried out simultaneously in different parts of the country was made under the auspices of Messrs Henry Alexander & Co. It commenced at 5.30pm on Monday and by its completion the car had been driven 1800 miles without its engine having been stopped. The drivers were three 17 year old Edinburgh girls, who had some 14 days

experience of driving prior to the test. They relieved one another at the end of four hours periods and completed the test without showing any signs of strain. The driving was done in and around Edinburgh. It was stated at the conclusion of the test that the car had given satisfaction on the grounds of dependability, economy, safety and trouble freedom.

Restoring BAB 687

By David Perks

BAB 687 was first registered in March 1937 and was purchased new by my late father, Sam Perks, when he was eighteen. He later married my mother and they had three children, two girls and a boy. And that's where I come in. My name is David and, with my two sisters, I grew up with BAB 687. During our childhood, we would go on many holidays in the car usually camping with all the camping equipment stowed in the trailer pulled by BAB 687. I remember as a child the old Ford would be taken off the road during the winter months. This was the time when all the big maintenance jobs were done. I can remember more than once having to clean the underside of the car and then paint it with bitumen black paint. I think I must have done a pretty good job judging by the condition of the body and chassis when the car was stripped down by my father in 1996.



The car remained in this state for the following four years, my father waiting for me to start its restoration. Unfortunately, I was too busy during this time, and sadly, my father passed away in 1999. This sad event led to the sale of my father's house in the year 2000, which left me with no other alternative but to remove the old Ford from the premises. I took it to a workshop which I rented at that time, ready to start the car's restoration. It was at this time that the true extent of the 30 years being left outside with no protection could be fully appreciated.

There was a considerable amount of rot to the bottom sections of the A post on both sides of the car, and to the rear wheel arches. It was at this point I decided that it would be best not to remove the body from the chassis, as the body has very little rigidity. At least with the body on the chassis you can use the doors and wings as reference points. I also found some extensive corrosion in the rear section of both chassis extensions. Although not holed I

decided to cut it out and weld a new section of the correct thickness material so that when the weld was ground off it looked original. In order to do this, a section of the rear floor under the rear seat squab above the corroded section had to be cut out. This was then welded back in place using new metal, the repaired areas being treated with Acid 8. This was then coated with red oxide primer, later to be finished in black enamel. After that, it was given a final treatment of underseal.

The next area to be tackled was the rear wheel arches. The restoration of rear wheel arches meant that the rear wings also needed to be remedied at the same time in order to check that the two repaired sections would fit correctly together. This proved to be a time consuming task but once achieved the result was an excellent fit. The method used to construct the wheel arch was to leave as much of the original arch as possible so that the new sections could be made using them as a guide. The new sections were then tack welded into position, then a final check, making sure that they were in the correct position before completely welding all round the new section. The rear wings were repaired in a similar way using the still intact inner reinforcing band.

Although a little thin from years of corrosion, this inner band was left in place, while the outer section of the wing was made. This was made in four sections, because the inner reinforcing band is spot-welded to the outer section of the wing. Doing it this way enabled the outer corroded section of wing to be removed in four separate pieces. The first section welded in before removing the next corroded section, and so on, thus leaving the inner reinforcing band still in position.

The wing fixing holes were then drilled into the outer section of the wing using the old inner reinforcing band as a guide. This was removed and a new one made, and welded into position. The wing fixing holes were drilled into the inner band using the holes in the outer skin as a guide.

The front wings were next to be repaired, requiring new sections to be welded in where the wing meets the running board. The only other work needed was to weld the front lip which had spit along the edge where it bolts to the lower front panel. This completed most of the welding before the body shell was shot blasted. A check was made on the body shell, and the final jobs to be done were noted, these being the following: stress cracks on the top and bottom of the windscreen pillars, the corrosion to the bottom of the A posts, and repairs to the front radiator cowl.

The first to be tackled was the bottom of the A posts. This required making new sections and welding them in. Due to the many different shapes in this area, it took quite some time. Before they were finally welded into place, there was severe corrosion to the chassis which was

Pre-War Register contd.

revealed when the bottom of the A posts were removed. This was attended to. Next on the agenda were the stress cracks on the windscreen pillars. This required removing a considerable amount of lead loading before the cracks were welded up. I also decided to reinforce the pillars from the back as these cracks required several weld ups during the old Ford's lifetime, probably due to the amount of weight the old Ford carried, meaning, mum, dad, three growing children and all the camping gear and luggage stowed in the trailer being pulled behind the car.

This completed, the radiator cowl was next, and this required making several new fins and carefully welding them into place. After this, all the welding was done, apart from the work needed on the four doors. The rest of the car was now ready for this next stage being carried out by the Redditch Shot Blasting Company who did an excellent job.

The wheels were also done at the same time, powder coated in gloss black. The shell was then etch primed using Acid 8, first rubbed down using 120 grit on the D A sander. This procedure was carried out immediately after receiving the shell as it was raining at the time and it was very damp with surface rust endeavouring to form.

The next stage was to paint the shell in red primer. This was then dry flatted and a further coat applied. It must be remembered that a lot of work was carried out prior to this, namely, all the body filling and sanding required, before any painting could be done. This required a fair amount of patience as cutting corners at this stage could have affected the finished job.

The front wings were fitted together with running boards and rear wings. This required a lot of removing, adjusting refitting and trying again until the correct fit was achieved. The wings and running boards were then removed and the shell, wings, rear panel and all other body panels were rubbed down and painted in grey two pack primer filler. The doors were the next to be tackled, the front ones requiring new bottom sections, as did the rears. The new panels were made using the outer skin of the door as a pattern.

The car was now at the stage where all the body repairs were finished, all the body panels and the body shell were wet flatted, cleaned, dried thoroughly, and a further two coats of 2K high build primer applied. This was again wet flatted then prepared for black top coats.

The wiring loom was then fitted, made to my specification incorporating extra wires for indicator lights, and twelve-volt regulator for the dynamo. To modify the electrics to twelve volts the following items had to be changed: coil, dynamo, 12 volt regulator, wiring to connect the regulator to the dynamo and to the ignition and ammeter, all the bulbs, windscreen wiper motor if you have an electric one, and the

battery. It also necessitated a resistance in the feed wire to the fuel gauge.

The dash panel together with all the refurbished dials and switches was fitted, and all the wiring connected. A new glove box was made and lined with black baize, fitted to finish the job.

Front and rear axles were cleaned checked and repaired and then painted black. The rear axle required new bushes in the spring hangers and rear spring, plus an overhaul of the rear brakes. The front axle had new king pins fitted new bushes in the front spring and perch bolts. New wheel bearings, and brake overhaul.

The next step was to make a set of new floorboards using the old ones as a pattern. The first problem encountered was finding the correct plywood, which is 11 ply 5/8" thick. This proved to be quite a problem and it was totally by chance I found the correct material. I was in a builders merchants in Welshpool, Powys, when I came across an 8x4 sheet lying on the ground. On closer inspection it turned out to be the correct number of plys and the correct thickness. So I enquired if it was for sale; they told me that a delivery had just been made and the sheet of plywood was part of the packing material for that consignment, and they normally just throw it away. I asked if I might purchase it and they said yes; this I did for £10. I had it cut in half to get it into the car, and reflected just how lucky I had been.

With the floor boards in position, the fixing holes were marked out from beneath, through the holes in the body. These marked holes were then drilled out 1/4" dia. in the floorboards, and then counter sunk to the correct depth for the UNF counter sunk headed pins. This required tapping the holes out in the same diameter as many of the original threads were stripped, and 1/4 UNF was the next size up. The floor boards were then sanded down, treated with a mixture of bitumen thinned with white spirit so that the bitumen would soak well into the plywood. Two coats were applied and left to dry.

Engine wise the big end and main bearings were found to be okay. The oil pump was stripped cleaned, and checked, reassembled, and refitted to the engine. A new timing chain together with new sprockets were also fitted. The inlet and exhaust valves were removed and cleaned, as were the valve ports. On inspection, valves and guides as well as the seats were found to be in very good order, requiring only a small amount of lapping in.

All parts were then cleaned thoroughly, and the valves assembled using new valve springs. I find it much easier to remove the cam follower for the appropriate valve being checked, measuring its length with a micrometer, and grinding it to the correct length to achieve the correct clearance. The timing chain cover was next fitted using a new gasket making sure its bottom face was level with the sump



mounting face. The sump and valve chamber cover were then installed using new gaskets making sure to oil the oil seal before pushing the pulley home. The cylinder head and engine were cleaned, checked and then painted the correct shade of green. The gearbox was checked and a new rear rubber mounting band fitted, painted and then fitted to the engine and fitted into the car.

The seats were stripped of all the outer covering and inner wadding. There was little work required on the rear seat squabs other than replacing a few broken springs; this done, the seats were shot blasted, primed and painted satin black. The front seats were more of a problem, there being so many springs broken in the seat bases including the metal frame. I decided to have new seat bases made. These were made for me by Wade Springs Ltd, Long Eaton, Nottinghamshire. Using the old seat bases as a pattern, all that was required for the front seat back rests was to rub them down and paint in the same way as the rears. They were then taken with all the old outer coverings to be reupholstered.

A new headlining was fitted and new trim panels made to fit around the rear windows, covered in headlining material and fitted into position. The car was then taken to the upholsterers to have the rear wheel arches and surrounding trim panels upholstered. New carpets were also made and fitted to the car. When the car was returned the doors were fitted to the car. Trim panels were then fitted to the doors, with door handles, window winder handles, the metal trim around the windows, and the door check straps to complete the finished job.





June 2008 Spares & Regalia Lists, Pop Shopper and Order Forms

Please keep this list safely as the Spares Lists will possibly not appear in all issues.

Note that all prices for FSOE regalia and spares include postage and packing for the UK only.

Regalia List

Books

| | |
|---|--------|
| Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, | |
| Popular 53-59..... | £17.50 |
| Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, | |
| Popular 53-59..... | £18.00 |
| Reprint Parts Catalogue, Y/C/CX/TW/7Y | £13.00 |
| Reprint Model Y Bulletin | £11.75 |
| Reprint Workshop Manual for 100E and 300E | £24.95 |
| Reprint Parts Manual for 100E and 300E | £19.95 |
| Technical Tips for the 100E/107E by Jim Norman | £7.95 |
| 100E Anglia and Prefect Instruction Book (1953-59)..... | £3.30 |
| The John Howe Book of Cartoons | £5.50 |
| Ford Motor Cars, 1945- 64 | £8.25 |
| Ford Model Y, Henry's Car for Europe by Sam Roberts | £29.99 |
| Ford Popular and the Small Sidevalves by Dave Turner | £20.50 |
| Out In Front-The Leslie Ballamy Story by Tony Russell | £19.95 |

Stickers

| | |
|---|-------|
| Running In Instruction Sticker (Upright)..... | £0.90 |
| Running In Instruction Sticker (100E)..... | £0.90 |
| Window Sticker-FSOC design..... | £0.75 |
| Silver Jubilee Window Sticker | £0.60 |
| Historic Ford-'Keep off My Arse!!' sticker..... | £1.60 |
| I Love My Sidevalve Sticker..... | £1.60 |
| Register Sticker (state model) each | £1.10 |
| FSOE 30th Anniversary Sticker | £0.60 |

Magazines

| | |
|--|-------|
| Binder for Club Magazines (holds 2 years)..... | £7.50 |
| Following back copies of Sidevalve News available | £0.95 |
| 1990 April, June, August | |
| 1994 December | |
| 1995 February, April, June, October | |
| 1996 February, April, August, October, December | |
| 1997 February, April, August, October | |
| 1998 February, April, June, August, October, December, with index for 1998 | |
| 1999 February, April, June, August, October, December, with index for 1999 | |
| 2000 February, April, June, August, October, December, with index for 2000 | |
| 2001 February, April, August, October, December, with index for 2001 | |
| 2002 February, April, June, August, October, with index for 2002 | |
| 2003 February, April, June, August, October, December, with index for 2003 | |
| 2004 February, April, June, August, October, December, with index for 2004 | |
| 2005 February, April, June, October, December, with index for 2005 | |
| 2006 February, April, June, August, December, with index for 2006 | |
| 2007 February, April, June, August, October, December, with index for 2007 | |

Leaflets

| | |
|---|-------|
| Ford Pop Motoring at Still Lower Price booklet..... | £1.75 |
| Running in booklet Anglia / Prefect (date 9/49) | £1.75 |

Models

| | |
|---|--------|
| Scale Link metal kit 4mm, 1937 Model 7Y van | £6.95 |
| Ceramic Cream Model of 103E Popular | £4.99 |
| Limited Edition E494C FSOE 30th Anniversary Model | £19.99 |

Badges

| | |
|--|--------|
| Enamel Lapel Badges: FSOE, 103E or 100E..... | £1.99 |
| 103E Popular Cut-out Lapel badge (Black or Blue) | £1.45 |
| FSOE Grille Badge: Round or Square | £9.50 |
| Register Grille Badge: Popular/Prefect/100E/107E | £10.25 |

Clothing

Please state size, design, colour and second choice of colour for all items of clothing.

| | |
|--|--------|
| FSOE black and red quartered rugby shirt embroidered in script | |
| SM/Med/L/XL | £25.00 |
| FSOE Sweat Shirts embroidered in script..... | £15.50 |
| <i>Racing Green in SM/Med</i> | |
| <i>Burgundy and Navy in Med/XXL; Jade MED</i> | |
| <i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/XL/XXL; Raspberry SM</i> | |
| FSOE Polo Shirts embroidered in script | £13.20 |
| <i>Lemon, Sky Blue or Emerald in SM</i> | |

T-Shirts

| | |
|---|-------|
| Model designs | £8.00 |
| <i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i> | |
| <i>Upright picture printed on front in Black XL; White L/XL</i> | |
| Script Badge Design | £7.25 |
| <i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i> | |
| <i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i> | |
| <i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED</i> | |

Other Regalia

| | |
|---|-------|
| Licence Disc Holder | £0.80 |
| Blue FSOE Mug | £4.25 |
| DVD of Ford archive material and FSOE events | £5.00 |
| Tea Towel, All models design..... | £3.40 |
| Leather Keyfob; Popular / Anglia / Prefect (please state which)..... | £2.40 |
| FSOE Woven Tie | £7.65 |
| Xmas cards (pack of 5 different designs)..... | £2.20 |
| Dusters: Yellow duster printed with various sidevalve models around border, | |
| Club logo in Centre | |
| Per duster | £1.35 |
| Pack of two dusters..... | £2.40 |
| Pack of three dusters..... | £3.40 |
| Gift Vouchers (can be exchanged for Regalia, Spares or Membership) | £5.00 |

100E and 107E Spares List

Front Brakes

| | | |
|-------------|--|--------|
| 100E-2018 | Front brake shoes 7" diameter, set of four | |
| | (for vehicles up to Jan 1955)..... | £29.95 |
| 100E-2018-C | Front brake shoes 8" diameter, set of four | |
| | (Feb 1955 onwards)..... | £34.00 |
| 100E-2035 | Front shoe return spring kit | £3.70 |
| 100E-2038 | Adjuster repair kit (front) | £16.00 |
| 100E-2061-B | Wheel cylinder 1957 onwards right hand side | £12.50 |
| 100E-2062-A | Wheel cylinder pre 57 left hand side | |
| | (exchange £10 surcharge *) | £22.00 |
| 100E-2062-B | Wheel cylinder 1957 onwards left hand side | £12.50 |
| 100E-2061 | | |
| / 02062-B | Wheel cylinder repair kit 1957 onwards per axle set..... | £7.25 |
| E0A-2078 | Hydraulic flexi hose..... | £13.25 |
| 100E-2140 | Master cylinder | £72.00 |
| E66-Z-1 | Master cylinder repair kit | £8.50 |
| 100E-2207-B | Dust cover wheel cylinder | £0.90 |

Rear Brakes

| | | |
|-------------|--|--------|
| 100E-2041-B | Snail cam (shoe adjuster)..... | £0.50 |
| 100E-2075 | Connector (5 way brake pipes)..... | £8.50 |
| | Rear shoe return spring..... | £6.00 |
| | Rear brake spring (set of 4) | £22.00 |
| 100E-2119-B | Compensator (hand brake cable) | £5.00 |
| 100E-2220-A | Rear brake shoes 7" diameter (up to Jan 1955)..... | £19.95 |
| 100E-2220-C | Rear brake shoes 8" diameter (Feb 1955 onwards)..... | £19.95 |

| | | |
|-------------|---|--------|
| 100E-2261-B | Rear wheel cylinder 7" (53-55)..... | £14.00 |
| 100E-2261-C | Rear wheel cylinder 8" (55-57) | |
| | Reconditioned exchange only-old unit must | |
| | accompany order..... | £22.00 |
| | Wheel cylinder repair kit per axle set | |
| | (fits 261B, C and D) | £7.00 |
| 100E-2295-B | Hand brake cable | £32.50 |
| 100E-2857B | Hand brake clevis | £1.50 |

Steering and Front Suspension

| | | |
|----------------|--|---------|
| E55-DB1 | Top suspension mount | £40.00 |
| E55-DB1 | Pair top suspension mount..... | £75.00 |
| E55-DB1 | Pair top suspension mounts and 2 sets mount bearings | £110.00 |
| | Mount bearings per side-2 x E 38- DB1 | |
| | plus 2 x E 37-DBB | £23.00 |
| | Suspension insert | £65.00 |
| | Suspension insert plus top suspension mount | £99.00 |
| | Pair suspension inserts..... | £120.00 |
| | Pair suspension inserts plus pair top suspension inserts | £190.00 |
| 100E-1190 | Hub seal 0.983" | £7.00 |
| 105E-1190 | Hub seal 1" | £7.00 |
| Y-1202 | Hub bearing inner 0.983" | £29.95 |
| E-20-LB-1 | Stud and bush..... | £15.00 |
| 100E-3063 | Bushes per set (track control arm / cross member)..... | £7.00 |
| 100E-3073 | Track control arm repair kit..... | £16.00 |
| 100E-3078-C | Track control arm right hand | |
| | (exchange £10 surcharge *) | £27.50 |
| 100E-3289/90-B | Pair track rod ends | £22.00 |

Please note that all our prices include postage and packing! (for UK members only)

| | | |
|-----------|---|--------|
| 100E-3304 | Drag link (exchange £10 surcharge *)..... | £25.00 |
| | Front suspension bush kit - | |
| | 4 x E-10-DB- and 8 x 3063 | £25.00 |

Rear Axle

| | | |
|--------------|---|--------|
| 100E-1107 | Wheel stud | £2.50 |
| 100E-1175 | Rear hub seal, 100E only | £7.00 |
| E493A-4050 | Retainer (rear axle shaft grease) | £7.25 |
| 100E-4209 | Crown wheel and pinion | £80.00 |
| 100E-4235 | Half shaft | £30.00 |
| 100E-4676 | Pinion seal, 100E only | £7.00 |
| 100E-4851 | Flange (propshaft) | £18.00 |
| 100E-5713 | Bar rear spring shackle-inner | £5.00 |
| 100E-5719 | Bush rear spring shackle (set of 4) | £7.25 |
| 100E-5781 | Rear spring eye bush | £6.50 |
| 100E-5781 | Pair rear spring eye bushes | £11.00 |
| 100E-7091 | Yoke (propshaft) | £12.00 |
| 100E-18080-A | Shock absorber | £40.00 |
| E-7ED-1 | Rubber bush (bottom shock) (2) | £3.00 |

Exhaust

| | | |
|------------|---|---------|
| 100E-5250 | Stainless steel exhaust system, 100E only | £150.00 |
| /5225/5255 | Clamp (silencer outlet pipe) | £1.35 |
| | Van silencer-mild steel | £20.00 |

Engine Parts

| | | |
|-------------|--|---------|
| 100E-6038 | Engine mount | £30.85 |
| | (exchange £10 surcharge*-remove rubber from mount) | |
| 100E-6051-B | Head gasket | £15.00 |
| 100E-6102 | Piston set (std, +0.010",+0.020",+0.030", +0.040") | £150.00 |
| 100E-6149 | Piston ring Set (std, +0.020",+0.030", +0.040") | £38.00 |
| E93A-6256-A | Cam shaft gear | £27.00 |
| E93A-6270 | Timing Chain | £14.95 |
| 100E-6308 | Crankshaft thrust washers (per set) std, + 0.025" | £13.50 |
| 100E-6331 | Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") | £28.00 |
| | Gasket valve chamber cover | £5.00 |
| 100E-6521 | Exhaust valve | £7.50 |
| 100E-6505 | Exhaust valves (per set of 4) | £26.00 |
| 100E-6507 | Inlet valves (per set of 4) | £20.00 |
| 100E-6513 | Valve springs (per set) | £15.00 |
| 100E-6714-B | Oil filter element | £5.00 |
| 100E-9278 | Oil pressure switch | £6.50 |
| 100E-9448 | Manifold gasket, 100E only | £2.50 |
| E55Z1 | Conversion gasket set | £25.00 |
| E81Z1 | Decoke gasket set | £25.00 |
| 353000ESA | Core Plug | £2.50 |
| | Big end bearing set | |
| | (std, -0.010",-0.020",-0.030",-0.040", -0.060") | £29.50 |
| | Small end bushes (set of 4) | £23.50 |

Clutch and Gearbox

| | | |
|-------------|--|--------|
| EOA-2078E | Flexi hydraulic hose | £13.00 |
| E266-GD-1 | Slave cylinder, 100E only (exchange £10 surcharge *) | £32.00 |
| E149-Z-1 | Slave cylinder repair kit, 100E only | £4.00 |
| 100E-2140 | Master cylinder | £72.00 |
| E66-Z-1 | Master cylinder repair kit | £7.00 |
| E74-7580-A | Release bearing | £10.00 |
| 100E-6068 | Gear box mounting fits 100E and early 107E | £24.95 |
| 100E-7039 | U / J repair kit | £9.00 |
| 100E-7052 | Front oil seal | £7.00 |
| 100E-7086 | Gasket tail shaft housing | £1.80 |
| EOA-7107-A | Ring synchroniser blocking | £5.00 |
| 100E-7111 | Counter shaft | £10.50 |
| 100E-7114B | Gear and bush assembly | £25.00 |
| Y-7119 | Washer (counter shaft gearbox thrust) | £6.25 |
| 100E-7550-C | Clutch driven plate, 100E only | |
| | (exchange £10 surcharge *) | £30.00 |
| 100E-7657 | Rear oil seal | £7.00 |
| 100E-7569 | Clutch pressure plate, 100E only | |
| | (exchange £10 surcharge *) | £44.50 |
| 100E-17286 | Ring speedo gear retainer | £1.00 |

Cooling System

| | | |
|-------------|--|--------|
| EOA-8100 | Radiator cap, fits 100E and 107E | £3.80 |
| 100E-8115 | Radiator drain tap (not original) | £3.50 |
| 100E-8260A | Early top radiator hose, 100E only | £14.60 |
| 100E-8260B | Late top radiator hose, 100E only | £6.75 |
| 100E-8275 | Water inlet tube | £8.20 |
| 100E-8286 | Bottom radiator hose, 100E only | £12.00 |
| 100E-8501 | Water pump, 100E only (exchange £10 surcharge *) | £55.00 |
| 100E-8507 | Water pump gasket | £3.00 |
| 116E-8575 | Thermostat | £5.50 |
| EOTA-8620-C | Fan belt, 100E only | £6.00 |

Fuel System

| | | |
|--|---|--------|
| | Fuel pump with spacer (no primer) | £43.50 |
| | Locking petrol cap | £22.50 |
| | Petrol filler grommet | £12.50 |

| | | |
|-------------|--|--------|
| 100E-9276 | Gasket (fuel tank sender) | £1.00 |
| 100E-9288 | Flexible fuel pipe | £14.50 |
| 100E-9437 | Hot spot gasket | £1.95 |
| 100E-9627-A | Rubber (air cleaner) | £5.95 |
| 100E-9959 | Gasket carburettor float chamber | £1.45 |

Ignition System

| | | |
|--------------|---|--------|
| 7V-12098 | Emergency Breakdown Kit (round type distributor only) | £43.50 |
| | Set 100E ignition leads | £14.95 |
| | Nut H.T. lead distributor cap (set of 5) | £3.00 |
| | Distributor only (rebuilt-exchange £10 surcharge) | £50.00 |
| 100E-12116 | Distributor cap (D type) | £25.00 |
| 105E-12116 | Distributor cap (round type) | £14.75 |
| 100E-12199 | Contact set (D type distributor only) | £6.50 |
| EOTA-12199-C | Contact set (round type distributor only) | £6.60 |
| 100E-12200 | Rotor arm | £3.25 |
| 100E-12300-B | Condenser (D type distributor only) | £6.50 |
| 105E-12300-A | Condenser (round type distributor only) | £6.50 |
| 100E-12405-T | Spark plug | £2.95 |

Electrical

| | | |
|---------------|---|--------|
| EOTA-10001- B | Dynamo, not Popular (exchange £10 surcharge *) | £65.00 |
| 105E-10001- B | Dynamo, Popular only (exchange £10 surcharge *) | £43.00 |
| E93A-10043 | Brushes (EOTA Dynamo) | £3.20 |
| 105E-10043 | Brush set | £3.20 |
| E274-CQ-1 | Pinion (starter motor drive) | £11.00 |
| 100E-10505-B | Voltage regulator (push on terminals) | £28.00 |
| E0A-10505-D | Voltage regulator (screw terminals) | £28.00 |
| 105E-11057 | Brush set starter motor | £3.75 |
| 204E-13007A | Headlight bulb pre focus 40 / 50 watt | £3.50 |
| 100E-13450B | Rear light lens, red | £14.95 |
| 300E-13450 | Rear light lens, red | £14.95 |
| E0A-13480 | Brake light switch | £6.50 |
| E1050-NC-1 | Rear red tail light lamp with | |
| 100E-134641-C | rear lamp gasket for Anglia Prefect 1957 onwards | |
| 50563-S | includes fixing screws | £15.75 |
| | Pair of rear red tail light lamp lenses | £26.50 |

Badges

| | | |
|----------------|-----------------------------|--------|
| 100E-16185 / 9 | Triangular wing motif | £15.25 |
| E6AJ-1 | Prefect boot script | £15.25 |
| 100E-16606 | Prefect bonnet | £15.25 |
| E5AJ-1 | Anglia boot script | £15.25 |
| 100E-16606 | Anglia bonnet | £15.25 |
| 100E-16606-G | Popular bonnet | £15.25 |
| 100E-7042514 | Popular boot script | £15.25 |
| 100E-16850 | Bonnet 'V' motif | £35.50 |
| | Deluxe boot script | £15.25 |

Miscellaneous

| | | |
|----------------|---|--------|
| E40GB1 | Gear lever gaiter | £25.50 |
| 100E-17262 | Speedo cable | £17.50 |
| 100E-7029744 | Rear side window rubber per side (2 door model) | £15.50 |
| 100E-7042084-B | Rear screen rubber-deluxe only | £29.95 |
| 100E-7043504 | Boot handle rubber escutcheon seal (Anglia / Popular) | £3.95 |
| 100E-7303110 | Front screen rubber | £29.95 |
| EOA-732003-B | Floor grommets-per set of four | £5.15 |
| 100E-7322610 | Interior door handle | £8.95 |

107E Specific Items

| | | |
|----------------------------|---|---------|
| 105E 42A8B | Rear hub oil seal, 107E only | £7.00 |
| 105E-4676B | Pinion oil seal, 107E only | £7.00 |
| 107E-5246C, 5228 and 5255B | Stainless steel exhaust system, 107E only | £140.00 |
| 107E-6020 | Timing chain cover gasket | £2.50 |
| | 105E oil filter | £6.50 |
| 105E-9448 | Manifold gasket, 107E only | £2.00 |
| E258-GD1 | Clutch slave cylinder, 107E only | £25.00 |
| E72-Z1 | Clutch slave cylinder kit, 107E only | £4.00 |
| 105E-7550C | Clutch driven plate, 107E only | |
| | (exchange £10 surcharge *) | £26.00 |
| 105E-7563D | Clutch pressure plate, 107E only | |
| | (exchange £10 surcharge *) | £44.50 |
| 107E-8260 | Top radiator hose, 107E only | £6.95 |
| 107E-8286B | Bottom radiator hose, 107E only | £12.50 |
| 105E-8501 | Water pump, 107E only | £40.00 |
| 105E-8620 | Fan belt, 107E only | £3.00 |
| 105E-12116 | Distributor cap (round type) | £14.75 |
| EOTA-12199-C | Contact set (round type distributor only) | £6.50 |
| 105E-12300-A | Condenser (round type distributor only) | £6.50 |
| 105E-10043 | Brush set | £3.20 |
| 105E-11057 | Brush set starter motor | £33.00 |
| 353000 ES | Core plug, 107E only | £2.50 |

Please note that all our prices include postage and packing! (for UK members only)

Spares List for 8 & 10hp Type Models

Braking System

| | | |
|---------------------------------------|---|---------|
| Y-1175-A | Retainer (Rear wheel grease) assembly..... | £7.00 |
| B-1175 | Rear Wheel Retainer (fits E83W)..... | £6.95 |
| 48-1190-A | Retainer (front wheel grease) assembly | £5.75 |
| 7W-1225-B | Rear Hub Bearing including race (fits all models except Models Y,C and E83W) | £76.00 |
| 68-1225-A and 68-1236-A | Rear Hub Bearing including outer race (fits E83W only) | £66.00 |
| | Rear Wheel Bearing Kit (fits all models except E83W) | £160.00 |
| YE-2019A } CE-2019B } 7W-2019 } | Brake Shoes (set of 4-all models- exchange £10 surcharge) | £49.50 |
| Y-2035 | Spring (brake retracting)..... | £5.50 |
| Y-2035 | Spring (brake retracting) (set of four) Model Y | £20.00 |
| 7W-2035 | Spring (brake retracting) not E83W | £4.95 |
| 7W-2035 | Spring (brake retracting) (set of four) not E83W | £18.50 |
| E83W-2035 | Spring (brake retracting) E83W only | £5.75 |
| E83W-2035 | Spring (brake retracting) (set of four) E83W only | £21.00 |
| Y-2036 | Spring (brake retracting) short..... | £5.00 |
| 7W-2116 | Front Brake Dust Covers (pair, fits all models except Models Y and C)..... | £7.95 |
| 7W-2205 | Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W) | £10.10 |
| E93A-2248 | Rear axle brake plate securing bolts, long (each)..... | £5.50 |
| 7W-2249 | Rear axle brake plate securing bolts, short (each)..... | £5.50 |
| Y-2454 | Brake Pedal (exchange-remove rubber from old pedal and send with order) | £11.50 |
| | Brake pedal return spring | £5.67 |
| E83W-2498A/B | Rear Brake Cables (Pair E83W)..... | £69.95 |
| E83W-2580/1B | Front Brake Cables (Pair E83W)..... | £22.50 |
| 7W-2580/1/4/5 | Set of Brake Cables (not E83W) | £60.95 |
| YE-2793 | Spring (handbrake lever pawl) | £0.80 |
| 7W-2853C | Hand Brake Cable (fits all models except Models Y and C and E83W)..... | £16.50 |
| | Hand Brake Cable Clevis Pin | £2.00 |
| E83W-2853B | Hand Brake Cable (fits E83W)..... | £14.45 |
| 119276-ES2 | 1/4" Thackray washer brake expander lockwasher (except E83W) | £0.06 |

Steering and Suspension

| | | |
|-------------|---|---------|
| CE-3030B | Bolt (front axle to radius rod, not Model Y & E83W)..... | £38.00 |
| E83W-3032 | Bolt (front axle to radius rod E83W)..... | £16.50 |
| YE-3290-E } | Track Rod Ends (pair) all saloons and 5cwt vans | £62.50 |
| E93A-3290 } | Track Rod Ends (pair) E83W | £60.00 |
| YE-3304C | Draglink (Y model)..... | £72.75 |
| E493A-3304 | Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) | £67.50 |
| YE-3332 | Trackrod End Dust Cover (each, fits all models)..... | £1.82 |
| YE-33111 | King Pin Set, complete (Model Y) | £70.00 |
| CE-33111 | King Pin Set, complete (Model C) | £70.00 |
| 7W-33111 | King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)..... | £53.00 |
| E83W-33111 | King Pin Set, complete (E83W)..... | £59.00 |
| 7W-3590-A | Arm(steering gear) fits models 1937 to 1949..... | £20.00 |
| Y-3446 | Front axle A-frame Bush (fits all models)..... | £5.25 |
| YE-3616B | Horn Button and Nut (Y model)..... | £5.45 |
| E93A-4020 | Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards..... | £7.50 |
| E493A 4050 | Retainer (rear axle shaft grease) | £7.25 |
| Y-4217 | Bolt (diff gear case)..... | £3.25 |
| 18-4217 | Bolt (diff gear case)..... | £4.00 |
| E93A-4607 | Pin (Drive Shaft)..... | £2.05 |
| Y-4615-B | Bearing (drive pinion) assembly Model Y | £15.00 |
| Y-4636 | Lock Washer (pinion bearing nut) all models except E83W | £2.38 |
| Y-4637 | Thrust Washer (pinion bearing) all models except E83W | £1.95 |
| | Front Shock Absorber Link to fit E493A, E494A & 103E | £20.00 |
| | Rear Shock Absorber Link to fit E493A, E494A & 103E | £20.00 |
| | Front Shock Absorber Link to fit E83W | £25.00 |
| | Rear Shock Absorber Link to fit E83W | £25.00 |
| | Shock absorber (specify which one required) | £75.00 |
| | Front wheel bearings (wheel) (specify model)..... | £56.00 |
| | Front wheel bearings (per axle set) (specify model)..... | £110.00 |
| | Suspension Buffer (fits all models except Model Y) | £15.75 |

Exhaust Systems

| | | |
|---------------------------|--|---------|
| E93A-5255-C | Model Y stainless steel exhaust system..... | £110.00 |
| | 5 cwt stainless steel exhaust system | £105.00 |
| | E83W stainless steel exhaust system..... | £99.50 |
| | E93A-5230/Prefect and 7W stainless steel exhaust system | £130.00 |
| E93A-5230/ E04A-5255-B | Anglia, 103E and 7Y stainless steel exhaust system..... | £130.00 |
| | Clamp (inlet pipe to manifold) | £15.00 |

Engine Parts

| | | |
|---------------------------------|---|---------|
| E493A-18666-A | Pipe (cleaner outlet) assembly and | |
| E493A-18666-B | Pipe (cleaner inlet) assembly..... | £45.20 |
| E93A-18670 } | Oil Filter Unions (pair) (fits all engines)..... | £12.95 |
| E98T-18672 } | | |
| Y-6038 | Oil filter..... | £35.00 |
| | Front Engine Mounting (exchange and send with order-remove rubber from mount) | £8.50 |
| | Front Engine Mounting bolt | £0.95 |
| E93A-6250A | Camshaft (Chain Driven)..... | £59.75 |
| E93A-6258 | Retainer (camshaft sprocket) chain driven camshaft..... | £3.07 |
| E93A-6270 | Timing Chain | £14.95 |
| YE-6280A | Washer (camshaft thrust) all engines from 1936 onwards..... | £3.50 |
| CE-6310 | Crankshaft Oil Slinger | £1.85 |
| E93A-6310 | Crankshaft Oil Slinger | £1.90 |
| E93A-6319 | Starting Dog (fits all engines)..... | £9.00 |
| Y-6384 | Starter Ring Gear (fits all engines)..... | £46.95 |
| E93A-6510B | Valve guide (per split guide)..... | £23.00 |
| | Valve guide (per set)..... | £169.50 |
| CE-6505A/B | Short Length Valve (exhaust and inlet available)..... | £7.00 |
| E93A-6505F | Long Exhaust Valve (Can also be used as inlet) | £14.75 |
| Y-6513 | Valve Springs (set of eight) (fits all engines) | £15.50 |
| Y-6520 | Valve Cover (fits all engines) | £5.85 |
| Y-6560 | Drive Bush (oil pump and distributor) (fits all engines)..... | £4.50 |
| Y-6561 | Drive Sleeve (oil pump and distributor drive gear) (fits all engines) | £3.95 |
| Y-6566 | Dowel (oil pump and distributor drive gear bush) (fits all engines) | £2.00 |
| Y-23670 | Pin (oil pump drive gear to sleeve) (fits all engines)..... | £0.75 |
| Y-6610B | Oil Pump Gear (fits all engines)..... | £4.50 |
| YE-6623 | Oil Pump Screen (fits all engines)..... | £9.65 |
| | Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines) | £50.00 |
| | Pre-War Piston Sets (8hp and 10hp, limited sizes only) | £40.00 |
| | E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040")..... | £125.00 |
| | E93A 10hp Piston Ring Set (std, +0.020", +0.040") | £38.00 |
| | 3-Ring 10hp Piston Ring Sets (+0.010", +0.020")..... | £15.00 |
| | 8hp decoke gasket set (1932-34) | £35.00 |
| | 8hp decoke gasket set (1935-1953)..... | £45.00 |
| | 10hp manifold gasket..... | £7.25 |
| E15-Z-1 | Decoke gasket set (E93A 10hp engine)..... | £25.00 |
| | Conversion gasket set (E93A 8hp and 10hp engine)..... | £25.00 |
| | 10hp cylinder head gasket | £15.00 |
| YE-24052C | Studs (Cylinder head) set..... | £34.95 |
| | Set nuts for cylinder head studs..... | £4.00 |
| | Used engines suitable for rebuilding available (collection only)..... | £70.00 |
| Clutch and Gearbox Parts | | |
| Y - 2454 | Clutch Pedal (exchange-remove rubber from old pedal and send with order) | £11.50 |
| Y - 5102 | Gearbox Rubber Mounting (Y and C models only) | £30.50 |
| Y-7015 | Main Drive Gear (8hp) | £35.75 |
| YE-7015 | Main Drive Gear (10hp) | £38.50 |
| Y-7040 | Baffle (main shaft gear bearing oil)-rear | £1.25 |
| 7W-7050 | Retainer (main drive gear bearing)..... | £7.50 |
| 7W-7052 | Seal (main drive gear bearing oil) assembly | £2.95 |
| YE-7059B | Mainshaft and Bush | £35.50 |
| Y-7065 | Bearing (main shaft) drive gearball assembly | £21.80 |
| Y-7069 | Washer main shaft intermediate gear thrust | £3.00 |
| E04A-7070 | Retaining Ring (snap ring) | £1.50 |
| YE-7071B | Washer intermediate gear thrust washer..... | £4.50 |
| | Baffle (main shaft oil)-front..... | £1.25 |
| E93A-7085 | Rear Bearing Retainer..... | £19.50 |
| Y-7090 | Universal Joint | £30.00 |
| 103E-7114 | Counter Gear (10hp) | £45.95 |
| Y-7119 | Washer (Counter shaft gear thrust)..... | £6.28 |
| CE-7141 | Reverse Gear..... | £29.95 |
| YE-7222 | Selector Housing..... | £19.05 |
| Y-7523 | Clutch return spring | £5.28 |
| 7W-7533 | Clutch linkage clevis pin | £2.10 |
| Y-7550 | Clutch Plate-All models, except E83W (exchange and send with order) | £25.00 |
| | Clutch Release Bearing Hub-All models | £19.50 |
| 7W-7561 | Clutch Cover-All models, except E83W (exchange - send with order) | £62.00 |
| YE-7563B | E83W Clutch Cover (exchange-send with order) | £66.00 |
| E83W-7563 | Clutch release bearing-All models | £10.50 |
| E74-7580A | Clutch Pilot Bearing | £5.75 |
| E70-7600-A | Gear Lever Gaiter (except E83W)..... | £17.00 |
| C-943070 | E83W Gear Lever Gaiter | £19.95 |
| E83W-943070 | Large selection of used gearboxes available (collection only)..... | £30.00 |
| Y-5102 | | |

Please note that all our prices include postage and packing! (for UK members only)

Cooling System

| | | |
|---------------|---|--------|
| E0A-8100 | Radiator Cap (pressure type for 103E and some E493As) | £3.95 |
| Y-8109 | Radiator cap (brass screw type)..... | £6.50 |
| Y-8260 / 8286 | Radiator Hose (reinforced, straight for pre-war engines, state top/bottom)..... | £4.50 |
| | Radiator Hose (moulded-E83W-state top/bottom)..... | £10.50 |
| | Radiator Hose (moulded-bottom)..... | £10.50 |
| | Radiator Hose (moulded-top, state type of radiator cap and model)..... | £11.50 |
| YE-8606B | Fan Blade (11")..... | £5.90 |
| E93A-8610C | Pulley (fan and generator 3.12" O.D.) | £7.90 |
| E494A-8610 | Pulley (fan and generator 4.12" O.D.) | £7.50 |
| E93A-8620-A | Fan Belt (late 8 and 10 hp engines without waterpump) | £5.95 |
| E493AFS-8620 | Fan Belt (late 8 and 10 hp engines with export waterpump) | £5.95 |

Fuel System

| | | |
|-----------|---|--------|
| | Fuel Pump with spacer (no primer)..... | £42.70 |
| | Fuel Pump repair kit | £27.25 |
| E04A-9080 | 103E/E494A Petrol Filler Grommet | £12.85 |
| 7W-9080 | 7W / E93A /E493A Petrol Filler Grommet | £10.75 |
| BE-9288-A | Flexible Petrol Pipe (except E83W) | £15.25 |
| YE-9355 | Fuel Pump Cover (all models)..... | £1.95 |
| YE-9364-B | Gasket (fuel pump screen cover)..... | £0.65 |
| YE-9365 | Fuel Pump Cover Screen (all models)..... | £1.50 |
| YE-9374 | Gasket (fuel pump to cylinder)..... | £0.95 |
| 7W-9425 | Inlet Manifold (10hp) | £17.00 |
| YE-9435 | Gasket (inlet manifold to exhaust manifold "hot spot") (all models) | £2.95 |
| YE-9448 | 8hp manifold gasket..... | £7.50 |
| | Carburettor Gasket Kit..... | £7.95 |
| | Rebuilt 8 hp Carburettor (exchange-send with order) | £80.00 |
| | Rebuilt 10 hp Carburettor (exchange-send with order) | £80.00 |
| Y-9477 | 8hp Gasket (carburettor to inlet manifold)..... | £1.25 |
| CE-9477 | 10hp Gasket (carburettor to inlet manifold)..... | £1.25 |
| YE - 9555 | Carburettor Float (all models) | £4.50 |
| YE-9660 | Connector (Starter Valve) Assembly)..... | £5.00 |
| 48-9735 | Accelerator Pedal (all models except Y,C and E83W)..... | £12.95 |

Ignition System

| | | |
|--------------|--|--------|
| | Emergency breakdown kit | £43.50 |
| | Set E93A ignition leads | £14.95 |
| E83W 12024A | 6V Ignition Coil (All models-not original) | £38.75 |
| YE-12100B | Distributor-rebuilt (exchange-send with order) | £50.00 |
| YE-12116B | Distributor Cap (All models 1935 onwards) | £13.00 |
| YE-12135B | Oiler (screw-in type) All models 1935-1955..... | £1.55 |
| YE-12185B | Toggle (All models 1935 onwards) | £0.59 |
| YE - 12191B | Spring (distributor weight) no 1 - light | £2.85 |
| YE-12199B | Contact Set (All models 1935 onwards)..... | £6.60 |
| YE-12200C | Rotor (All models 1935 onwards) | £3.25 |
| YE - 12242-B | Spring (distributor weight) no 2 - heavy | £1.25 |
| YE-12300B | Condenser (All models 1935 onwards)..... | £8.60 |
| 52-12405A | Spark Plug, L86C (All models also 100E)..... | £2.95 |

Electrical System

| | | |
|-------------|--|---------|
| | Dynamo-2 brush, early type (exchange-send with order) | £87.50 |
| E494A-10001 | Dynamo-3 brush, early type only (exchange-send with order) | £110.00 |
| E494A-10001 | Dynamo-3 brush, late type only (exchange-send with order) | £87.50 |
| E93A-10043 | Kit (2 brush dynamo brush)..... | £4.50 |
| EY-10043 | Kit (3 brush dynamo brush)..... | £4.50 |
| YE-10094 | Bearing (generator drive end) assembly | £5.95 |
| YE-10160 | Felt (dynamo drive end bearing) | £0.65 |
| 7W-10505 | Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only | £24.95 |
| E93A-11001 | 10hp Starter Motor rebuilt (exchange-send with order)..... | £110.00 |
| YE-11001C | 8hp starter motor (exchange-send with order)..... | £110.00 |
| EY-11057 | Starter motor brush set, 8hp 2 brush..... | £4.75 |
| E93A-11057 | Starter motor brush set, 10hp 4 brush..... | £9.50 |
| 7W-11359 | Spring (starter pinion retaining) | £0.78 |
| BE-11450 | Starter Switch..... | £18.00 |
| E493A-13007 | E493A Pre Focus 30W/24W Bulb (E493A Prefect only) | £3.75 |
| E493A-13007 | E493A Pre Focus 45W/35W Bulb (E493A Prefect only) | £4.95 |
| ET6-13007-B | Headlamp Bulb 36W/36W..... | £4.95 |
| 7V-13061 | Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)..... | £0.75 |
| CE-13061 | Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)..... | £0.75 |
| E493A-13068 | E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)..... | £4.00 |
| YE-13081 | Spring (front sidelight socket 1934 onwards except E493A)..... | £0.60 |

| | | |
|--------------|--|--------|
| CE-13101 | Spring (headlamp focusing)..... | £0.65 |
| E493A-13111 | E493A Headlamp Lens Rim Outer (E493A Prefect only) | £7.75 |
| E93A-13130 | E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only)..... | £19.50 |
| 103E-13408B | 103E Plate (Rear Lamp Base), please specify nearside / offside..... | £21.25 |
| 103E-13408B | 103E Plate (Rear Lamp Base) (pair) | £41.50 |
| 103E-13420/1 | 103E Rear Lamp Rubber Base Pads (pair)..... | £18.60 |
| 103E-13450/1 | 103E Rear Lamp Lenses (pair)..... | £29.95 |
| ET6-13465 | 103E Complete Rear Lamp Unit including bulb (pair)..... | £85.00 |
| | Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available) | £1.75 |
| 40E-13466 | Panel bulb 6V 3W..... | £1.70 |
| 78E-13466 | E493A Sidelight Bulb 5W MBC (E493A Prefect only)..... | £1.26 |
| BE-13466-A | Sidelight Bulb 5W CC (not E493A)..... | £1.26 |
| E83W-13550B | Popular no. plate lamp (E83W and 103E only) | £21.50 |
| CE-13740A | Toggle Switch (panel lamp)..... | £2.60 |
| 38193-57 | Headlamp mounting bolts plus nuts (each) | £8.95 |
| E04A-118004B | Semaphore Direction Indicator (6volt only) (exchange only)..... | £47.75 |
| | Rebuilt bulkhead cutout (exchange only)..... | £24.65 |

Rubber Grommets and Seals

| | | |
|-----------------|--|--------|
| E68-AD-1 | Fixed side window rubber (per ft) (saloons 1937 onwards) | £1.99 |
| 7W-16625 | 7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) .. | £4.30 |
| | E83W Bonnet Corner Pads (Pair)..... | £8.95 |
| | E83W Bonnet Corner Pads (Full set)..... | £12.95 |
| 81A-16754 | Bumper (bonnet side panel), E493A, E494A and 103E..... | £0.90 |
| 81A-16760 | Bumper (bonnet dowel locating) fits E493A..... | £3.50 |
| | Grommet-gearbox cover..... | £4.50 |
| | Set of three grommets-gearbox cover..... | £12.00 |
| CE-171515A | Grommet (windscreen wiper)..... | £3.50 |
| E93A-17772 / 3 | E93A Prefect / Anglia / 103E Bumper Grommets (pair) | £16.95 |
| E493A-17772/3-B | E493A Prefect Bumper Grommets (pair) | £24.95 |
| E93A-35184 | Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) | £1.99 |
| E83W-111172 | Opening windscreen rubber for E83W..... | £18.95 |
| 40-700546A | Blind Grommet (fits under 103E/E494A bonnet) | £0.62 |
| 48-702610A | Door post rubber bumper (one per door post 1937 onwards)..... | £2.40 |
| E04A-7040318 | Rear no plate rubber bumper (Anglia and Popular 1939 onwards)..... | £2.18 |
| 100E-7043531 | Boot T Handle Escutcheon rubber seal | £3.95 |
| 62E-731942 | E83W Door Rubber seal (enough for both doors) | £13.75 |
| 7W-940502 | Opening windscreen rubber for Prefect and 5cwt van..... | £15.50 |
| 7Y-940502-B | Front screen rubber for 103E/E494A/E04A..... | £13.25 |
| 7W-941480 / 1 | Weatherstrip door bottom (per ft) all saloons 1937 onwards .. | £2.75 |
| 7W-970700 | Roof weatherstrip (per foot) All models except Y and C..... | £1.99 |
| 103E-7025856 | Rear screen rubber for all saloons (not E93A or 7Y deluxe)..... | £14.25 |

Miscellaneous Body Fittings

| | | |
|------------------|---|--------|
| E03CF/A-8213 | Grille Badge, "Thames" (blue enamel) (E83W) | £12.60 |
| 103E-8213-A | Ford Popular Grille Badge (103E Popular)..... | £9.38 |
| E494A-8215 | E494A/E494C/103E Grille Badge Mount | £14.50 |
| E83W-8215-A | E83W Grille Badge Mount | £19.00 |
| E04A-16719-B | E04A/103E Boot Lid Escutcheon (fits over coach key hole) | £5.90 |
| YE-16750B | Bonnet Clip (Y model) | £19.85 |
| 103E-17261 / 2-B | Speedo Cable (state model) | £19.85 |
| C46412AR | Dovetail (female) | £4.25 |
| E93A-7022400-A | Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)..... | £49.50 |
| | Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van | £29.95 |
| E493A-7022400 | E493A Locking Door Handle with escutcheon (shaft and barrel not included)..... | £31.50 |
| E493A-7022401 | E493A Prefect Non Locking Door Handle complete..... | £16.90 |
| E93A-7043500 | Locking Boot Handle, chrome plated, with keys | £11.95 |
| C-943658 | Grille Trim Retaining Clip (7W, E494A, E494C, 103E) | £0.50 |
| 7W961208-B | Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)..... | £11.75 |
| BE-964280-H | Window Winder Handle | £4.95 |
| 7Y-949624 | Stainless Steel Door Hinge Pin (All saloons 1938 onwards) .. | £4.90 |
| Y-949967A | Striker Plate (Rear door 4 door Y model 1932-1934) | £3.80 |
| C-949967C | Striker Plate (C and CX, 1934-1936)..... | £3.80 |
| | Bootlid Script Badge (Popular, Prefect and Anglia) | £14.75 |
| | E83W wing mirror | £15.00 |
| | Reconditioned window regulator (please return old unit with order)..... | £45.00 |
| | Radiator Muffs (E93A Prefect only) | £26.60 |

Pop Shopper

Advice from DVLA

The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number, and may ask the Police to inspect them.

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

1937 Ford 8 7Y. Owned father and son from new. Restored and engine re-bored. Family pics from 1937, original manuals, brochures, documents, bills. £9,000. Telephone Robin Anderson 020 7359 2588 North London. Email rslanderson@hotmail.com (non member)

100E/107E For Sale

100E, 1956, Prefect, taxed and tested in April, very good condition, new carpets, new screen rubber. No welding anywhere, restored 1990 £2000. Telephone E. Thorton 01642 497618, North Yorks. (non member)

1960, 100E, popular Deluxe, good condition, dark blue, MOT July 2008, tax August 2008, and interior needs attention. 4 new tyres fitted 2007, replacement engine and gearbox fitted Feb. 2007, old ones available, resprayed 2005. £1995. Telephone 01306 884449 Weekends only. Surrey. (non member)

1960, 100E, Popular Ambassador blue. Full mechanical rebuild 2002. Engine & steering recon, new brakes etc. New carpets & front seats re covered, excellent body, no known rust! Just run in! Used only for shows and club activities. Some History & original Registration. Mot'd. £2350 OVNO retirement sale. Tel George Herbert 01395 270279. Devon. Email g.j.herbert@btinternet.com

Prefect 100E deluxe model, 1956, black, SLN363 with sun visor last used 2001 kept in garage. Full history. Always been in my family. Sensible offers. Telephone Frances Sargent 01980 630 329 Wiltshire. Email francesargent@btinternet.com (non member)

Commercial for Sale

1960 300E van for sale unused for 27 years but dry stored for spares or restoration original registration no. £300.00. Telephone Richard Spry 01621 742462 Maldon Essex. Email richard.spry@btconnect.com (non member)

Special for Sale

Altair 1172. 103E running gear. 100E engine. 100E CW&P in 103E Axle with 5 Ballamy wheels. 10 months MOT and free tax. One of possibly only 5? £5200 ono. Telephone Glenn Burnage 07966 284689 Basingstoke. Email glenn_burnage@tiscali.co.uk



Wanted

Pair of rear doors for 300E van project (100E shape), small window type, reasonable price please for enthusiast / club member. Telephone L. Terry 01233 712209 Kent E-Mail ashfordanglia@aol.com

103E 1959 Popular 2 front seats complete. Telephone Thomas Welch 01704 840682

1936 Model Y front bumper and windscreen frame. Telephone Andrew Chaddock 01782 518666 or 07790 590175 Stoke on Trent.

Round type distributor (Lucas 23D4) for 100E engine. Also, E93A axle with 4.7: 1 diff or a 4.7:1 CW&P set. Telephone Kevin Suckling 01962 776594 Winchester. Email kevin.n.suckling@exxonmobil.com

Wanted any parts or panels for E04A Anglia Upright the same as the 103E but with the flat grille also any other parts for 103E and I am looking for a Fordson 5cwt van in any condition. Telephone Jonathan Randall 07961757094 Northamptonshire. Email c.lucas646@btinternet.com

Wanted Siva tourer or roadster. Other models considered. Telephone David Powell,

Blackwood 07766350377 01495225663. Email Dachapo@btinternet.com

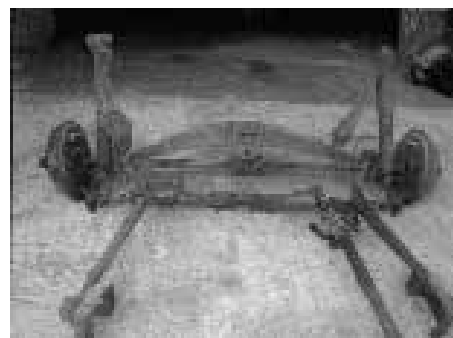
Panels for a 1954 103E Popular, sills etc. Telephone Bob Shipsey 07973 385818. Email bob.shipsey@googlemail.com

Spares for Sale

Quantity of 17" wheels, eights, tens, Anglias, Pops, etc. In silver £14 each plus carriage and VAT. Telephone Tony Etheridge 01923 231699.

100E spares, 100E engine from running car believed 50K miles £150. Windscreen £10, early Anglia rear bumper needs attention £10, light grey steering wheel £15, 4 x wheels and tyres part worn £30, wiring loom £10, steering assembly good condition £5, E93A carb £5. Telephone 01306 884449 weekends only. (non member)

Ballamy front axle fits pop and Model Y £150, E04A bumpers £20 each, petrol tank £35, Model Y petrol tank £40, 103E Upright grill £50. Telephone Andrew Chaddock 01782 518666 or 07790 590175 Stoke on Trent.



Pair of upright chrome overriders, suit a 103E or E494A, chrome is reasonable £50. 6V battery several years old free to collect. Telephone Geoff 02476 334201 Coventry

Fordson E83W pick-up spares 1953 for sale that I am keen to sell quickly. They are as follows: grill mounting panel £15, side glass £10, cab back flat panel £20, radiator £30, front hubs and backing plates complete £80, petrol tank £25, cab floor with passenger seat £50, driver's seat frame £15-20, front wings good condition £120 each, 1 inner wing left hand side £30, wooden drop side back good condition complete £250-300. Buyer collects. Telephone Dave Burgoyne 07704253870 Great Barr, Birmingham. Email claireterrington@yahoo.com (non member)

Continued on page 32



Sidevalve News

Sidevalve News is published every two months on the fifteenth of the month, commencing February.

Please email your adverts to pop.shopper@fsoc.co.uk or use the advert page on the web www.fsoc.co.uk or post this form to:

FSOC
PO Box 1172
Abingdon S.O.
OX14 5WA

Classified advertisements appear at the editor's discretion, and are subject to submission to the editor by the tenth of the month preceding publication. **This is a free service** for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

Please complete this form in BLOCK CAPITALS and include your area and phone number.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up members of the FSOC.

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £5 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

Advertisements must be with the Editor by first post on the 10th of the month preceding publication.

| | | | | |
|------------------------------|---------------------|------------------------------|--------------------------------|--------|
| Model (e.g. 100E) | Year (e.g. 1961) | Model Type (e.g. Prefect) | | |
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| | | | | |
| | | | | |
| | | | | Region |
| Telephone (include STD Code) | | | E-mail address (if applicable) | |

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

Name _____

Address _____

FSOC Membership No _____

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You may photocopy this page if you prefer.



Please fill in the whole form including official use box using a ball point pen and send it to:

Membership Secretary
The Ford Sidevalve Owners' Club Ltd
PO Box 8095
Bishops Cleeve
Hertfordshire
CM23 4QZ

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- This Guarantee is offered by all Banks and Building Societies that take part in the Direct Debit Scheme. The efficiency and security of the Scheme is monitored and protected by your own Bank or Building Society.
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- If an error is made by FSOC Ltd or your Bank or Building Society, you are guaranteed a full and immediate refund from your branch at the earliest paid.
- You can cancel a Direct Debit at any time by writing to your Bank or Building Society. Please also send a copy of your letter to us.

Specials Register

Rob Daniels

As mentioned in the last edition of *Sidevalve News*, this year is the 50th anniversary of Tornado Cars, but 1958 was also the first time we saw a number of other new vehicles besides Tornado, some of which have been featured in these pages before and some that will be featured in coming issues.

Anyone who knows anything about kit cars has heard of Ginetta. Their history is well documented although some may be surprised to know that their first two cars, the G2 and G3 were Ford 8 and 10 based. The G3 was also offered as a body only and marketed as the Fairlite. Printed here is a brief story of the Fairlite. (*Trevor Pyman did send me an update, but it was in the folder of emails I lost last year when I had to reboot my hard drive.*)

A Brief Story of the Fairlite

The earliest advert I can find is from November 1958 stating that the body could be fitted to the Ford 8 and 10 horsepower chassis from 1932 onwards (does this mean that it would fit the long and short wheelbases?) and was priced at £49.0.0. No other details were given, but the advert does state that further details would be given on the receipt of an SAE. Presumably there was either a leaflet or a sales brochure produced, none of which I have at the moment.



The picture above is taken from the original advert. The wheels on this car, if they are to the Ford 5 stud pattern, are probably either Porsche or Vauxhall E series.



It appears that many Fairlites were built on the pre-war Ford chassis. The one pictured above was built by Roger Hamilton-Reade in 1960 and was based on a Model Y that was bought for £5. Roger stated that it took him three weeks to prepare the body work and spray it as he wasn't too happy with the finish of the car when it came from the factory.



This picture was actually captioned as a Delta (spot the similarity) in a motoring publication some years ago. Again it is based on a pre-war Ford.



This Fairlite has seen quite a few owners over the years, but has now found someone to restore her. It's interesting to note that most of the cars pictured on this page have a very similar windscreen; was this a factory option?

A newly discovered Fairlite, again on a pre-war Ford chassis.



I'm not sure how long the Fairlite was available as the adverts stopped at the end of 1960 and the publications I have read can't even get the start date right, so an end date of 1960 seems very improbable. The G4 was introduced to the world at the 1961 racing car show, but while not a featured car on the stand, the G3 demonstrator was parked outside for customers to look at. This would take production of the G3 and the Fairlite into 1961.



The above picture was published in January 1962 and stated that the G3 body was available for fitment to the Ford chassis for the price of £59. The price had increased, but you would expect that as the car was developed. How far did production go into 1962 – did it reach 1963? We have had Ginetta G2s and a G4 at the Historic Specials Day before but it would be great to get some G3s or Fairlites to the show this year on their 50th anniversary

ANY 895

Nigel Holiday of Lotus 2 fame kindly sent in a letter and photo from one of his fellow Berkley OC members telling of their Fairlite build.

ANY 895 was built in 1959 using a 103E Popular 10hp saloon first registered in Rotherham. The body was removed and replaced with a Walklett Bros fibreglass open sports body with plywood floor; bulkheads bolted to angle brackets moulded into the body; complete assembly bolted to the Ford chassis.



It was registered at Nott's CC in 1959 by T.W. Wood as a Ford Tourer and covered 26,410 miles, before being written off whilst racing at Bardney in 1963.

Engine mods: fan removed and water pump fitted, cast alloy water cooled finned head of own design and manufacture. Remote gearchange of own design and manufacture. Tandem drop box with shortened prop shaft of own design and manufacture which increased top speed to 82mph indicated. Timed 80.6 mph. Wire wheels changed to disc. Exhaust fitted with a bypass and engine manifold with separate ports into SU carburetor, all made from 1' copper pipe.

Colour was Valspar brushing Red, brakes modified to hydraulic servo operating in line with rods again of the owner's own design and manufacture. The stopping distance from 60mph was decreased by 38%. Bumpers were Ford. Lights were Lucas pre focus. Wingard mirrors, wipers were from an American Jeep and the hinges from a Watsonian sidecar. The photo was taken in London, July 1959.

The car was sadly written off after being hit by a Rochdale Special after a Peel with a broken track rod hit the Rochdale. All three cars were written off!

Continued on page 32

Driving 1,500 Miles in the Ndola Car Rally

Alan Kemp

Extracted from the Rhokana Review,

September 1955

Refer to: http://www.greatnorthroad.org/bboard/archived/2002_05_May.php

The Ndola Car Club was formed just over a year ago. Last year a 1,000 mile rally was held over Rhodes and Founders weekend. The rally was more of a family affair and involved overnight stops. This year an energetic committee ably organized a rally over 1,500 miles of Northern Rhodesian roads with no overnight stops. In organizing a tougher route, with a no-rest aspect, the N.C.C. produced something well worth driving in, and carrying real prestige for all drivers and cars.

The rally attracted an entry of 41 cars. These were divided into capacity classes:

Class A (up to 1200 c.c.'s), Class B (1200 c.c.'s to 2000 c.c.'s), Class C (over 2000 c.c.'s).

The outright winner was the entrant who obtained the highest aggregate marks irrespective of class. The award was the Frank Owen Cup and £200 cash. Class winners were awarded a tankard and £50 cash. In addition there were awards for team entries, ladies awards etc. In all, a glittering array of prizes totalling £600 cash, along with cups and tankards, served to attract entrants.

The object of the rally was to test the reliability of the cars entered over 1,500 miles of Northern Rhodesian roads under strictly observed conditions and to test the skill of the drivers over these road sections and in specially designed tests.

Our entry to the rally was a 1954 (new) Ford Prefect, the co-driver being Lou Harris. For two or three weeks beforehand we made preparations, trying to think of everything that

we and the car would need. The car was fitted with a map board and lights, and provision was made for carrying a reserve stock of 18 gallons of petrol. We were told that petrol was available, but we were advised to take a spare supply, as no allowance would be given if petrol supplies were not available.

Sixteen cars were entered for Class 'A' (under 1,200 c.c.'s). These consisted of two Prefects, two Anglias, eight Volkswagens, three Morris Minors and one D.K.W. One of the Morris Minors was scratched. The average speed over almost all road sections was 36 m.p.h. for 'A' class cars while the average speeds for classes 'B' and 'C' were approximately 40 and 44 m.p.h. respectively.

Class 'A' started from the Municipal Offices, Ndola, at 1.30 p.m. on Saturday, July 9, leaving at 3 minute intervals. We were fourth off so that we started at 1.39 p.m. The first road section, for which we were allowed 12 hours, was to Mkushi River via Lusaka. With one minute's grace, this meant we had to arrive between 1.38 and 1.40 a.m. We soon found that we were going to have plenty of time in hand for any unforeseen trouble by cruising steadily at 40-50 m.p.h. In fact, after checking in at Lusaka, we were able to telephone home to tell our wives that we had at least travelled 215 miles safely!

We then started travelling north, back to Kapiri, where we forked right along the Great North Road to Mkushi. We arrived one mile from the Control Point at just after midnight, which left us about an hour and a half to wait before checking in.

One mile before each Control Point was a board stating the fact and this was most useful as the mileages given were certainly very approximate.

During our one and a half hour's wait we thought we would brew up some tea on the Primus stove. This stove proved very easy to

light before we left on our trip, but needless to say, it chose to be temperamental and after three quarters of an hour of battling our efforts proved in vain and we had to be content with lukewarm coffee from a thermos. At 1.36 a.m. we moved off at 20 m.p.h. to check in at 1.39 a.m. After running a mile we could see no lights to indicate the control.

I vaguely recalled a small turn-off about half a mile back, so turning the car around quickly we found the turn-off and careered

madly along a lane which appeared to us to be about 6 ft. wide and lined with anthills and rocks. The control point was indeed along this turn-off, but we clocked in at 1.44 a.m. – four minutes late – 40 points off.

Our tempers by this time were not of the best and, in angrily jerking on the hand-brake, the cable parted and we were left with no hand-brake. Nevertheless, after a 15 minute break to fill up with petrol, at 4s. 5d. a gallon, we moved off at 1.59 a.m. vowing to lose no more marks!

The next section was to Mpika, only 205 miles away, and we were due to clock in at 7.29 a.m. We arrived just outside Mpika at 6.30 a.m., where we were able to wash ourselves down and get some of the dust out of our clothes and hair. We checked in without loss of marks although here we were a minute early.

We moved off on the 250 mile stretch to Tunduma, Tanganyika at 7.43 a.m. This road climbed through the hills just north of Mpika and in fact, the whole section was quite picturesque and we enjoyed watching the landscape forever changing as we travelled along.

By this time we were getting well set into our routine of two hours driving apiece at an average speed of 43-45 m.p.h. Whoever was navigating at the time would warn the driver of what to expect in the next 90 miles and then doze off for an hour. In this way we managed to keep alert for our spells of driving. We had half an hour rest before checking in at 2.36 p.m. at the control point at the Custom's Barrier.

We were permitted to pass through the barrier to Tunduma where we filled up with petrol and then went along to the rest house where we had tea and a very welcome wash. This was our first hot drink since leaving Ndola the previous day and as such was exceedingly welcome.

After an hour's rest we moved off at 3.36 p.m. for the section to Kasama via Abercorn. The road to Abercorn was bad, by any standard, and really no wider than one car's width. Just after dusk we approached a long hill. The road surface at this point was corrugated with a loose sand covering. Unfortunately we had just stopped to change drivers and we were unable to get our speed above 30 m.p.h. By the time we checked in at the Abercorn Arms Hotel we were only just ahead of our target average speed. We had no time to stop at what looked like a very pleasant hotel, but had to take the road to Kasama (it was now about 7 p.m.)

We left Kasama at 10.28 p.m. en route to Chembe Ferry. The road was fairly easy and we arrived at Fort Rosebery at 7 a.m., where the proprietor of Crystals Garage had volunteered to be open for petrol, coffee and



Alan Kemp and Lou Harris lined up and ready to set off on the gruelling 1,500-mile road route

sandwiches. From there we took it easy to Chembe Ferry arriving at 2.30 a.m.

We crossed the river outside rally times and left Chembe at 7.21 a.m., on the road across the Pedicle to Mokambo. Most readers will know this road, so that they can judge what the rest of the roads were like when I say that the Mokambo road and the subsequent deviations on the road to Kitwe and Ndola were the worst stretches we encountered.

By making good time to Kitwe we had time to spare to enable us to call in at home and have a quick wash before travelling through to Ndola. Our wives went ahead of us to see us clock in there right on time – at 11.47 – exactly 46 hours 8 minutes after leaving on Saturday afternoon and covering about 1,550 miles.

Immediately after checking in, each car had to undergo a braking and acceleration test. This consisted of accelerating along 150 ft stretch of road, turning into an 8 ft wide bay and stopping across a line. After reversing over this line the car had to go forward through the bay and stop with its front wheels on a line 150 ft away from the bay – time limit 20 seconds. The Prefect managed this in 22 seconds. However, only two cars bettered this in 21 seconds, a Zephyr and an M.G.

At this stage then we had 950 marks out of 1,000 having lost 40 marks at Mkushi and 10 on the braking and acceleration tests. In class 'A' we were lying in 9th or 10th place.

All cars stood up to the pace very well – the only casualties being a Landrover, which retired soon after the start with water pump trouble, and a generator failure on a Riley.

When the road sections of the rally had been completed, the competitors were finally sorted out by some rather stiff driving tests at Bwana Mkubwa on the following afternoon, Tuesday, July 12. This part of the rally had three objects: to test the driver's skill, to test his knowledge of the size and capabilities of his car, and to test the performance of the car after the hammering it had had on the road sections.

The details of all these tests were known beforehand and it was very obvious at Bwana Mkubwa that many drivers had not bothered to practice.

The spectators were greatly amused at the 'Mystery' test, which was the only one in which the co-driver took part. All the cars were drawn up, with their crews inside, in line abreast with an eight-foot wide gate facing the centre car. The details of the test were then announced for the first time. The co-driver had to remove the spare wheel, roll it over a line 20 yards behind the car and back. Then the front nearside wheel had to be changed, all tools and spares replaced, and the car driven through the gate.



Filling up at Mpika. The Morris Minor was the eventual winner of the rally.

The first car through, an Austin A50, was awarded maximum points. Each succeeding car was awarded one point less than the car in front of it.

It was rather a frightening experience to be one of a number of cars, sometimes as many as 10, all trying to be the first through an eight-foot wide gate. However, we must have changed the wheel pretty quickly, for we were sixth through the gate.

Several types of car which had given their crews very comfortable rides on the road sections showed that they were not very manoeuvrable in the steering tests. Poles were broken and precious seconds lost with unfailing regularity when the three Chevrolets and the Buick (commonly known throughout the rally as 'The Gin Palace') performed. The Land Rovers also did more than their fair share of destroying markers. All other things being equal, the driving tests definitely favoured the smaller cars. This was corroborated when it was found that the two top cars in the tests were an Anglia and our Prefect.

The prize giving was held that evening at the Police Reserve Drill Hall, Ndola. The open award and several other prizes went out of Northern Rhodesia and we were informed that their winners would be back to defend them next year.

The final results were:

Premier Award – Tudge and Kramer in a Morris Minor with 1507 points out of 1591.

Class 'A' – Kemp and Harris in a Ford Prefect with a total of 1501 points.

Class 'B' – Mr and Mrs Glasby in a Bristol 401 with a total of 1497 points.

Class 'C' – Mr and Mrs Bush in a Rover 90 with a total of 1438 points.

Manufacturers' Team Award – Ford Anglia, Prefect and Zephyr, with a total of 4070 marks made up of 1182, 1475 and 1413 marks respectively.

Open Team Award – Morris Minor, Bristol 401 and Riley 1½ litre with a total of 4280 marks made up of 1507 1497 and 1276 marks respectively.

In our case we won the Class 'A' award solely on the driving tests as the majority of our class completed the road section without losing points. The Prefect is certainly extremely manoeuvrable and lends itself well to quick gear changing. Out of 591 points available for the driving tests an Anglia obtained the highest marks with 553 points followed by ourselves in a Prefect with 551 points.



Taduma Rest House

E83W Register

Yvon Precieux

01475 529267 6-9pm

Registrar's Comments

The same issues about enquiries remain relevant as identified in the Pre-War Register. An SAE is requested re reply requests as this assists in the eventual costs attributable to the club overall. However despite these hiccups with the increase in mail and work on the E83W and Pre-War Registers, I am still enjoying the merits of both. Both are booming with good stuff coming from the membership. Look out, or should I say listen, to the subtle tones of Les's E83W when the film *The Stone of Destiny* comes out later this year.

Finally, I did not have space to include these concerns in the pre-war section, but for all those members who have reached the age of 70 in the FSOC, the DVLA is not sending out vehicle licence reminders and you will have to fill in a new form or use their internet service if working. Also, all members please make an effort to check your documents from Footman James Insurance. Ensure that an agreed value is physically identified on your vehicle document. The company are confusing the issue by sending out insurance certificates with the words 'Not Applicable' against agreed value immediately on phoned payment by credit card etc. This is happening when a valuation form has been asked for and is in the process of being sent. Ensure that this form is returned and that the company sends the correct insurance certificate with the words 'Agreed value' identified. You have been warned.

The Future

Now that this register is in full swing I would ask members to come back to me with what you would like to see in these pages. Do you want more on restoration, technical advice or more on historical facts; do you want me to split the register into categories with provision given to the different types, i.e. utilecons, pick-ups, vans, pantechicons and so on each issue? Here it must be borne in mind that vans and pick-ups will strictly fill the majority of these pages as they do outnumber the rest. A queries and question and answer column may also be relevant. Some vehicles have a very interesting history and like restorations are worthwhile to read, so why not share this with others both in this register and elsewhere. Anything constructive would be very useful, so let's hear from you.

Vehicle Profile from Past Records

OXT 499 was purchased new by Messrs A. J. Penman, 188, The Broadway, London SW19 on 10th June 1954. It was then sold on to a



Photo 1. Ron Miller's E83W van painted in the colour scheme used by his company in the 1960s



Photo 2. William Holland's last vehicle, built for use in his paint spraying business

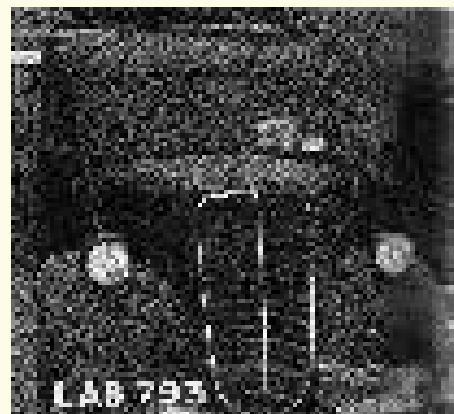


Photo 3. For sale at auction in Malvern recently

Michael Matthews in 1971 and the next year to the B and R carpet company before arriving via a further owner, Reg Brock, with Ron Miller of Ron Miller Ltd. Snipe Litho painted the vehicle in the white and black lettering that had been used by the company during the 1960s. The lower areas of the bodywork included wings, grille and bonnet in blue livery. (photo 1)

Holland Coachcraft

I have mentioned Holland Coachcraft in earlier articles under the pre-war guise. William Holland was a pioneer in the streamline design of commercial vehicles but was put out of business by more powerful competitive interests in 1940. Small Fords have merited much importance in saving the Ford Motor company from disaster and the importance and the impact of the use of Ford vehicles and other chassis in this area of automotive design will soon make avid reading for many vehicle enthusiasts. What is good to hear is that the first and last vehicles William Holland built were on small Ford chassis, the model being

the Y 'Youma' van, after which the majority of his designs were farmed out to coachbuilders from Glasgow to London. His very last vehicle was an E83W purchased late in 1948/49, well after the demise of Holland Coachcraft. The vehicle was for his own personal use in his paint spraying business, now located in Hertfordshire. The vehicle was provided with a cab and Holland built the van body.

Photo 2, which is poor but hopefully can be tidied up by our Editor (*marginally - Ed.*), is shown courtesy of the Holland family. The registration cannot be seen which is a pity but with so many E83Ws still around, it may still survive. So if anyone recognises the same body features on their E83W, your vehicle may have a valuable place in history. Photo taken at William Holland's home in Perry Green, Herts.

Auction Houses

Sometimes these are a good place to buy, but prospective buyers should always satisfy themselves as to the condition, especially

where a vehicle has been mothballed for an appreciable amount of time. Buyers should always expect to carry out recommissioning, always check the paperwork with the chassis number if possible on the vehicle, and don't forget there are VAT costs and possible auctioneer's costs levied on the bid. John Pole, our technical guy, sent me this illustration from the February auction at Malvern this year. (Photo 3) It depicts a rather dusty but seemingly sound black painted E83W up for sale. Advertised in good structural order it had been dry stored for the majority of the last 20 years and said to have plied its trade around the Herefordshire town of Bromyard. The estimate for the value was put at between £2000-2500, although it seems bidding went a lot higher. Regrettably no chassis number was noted in the detail.

E83W in Retrospect

A new model symbol numbering system was initiated in 1938 to cater for the vehicles in Europe to include Britain. Hence the new semi forward control model E83W was configured as follows: the E stands for England, the 8 for the production date 1938, 3 denotes a 10 hp model and W identifies the model as a forward control vehicle. In the last issues I pointed out that the E83W model was supplied with a number of parts from other small Fords as well as the much larger Ford V8 and trucks. However the majority of body panels were unique to the E83W and parts, although long lived, today are quite scarce. When introduced, it was initially shown with just the driver's seat, which was intentional to give the impression of a much greater loading space. This was part of the legacy of the times whereby work patterns of the day dictated that the driving and delivery was one and the same job with no need for additional comforts such as a second seat. This second seat was eventually requested but it took up an appreciable area of space, due to it having to be sited well back to clear the engine. Considering its production period, changes were relatively few over the period until September 1957 when the E83W was replaced by the 400E Thames. E83Ws are easy to identify and owners either have a Fordson or a Thames, with bodies equipped and adapted for all types of municipal bodies, the rarer estate versions besides the more usual pick-up, flatbed and van varieties.

Membership

Thanks to Joe Wheatley and Ron Taylor we now welcome another member, David Riley, to this column. David, if you can drop me



Photo 4. David Riley's step-side pick-up before restoration



Photo 5. A pick-up purchased via the internet

the register form on your vehicle with details and photo to update the records, I would be most grateful. I do have some history on the vehicle. It was registered in Wrexham in 1956 to Kirby's farm services. After spending a number of years with various garage businesses in the Llandudno area, it finished its working days on a caravan site in North Wales. The rotting vehicle was eventually rescued by Richard Jones, Cheshire, kept for a period unrestored, passed to a new owner in Blackburn, and eventually on to Bev Jobins who initiated restoration. The vehicle is one of the rarer steel backed pick-ups of which we have a few in the club. NCA 129 is shown in a

primer colouring after rescue from, I presume, the caravan site? (Photo 4)

Another New Member

The internet seems to be the best means of purchasing E83Ws these days. Terry Curry from Co Carlow, Ireland purchased his, a Thames pick-up from the internet site just recently. Registered UTT 308, the pick-up from its appearance looks reasonably roadworthy with cosmetic jobs only to get it back on the road. Historywise not much at the moment but the vehicle was registered in 1955. A register form giving further detail and information again would be much appreciated. (Photo 5)

Letters and E-mails

**SVN Editor,
PO Box 1172,
Abingdon S.O.,
OX14 5WA**

**E-mail:
editor@fsoc.co.uk**

Ford Day Whitewebbs Museum, 27th April 2008

Dear Sidevalve,

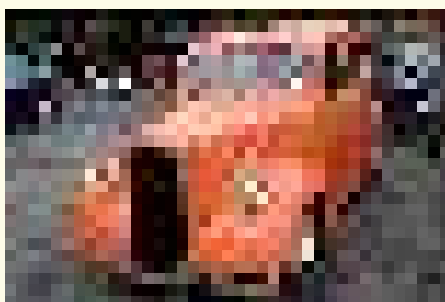
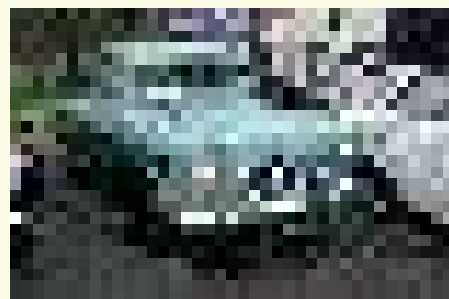
Have just attended the 8th Annual Classic Ford Day at Whitewebbs. How time passes – I have attended all but the first event. Just to let you know there was a healthy attendance of Sidevalves of which I attach several photos, but this was not all of them. A nice mixture of Fords, in fact, from Model 'Y' to Bullitt Mustang. There was the inevitable April 'shower' which lasted some three hours but was clear by mid afternoon. A good day was had by all.

All the best,

Your Sidevalve Reporter,

Chris Sanders

Member 786



[Håkon has taken over as contact for Scandinavia but does not have all the addresses of our Scandinavian members. Therefore he is making direct contact through the pages of this magazine. Non-Scandinavia dwellers may move on to the next letter.]

Hei Skandinavia!

Hei Sidevalve- kolleger,

Som dere kanskje har sett i februar-utgaven av Sidevalve News har jeg tatt på meg oppgaven som FSOC's kontakt i Norge.

Etter dette har Börje Jernheim meldt seg ut av klubben, og har samtidig oppfordret meg til å være kontaktperson for hele Skandinavia.

I denne funksjonen har jeg mottatt fra FSOC adresser på de skandinaviske medlemmene som ikke har tatt forbehold om videredistribuerende av adressen. Det ble ikke veldig mange å sende til. Jeg mottok ingen adresser i Danmark!

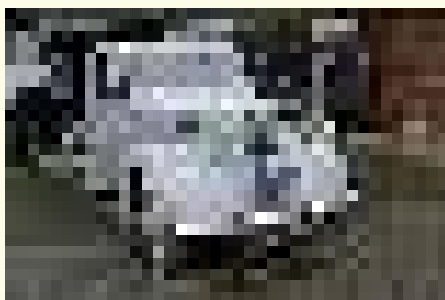
Min første ambisjon som kontaktperson er å få frem for alle medlemmene at vi også i Skandinavia er interesserte i disse gamle britiske og/eller tyske Ford'ene. Jeg mottar gjerne tilbakemelding om ditt klenodium, kanskje med bilde? Jeg sender slikt stoff i tur og orden til Sidevalve News, dersom dere ikke er i mot det.

Min andre ambisjon er eventuelt å være til hjelp for de skandinaviske medlemmene dersom det er behov for dette. Jeg har etablert god kontakt med Technical Adviser John Pole og med deleansvarlig for 8 hp og 10 hp, Shirley Wood, som også er generalsekretær i klubben.

Med vennlig, kollegial hilsen

Håkon B. Øverland

PS.: Anteksi Suomi! En kirjoitan suomea.





We Love Lucy

Dear John,

Herewith some photos of 'Lucy' – Ford 8 Model 7Y – 1939.

Briefly, we rebuilt 'Lucy' in 2000, ready for our daughter's wedding. We are indebted to Yvon and Sidevalve Club reference registration, DVLA etc.

Lucy was a standard model originally, but now with deluxe accessories, i.e. wheel cover, hub caps, dual wipers etc., etc. Complete renovation inside and out. Agreed insurance value £8,000. Now uprated to 10 hp with an E93A engine fitted.



An eventful six years since completion in 2002, i.e. the lefthand photo seen here with Mike Cap's 103E in 2005 when we toured Normandy, and met with the 'Y and C' Register in Bayeaux. Over eight hundred miles in one week. Lucy also went to Calais with the Hastings Sidevalve Holiday 2004.

The middle photo was taken at the All Jaguar Show, at Killerton House in Devon 2002, where she earned 'Best Pre-War covered' (after just completing renovation). In the righthand photo Lucy is seen at a local fete, together with our 100E Popular.

We continue to take Lucy to regular shows and our local Crash Box and Classic Car Club



events. Incidentally, worth a mention is the CBCCC 35th Historic Vehicle Gathering at Powderham Castle, near Exeter on 5th and 6th July 2008. A Sidevalve Stand can probably be organised if enough interest is shown. You can check this out on the web www.cbccc.net. You might wish to pass this information onto Brian Cranswick, Events Co-ordinator. My telephone number is (01395) 270279 if you need any further information.

Kind regards,

George and Jean Herbert

Exmouth, Devon

Travelling to Wortley Hall

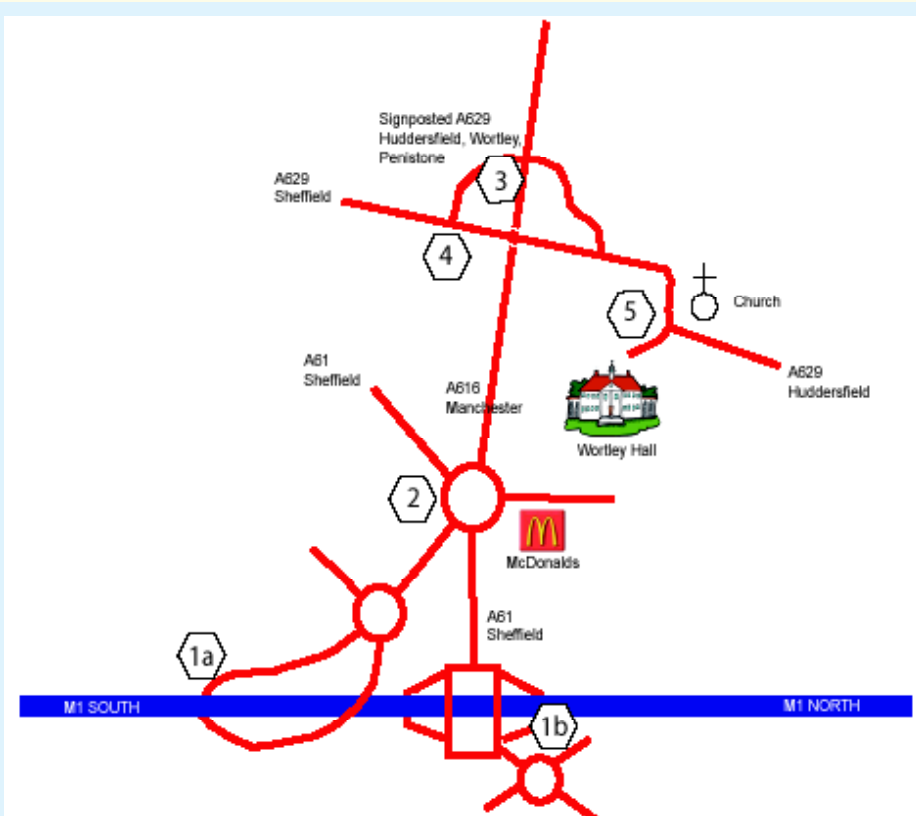
This year's AGM is at Wortley Hall. The following directions are paraphrased from the venue's web site at www.wortleyhall.org.uk

Travelling From M1

- Northbound (1a):** leave the M1 northbound carriageway at Junction 35A. Go straight ahead at the roundabout.
- Southbound (1b):** leave the M1 southbound carriageway at Junction 36. Take the third exit, onto the A61, signposted Sheffield (North)
- At the next roundabout, take the A616 signposted Manchester.
- After 1.7 miles, take the exit on your left signposted A629 Huddersfield, Wortley, Penistone.
- Turn left at the t-junction onto the A629. Follow the A629 straight into Wortley. You will come to a church, on a sharp right hand bend.
- Follow the road round to the right.
- The entrance to Wortley Hall is on your right.

Travelling from Sheffield

Use the A61. Fork left onto the A629 (Huddersfield) into Wortley Village, turn right



on the double bend, keep left, down the drive to the Hall.

Village, turn right on the double bend, keep left, down the drive to the Hall.

Travelling from Manchester

Use the A628. At the Flouch Inn turn right onto the A616, leave by the A629 (Huddersfield) for half a mile into Wortley

Travelling from Huddersfield

Use the A629 to Wortley Village. Turn left at Wortley Church by the Post Office, keep left, down the drive to the Hall.

Taunus 'Buckel' Convertible

Jens Woeckener

For over 15 years I moved mainly in VW circles and over a period of 10 years, my Beetle Convertible from 1955 was restored by me and is still enjoyed. Nowadays I am not only a Käferfan (Beetle fan) but also a lover of classic cars in general. When friends asked about my next old car, I usually replied undecided: 'Let's see what turns up.'

Privately, I thought often that of course old VWs are rare, but I sometimes considered a humpback Ford Taunus. In 2002 I came across a prospectus for a 1951 de Luxe sedan on eBay. When looking through an old magazine of 1953 with Andreas, a good friend who is also into old cars (who owns a 1951 Taunus), there was actually an open Taunusstraße Hamburg-German convertible featured. We agreed that this car belongs on the top of my wish-list. We had never seen one, let alone a sales brochure of such a type of car.

As we had for the past 15 years, we again visited a classic car event in Mannheim in 2003. It is a large flea market; many of you know this atmosphere where you feel a bit like a gold digger or an archaeologist, always on the lookout for a particularly rare part. It was full of parts, boxes and books on each model series, covering every surface. I became curious about a note under a box with unidentifiable parts. My eyes rested on this piece of paper which when I read left me with a slight tingling.

There was actually a 1950 Ford Taunus, a convertible built in Germany, for sale. A few words were exchanged with the seller, condition and price were queried, and then I took a copy of this advertisement (it also displayed a few colour photos of the car) and strolled out of the parts market. The price required for what was only a restoration project was actually too high. What is more I did not want, as with the Beetle, what was at first sight a hopeless basket-case, but wanted a car with just a little remaining work. For the next few hours I forgot about the Ford again and returned to Hamburg. We were four-up in the car, chatting about the convertible. Immediately a wild debate erupted: 'hump convertible? That you cannot leave!' and 'Do you know how rare that is!' 'Incredible' and so I thought about family, finances, my lack of time, hardly any workshop facilities, and I might like to have a nice convertible.

To cut a long story short, my passengers were right; if I was not to regret not taking the chance then I had to strike a deal, because you only get one opportunity. In the following week I phoned the seller several times and the next Saturday there I was again, this time with Andreas who is something of an expert in these matters. I took a trailer because the car



was near Cologne and 400km from Hamburg, and I wanted to only go once.

On looking at the car it was almost complete but – as always – in worse condition than it first presented itself. I did not know that the bodywork, made by a German company after the war, was built on a wooden frame. The frame around the trunk hood, even within

the framework of the trunk hood was beautiful wood and sheet metal panels (hence over 1 ton of empty weight). The wood was partly rotten with the metal panels covering the weakened frame. The roof was original but could only serve as a model for a new hood frame. A plus point, though, was the original leather interior in the front and back. Otherwise, all in all, it was rather a sobering picture.

MOT Spanish Style

Nevertheless, I had enthusiasm so we were quickly back home and now the car has rested for three years in Hamburg in the same winter quarters where my Beetle is accommodated.

A first inventory showed a few missing parts (rear lights, license plate lights, Radkappen – hub caps, bumper horns, outside door handles).

That is an introduction to this project. If someone or other can help me with advice for this Ford Taunus G73A I would be very grateful.

Work to Date

Since the purchase there has not yet been much done to the body, but I would like to take this opportunity to begin the documentation of the car's restoration process. In 2006 I started to disassemble the roof and I have found a carpenter who will make a good quality frame from original ash. At the moment I still search for a suitable restoration location in Hamburg Nord / Norderstedt. When I get the car into a suitable garage, I am going to progress the removal of the body.

May 2007: the list of needed parts is getting longer but there are a few positive things that stand out. The photos showed that a previous restoration had been attempted about 30 years earlier and as is so often the case the work was not reusable. Fortunately the bottom of my vehicle is in a decent state (here, one only needs to treat the rust).

December 2007: almost the entire car in the garage is now dismantled. Lacking a crane, I have removed the engine in the following simple manner: lift the front of the car with a trolley jack; tie the engine to a tow rope mounted on the garage ceiling; then as the car is lowered the engine is left on the rope. I used a wheelbarrow to carry the engine away.

After I had removed the cylinder head, I could have a first impression of the state of cylinders: not so bad, with not a big lip at the top of the liners. That means the car had not run many kilometres. I found that this is the third motor in my Taunus with the previous two engine numbers recorded in the documents. Does anyone have any advice for working on the hump Taunus engine with a few tips for me? Where are gaskets available or even spare parts?

Some details of the Taunus Cabriolet

The Cabriolet is the most expensive option because a convertible Taunus cost about DM 8,500 with more than one 3.000DM for the standard Taunus. On the other hand, it was also the best variant of the humpback Taunus. There were many car manufacturers offering

Continued on page 31

Bryan Baker

MOT! It comes somewhat on a par with 'visit to the dentist'. No matter how confident one is there is always that remote possibility of a problem, is there not?

Here is a snapshot of how such matters are handled here.

MOT translates in Spanish into ITV (Inspeccion Technica de Vehiculos). The test procedure is very closely modelled on the German TUV – so closely in fact that the Administration's title is 'TUV Rheinland Iberica, S.A.'

The test is not carried out by a commercial garage, which in my view is a good thing since there is therefore no incentive to try to sell a part (or parts) that might just be needed to get you through. (As if anybody would do such a thing!) Instead the test is carried out by government owned and operated, purpose built test stations. I have to say that with regard to cleanliness and apparent effectiveness the one I used was excellent.

Before I came out here I did voluntary work for the WRVS, part of which involved looking after their minibuses. Submitting this for its MOT was somewhat similar in that it had to be taken to a MOT run test station in Chelmsford. Meanwhile, back to Spain:

When the test is due you receive a reminder through the post. For the first three years no test is required; after that it is required every two years until the car is nine years old, then annually. Cost is around 30 Euro – £25. Pass or fail! You pay before the test and, if it has to be repeated, you pay again.

First check is the VIN number. They take a pencil rubbing of this to be attached to the paperwork.

The owner operates the vehicle during the test as the tester/technician dictates (by sign language in my case), driving the car through the test facility test point by test point. I prefer this, since when I last had a Sidevalve checked the technician had little or no idea of how to operate it and was not what one might call sympathetic either. Lights, exhaust emissions, brakes etc. are much as in England.

The one thing that differs considerably is the steering and suspension linkage. The car is driven onto a four poster lift and raised. The technician has a quick look under and then operates a switch which causes the pads on which the front wheels are resting to move sideways an inch (oh! Silly me! 25mm) or so at a fairly slow rate. Then he repeats the test but this time the pads move so as to oscillate the steering. Last time I saw that the pads were in halves and that each half moved in opposite directions – not a lot but enough to cause the front wheels to try to move left and right. By doing this, and observing the steering



and suspension linkage, he could check for undue movement. Observing this from the designated area was quite impressive.

The whole procedure was unhurried and took about fifteen minutes. The tester kept with the vehicle stage by stage and I suppose that at any one time there were about three cars being tested. There were other test lines for commercial vehicles and motor cycles.

At the end of a successful test you get a coloured sticker to affix to the inside of the screen. This year's colour is green and last year's was yellow so the 'trafficos' can easily see who has a current test sticker; another good idea, I think.

There are some things which one has to have in the car. For example, if you wear glasses you have to have a spare pair. A high visibility tabard, a warning triangle and a spare bulb kit are all required. I was mildly surprised to see that the test did not include checking to see if these were actually present in the car.

Of course the lights are checked, as in the UK. Before we came out I asked if there was some method of changing the dipped headlight beam pattern to conform to 'the wrong side of the road' driving. No, was the answer, just use these stickers. However the ITV people will not accept these and so there is no alternative, if the headlight beam pattern on your car cannot be converted, to changing the headlights. From experience I can confirm that this can be (and for us, was) an expensive business. Now that headlights have become so much a styled, fared in assembly they are also bulky and one wonders what one is really supposed to do to comply. Bring the RHD ones back and change them on the ferry?

How daft it all seems to me. In the good old days a flip of a small lever was all it took. With cross channel motoring getting more and more common you'd think ... did I hear someone saying 'Grumpy old git?' How very right you are!

Noddy at the NEC

Peter Williams

You never know what surprises are in store when you have an old vehicle. The phone rang before breakfast one Sunday morning recently. It was our esteemed treasurer, Tony Young, who as part of his day job gets to organise the Commercial Motor Show at the NEC. This is not a show that the likes of us are usually concerned with – it is a trade show for everyone involved with running modern trucks – but this year they decided to have some classic commercials on show as an added attraction. This was all going well until one of them couldn't get there in time to be positioned before all the stands were constructed, so it was decided to substitute two smaller vehicles which could be manoeuvred along the aisles between the stands.

Having weighed up the logistics of getting Noddy to Birmingham, leaving him there for three days and getting myself there and back by public transport I decided that the glory of being on display at a major show outweighed the hassle. So it came to pass that at the crack of dawn on Monday morning Noddy was fuelled up and set off at best speed up the Fosse Way to Birmingham via the Warwick by-pass. Having found the NEC the problem of getting into the right space in the right hall began. The NEC is not one big hall, it is more like a small town with lots of enormous inter-connected halls all spread over a site bigger than an airfield. It has its own police force, many different entry gates and all the site roads look alike, but eventually we arrived at the appointed place to find that my co-exhibitor, a Minor 1000 pick-up and owner Andy, had also just arrived.

Inside the hall it was difficult to believe that the show opened the next day – a whole army of workers were laying carpets, erecting



stands, wheeling great trolleys of tables and wiring up the electrics. There was no way that even small vehicles could find their way through the chaos so Andy and I found a cup of coffee and sat around waiting for a gap to appear. Eventually we squeezed between the packing cases and rolls of carpet to get both vehicles in position. Now to sample the delights of public transport to get home.

Travelling by train was to be an experience I haven't enjoyed for about twenty years and one hears and reads so many tales of woe that I wasn't looking forward to it. Perhaps my experience wasn't typical but it all went very smoothly including changing trains at Birmingham New Street. The rolling stock appeared nearly new, it ran smoothly and the staff seemed to know what they were doing and were helpful.

Armed with an exhibitor's pass I returned on the train, arriving about lunch time on Thursday to allow time to see the rest of the show before extracting Noddy after closing time. The road transport industry must be booming, judging by the range and scale of this show. The Ford van stand alone occupied an area as big as a football field with what must have been at least 50 Transits. The classic vehicles were spread around amongst the new shiny juggernauts and it was nice to see that they attracted more interest than their modern cousins.

Getting out was even worse than getting in but we escaped eventually and found a way through the mayhem to the Warwick road. It was certainly a different experience to the usual classic vehicle event in a field on a rainy Sunday.

Pop Shopper continued from page 20

I have a brand new pair of lower/red lenses for a '56 Prefect deluxe; the lights are from the set that have orange bullet shape top and red lower lens. Part no. 100E-3450.C. They are original ENFO Butler's parts and are in perfect condition. (Never fitted.) Telephone Barrie 07870 195 944. Email helenbarrie.briggs@tiscali.co.uk (non member)

Engine from a 40s Anglia. It is an engine with gearbox gearlever and other bits, gearbox rotates, number on engine side reads, partial, EO4A601??? B, surplus to needs, wondering if anyone interested, monies to go to the family's costs. I have no price as

we don't know if their worth anything. Telephone Michael Regent 01707332611 or 07814623173 Hertfordshire, Welwyn Garden City. Email michael@mmregent.freemove.co.uk (non member)

Bakelite clock complete with ashtray and chrome surround for the post war Ford Prefect? Very good working condition. £48.00. Telephone David Bone 01379 677341 Norfolk. Email Bonefunny@aol.com (non member)

Specials Register continued from page 23

The Shirley

The Shirley has had its tarpaulin removed and has been fired up after its winter break with only a bottom hose needing to be changed. The MOT has been booked and has hopefully been passed long before you read this. No jobs are planned for it this year as we are hoping to move house if the market ever decides to pick up, but I just might change that front axle if I can't sort the handling out.

Look forward to meeting you and your special at The Historic Specials Day, Cotswold Wildlife Park, Burford, Oxon, August 10th ...

From the Archives

Peter Williams

The *Ford Times* again supplies our taste of the past with news from 1950. Although the Dagenham works was now nearly 20 years old it was still unusual for the sheer size of the place and the range of activities. Apparently up to 300 visitors a day were taken on conducted tours by uniformed guides ('a veritable human encyclopaedia of facts and data') and a journalist describes one such visit. He points out that a statue of Henry Ford was on display some three years after his death. The tour started at the jetty 'which is 1,800 feet long and 51 feet wide, so I was informed. Two ships were moored there and from one a gigantic grab was unloading coal while at the other end, cars, waxed against their sea voyage, were being loaded for export. This was the inlet and outlet for the Dagenham works, for within a hundred yards of each other the raw material and the finished products were sent on their various ways.'

The tour continued via the blast furnace with its capacity of 650 tons of iron every 24 hours. An endless conveyor belt of engine block moulds is described as 'each are immediately filled with white-hot molten metal by men who handle their ladles with the dexterity and ease of a conductor wielding his baton.' The reporter likens the production process to a river. 'In this case the river is the main production line on which at one end

is placed a chassis and from the other end is driven a completed car. Meeting this line at intervals along the way are a series of other smaller lines which are, in themselves, fed from still further lines.'

The engine assembly line is described as being in the central block of the main factory which is 1000 feet long by 300 feet wide. The journalist reports that 'The engine assembly is particularly interesting for here you can see the engine rapidly taking form under your very eyes. The workers are superbly efficient to the extent that, when I timed it during my visit, an engine was coming off the end of the line every 35 seconds.'

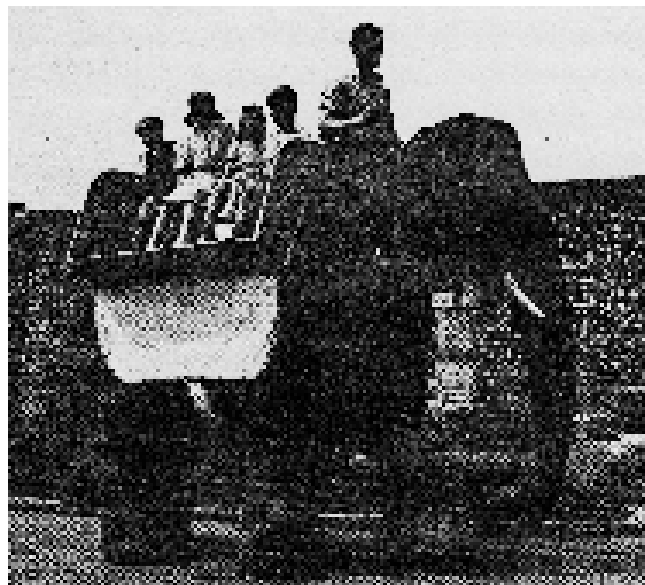
The foundry machine shop is reported as 'where the machining of all castings, cylinder blocks, transmission housings, etc., is carried out. Gear and axle shafts machining with their respective heat treatment departments are located here as is the automatic department in which a large quantity of gear blanks are made in addition to the huge amount of nuts, bolts, washers and studs which are required.'

The report also mentions the materials testing section, the training school and the hospital. This was obviously an impressive example of what was then

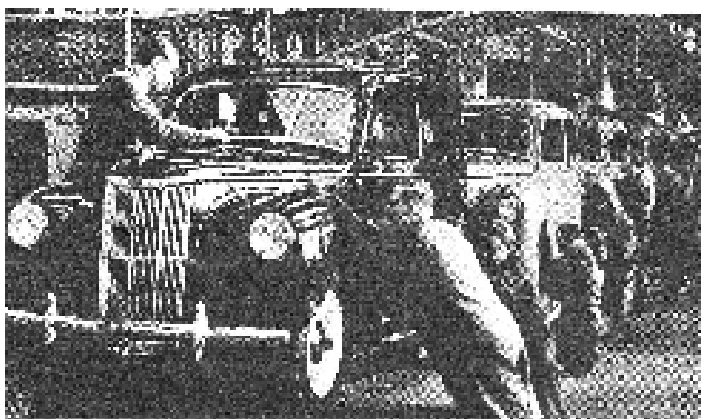
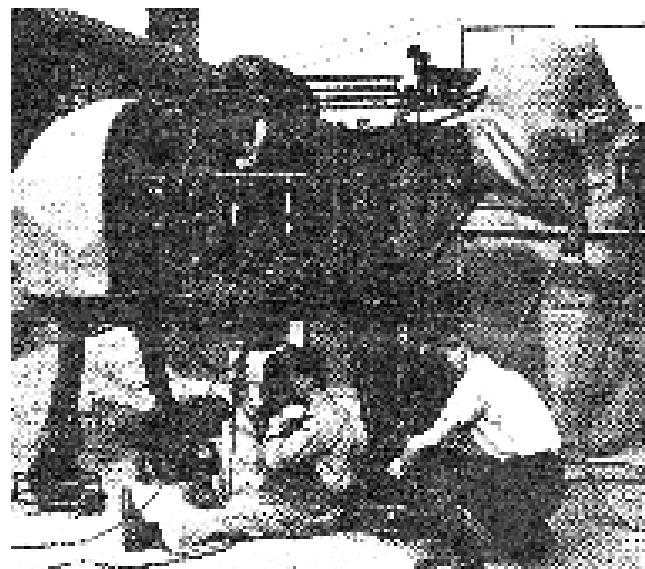
a country getting its industry in full swing again after the war.

The Ford-powered elephants

You will, no doubt, have heard tell of the mechanical elephants that were powered by 8hp Sidevalve engines. I came across a page of the *Ford Times* with two pictures of the beasts and eagerly scanned the text hoping to unearth more details. Unfortunately the only information was in the short caption which is repeated verbatim. I think the top speed has been somewhat exaggerated, or maybe the children got a very exciting ride! The quality of the pictures is the best we could manage working from a copy of a copy. For those who keep their old magazines there was an article on the history of the elephants in the December edition of 1995.



"That is a gear lever not a goad the mahout has in his hand for this impressive creature has a Ford 8 engine for a heart. Weighing a ton – about one third of the weight of the Malayan prototype – this mechanical elephant is capable of twenty seven m.p.h. and makes fifteen miles to the gallon. A little veterinary attention is given in the picture below."



Prefects leaving the Dagenham production line

Taunus Convertible continued from page 31

coach-built convertible types: among others, Karmann, German, Migö, Drews, Drauz and Papler. Both two- and four seater cars were offered. The first convertible was before the war by German manufacturers and they were available again with the start of 1948 production. The differences in design are many: there were internal or external rods, short or long rear wings, side windows only in the door, in the rear or side panel, triangular window in the door, rear fenders integrated into the body (Migö) or without doors for the police.

E83W to Donington

Patrick Russell

For the classic commercial vehicle enthusiast Donington Show is an important date on the events calendar. It is a combination of classic commercial vehicle auction, auto jumble and trade and club stands, and an exhibition of restored vehicles. This year the event took place on Easter Saturday, 22nd March. It is fair to say that in common with most classic commercial shows, the largest proportion of exhibits is in the mid to heavyweight category, but there is always more than just a sprinkling of lightweights attending, and they attract as much attention and interest as their 'big boy' brethren. I decided to take my E83W pickup truck to the show.

This would be something of a challenge for several reasons. I purchased my truck, MBW 138, in March 2003 from a local scrap yard, where the vehicle had languished for 31 years. Over a four year period I carried out a total strip-down restoration, with all the stripping, preparation and assembly work being carried out in the open air on my front drive, as there is insufficient room to carry out work on the vehicle whilst it is in my average sized garage. The work was completed only just in time for the Classic Commercial Show at Gaydon in June last year, although due to a charging fault (rectified by a 'new' cut out purchased from the Club Stores) I was obliged to trailer the truck to the event. I was thrilled to be awarded 'Best in Class' in the lightweight section. After that show I only used the vehicle locally and I was out of the country for the whole of September. Then, shortly before Christmas, disaster struck! Attempting to start the engine one day, in my garage, there was an almighty bang, and the engine appeared to be seized solid. Closer investigation revealed that the pinion retaining nut on the end of the starter motor shaft had stripped, come off the shaft, and smacked into the bell housing, knocking a chunk out of it about the size of a golf ball. This involved engine-out repairs, which naturally took some time.

My wife and I then had a month's winter break in Malta from mid January, so the repairs were only finished a couple of weeks before Donington. A few local test runs were completed satisfactorily.

I live not far from Oxford, and although the easy route to the venue would be to use the M40, M42 and A42, comprising a route of nearly all dual carriageway, E83Ws and motorways don't go well together, due to the 'leisurely' performance of the model, resulting in somewhat of a traffic hazard for other vehicles. I have found that my truck has a comfortable cruising speed of about 35 mph, perhaps towards 38 mph, but beyond that things start to buzz, rattle and vibrate, and a feeling of harshness sets in. So out of deference to the old girl's dotage, I let her

find her own comfort level rather than abiding by the speedometer readings. So, I planned a cross country route, only involving a very short hop on the M69 from Coventry, dropping off at the first exit on to the A5 for Hinckley. This route involves a distance of something in the region of 80 miles to the event from my home.

I anxiously watched the weather forecast in the few days leading up to Easter Saturday. Things didn't look promising but I was determined to go unless serious snowfall stopped me. The event organisers had asked exhibitors to be in position by 9am for safety reasons. This meant an early start, as I worked out that the route would take me over three hours to complete.

I set the alarm for 4am, so that I could leave by 4.45am. I awoke at 3.50, so got up. Looking outside sleet was falling, quite heavily, but the roads were clear, although very wet. It was bitterly cold. I had packed everything ready the night before. I had a quick cup of coffee, filled two flasks with boiling water to make my brews and donned several layers of clothing to ward off the cold in my unheated truck cab. Leaving my wife slumbering soundly in our warm bed, I got the truck out of the garage. I have rigged up a very Heath Robinson, but effective system, which is easily removable, on the back of my truck, with two flashing amber lights. I have found that it draws attention to the slow moving vehicle, especially on the faster stretches of road, and I have noticed that vehicles pull out sooner than they did before I had the system going. This gives me peace of mind. The lights have their own batteries, so do not drain the vehicle battery. I turned them on, and set off.

I travelled up the Witney bypass, then dropped down the hill in Burford. There was hardly any traffic, and there were no people about at that time of the morning. The sleet was still falling quite heavily and the little wiper crawled its way across the screen. Apart from the weather conditions, I quite enjoyed my journey across the undulating Cotswold Hills, through Stow on the Wold and Moreton in Marsh, where I stopped briefly to check nothing was leaking or looking likely to cause problems. The little E83W buzzed along quite happily and I skirted Warwick, passing Stoneleigh (where several classic events take place), and then on again, skirting Coventry. Due to the time, traffic was increasing in volume, slightly, but was still light compared to normal weekday standards. I got an occasional friendly toot from a passing lorry on the dual carriageway, and continued on to the M69. Traffic was very light on the short section along which I travelled. I drove up the A5 to Hinckley. My feet were starting to feel the effects of the icy draught coming up past the foot pedals, so spotting a McDonalds on the side of the road, I decided to make a pit stop for a cup of tea and some warmth.

There were about half a dozen customers in the establishment; one of them made complimentary remarks about my truck, and asked where I was heading.

I enjoyed my cup of tea and thawed out a little in the warmth of the establishment. After about 15 minutes I set off again, heading up the A447, through Ibstock, for Ashby de la Zouch. By now the sleet had turned to quite large snow flakes which were building up on the screen as I drove along, and the diminutive little wiper struggled to cope. The snow still wasn't settling on the road, so I pressed on. Although by now it had become daylight, the adverse conditions meant that I still needed headlights on and I was glad of my amber flashing lights. Luckily traffic was still light, as it was still only around 8am, so I didn't need to resort to my usual practice of pulling in when I get about half a dozen vehicles held up behind me.

On the subject of lights, and 6 volt or 12 volt preference, I have found that the 6 volt system on my E83W is perfectly adequate to cope with the performance ability of the vehicle, as long as the wiring and especially the earth connections are in good condition. So in my opinion, it is a matter of personal choice.

I arrived at the Donington Park complex and booked in as required. I drove into the exhibit area and was pleased to see, that by sheer coincidence, I was positioned next to another E83W. 'Come far?' I asked. 'Half a mile!' he laughed. I said, 'Lucky you. It's taken me three and a half hours!'

The snow had turned back to light sleet again. I sent a text to my wife, telling her I had arrived safely, and got a very relieved reply back. The delicious smell of bacon cooking tempted me to the catering van where I settled for a hot dog and onions. I hastily returned to my truck. The strong wind was bitterly cold. I made myself a cup of tea in the truck and really enjoyed my snack. By now the sleet had more or less stopped, so I put up my information board about the truck and decided to wander round the indoor area and have a look at the stalls. It was lovely and warm in the vast building, and I spent about an hour or more in there, by which time feeling had returned to my frozen feet. In the building was an extremely smart cream E83W van owned by Mr Rust. I photographed this vehicle, then returned outside, and as it had stopped snowing, photographed our two E83Ws.

I had a look round the other exhibits – about 40 in all – and then returned to my truck. I had a steady stream of people looking at the truck and reading my board, and looking at the album of photos of the restoration. I met several old friends from previous shows, including Dave Sheldon, from Wales who is extremely knowledgeable on Sidevalves. I related my tale of the starter motor to him

and he said he had heard of this happening on more than one occasion. A tip here: If any readers are doing a rebuild, or have a starter motor out, it may be worth thinking about removing the pinion retaining nut and applying some loctite to the thread before replacing it and putting in a nice new split pin. It may act as a kind of insurance against a possible mishap. (I did just this when I rebuilt the starter motor after my unhappy event. I didn't want that happening again!)

Throughout the day the weather improved, although it remained bitterly cold.

The exhibitors, including myself, started leaving about 4.30pm. By now the sun was shining and I set off for home. Traffic was much heavier than on the outward journey, but still relatively light, so I had no problems. I created quite a bit of interest from pedestrians as I passed by. I stopped to top up with fuel at Hinckley and it wasn't until I reached the Coventry area that the light had faded enough to make lights necessary.

After clearing Warwick it had become dark, and I had to pull in a few times to let little convoys go past me.

It was getting towards 8pm when I turned into my drive. I got my gear out of the truck and put it away in the garage. It had behaved impeccably, so I gave it a little pat on the radiator grille! I had thoroughly enjoyed my long, cold drive and my day in general.

I lay in a nice hot bath, thinking about my day and trip, and then went downstairs for something to eat, and a very enjoyable pint of beer.

My truck had redeemed itself for all its previous misdemeanours, and I am now looking forward to my next trip.



Mr Rust's E83W van



Our two E83Ws



Sidevalve In India: 1940 E93A Tourer

Sandeep Das

I was always fascinated by vintage vehicles having participated in vintage car rallies in Mumbai with a friend. After moving back to my hometown Lucknow after my studies, I was happy with my BSA 350 1954 Swing Arm, till one day one of my friends who had just returned from an audit assignment told me that he had seen a vintage Ford lying in Jhansi, another city in the State of Uttar Pradesh.

Expectations ran high till I knew that the car belonged to an old Parsi (a small community of only a few thousand) gentleman. Parsis are known to be very possessive about their stuff and it is very difficult to make them part with things.

Anyway we did not lose hope and my friend on his next trip was able to convince the gentleman that we were buying the car to keep it as a family member. On 14th December 2001 we landed at Jhansi and with much difficulty could load the car into a truck. Not wanting to take any risks with the car, we also sat in the truck and braving the chills of December, landed at around midnight in Lucknow. We unloaded the vehicle in the night near my house and pushed it into the porch with much effort.

Next morning we started the inspection with a regular mechanic of ours. We found that the engine was rotating and after a small effort of replacing the spark plugs the car started on the very next day. Our happiness knew no bounds. The car which had reportedly not run for around 15-20 years had started without much effort and the engine was as smooth as it could be after such a long time. The car has been with me ever since and luckily it runs as smooth as is imaginable. Due to unavailability of parts I got the basic bodywork done along with the replacement of the cloth on the hood.

A month ago we took the car on a 500km run to Dudhwa National Park on a Tiger Support Project and I'm proud to say that my E93A was the oldest in over a dozen participating vehicles. Needless to say the car completed the run with ease.

There are very few E93As in India. I have always been looking for information on this make and I'm quite sure would receive the necessary support from your esteemed Club. I have been advised that the car is one of the 1028 made between 1938 to 1949.

Wishing all the Club members a great year ahead.

