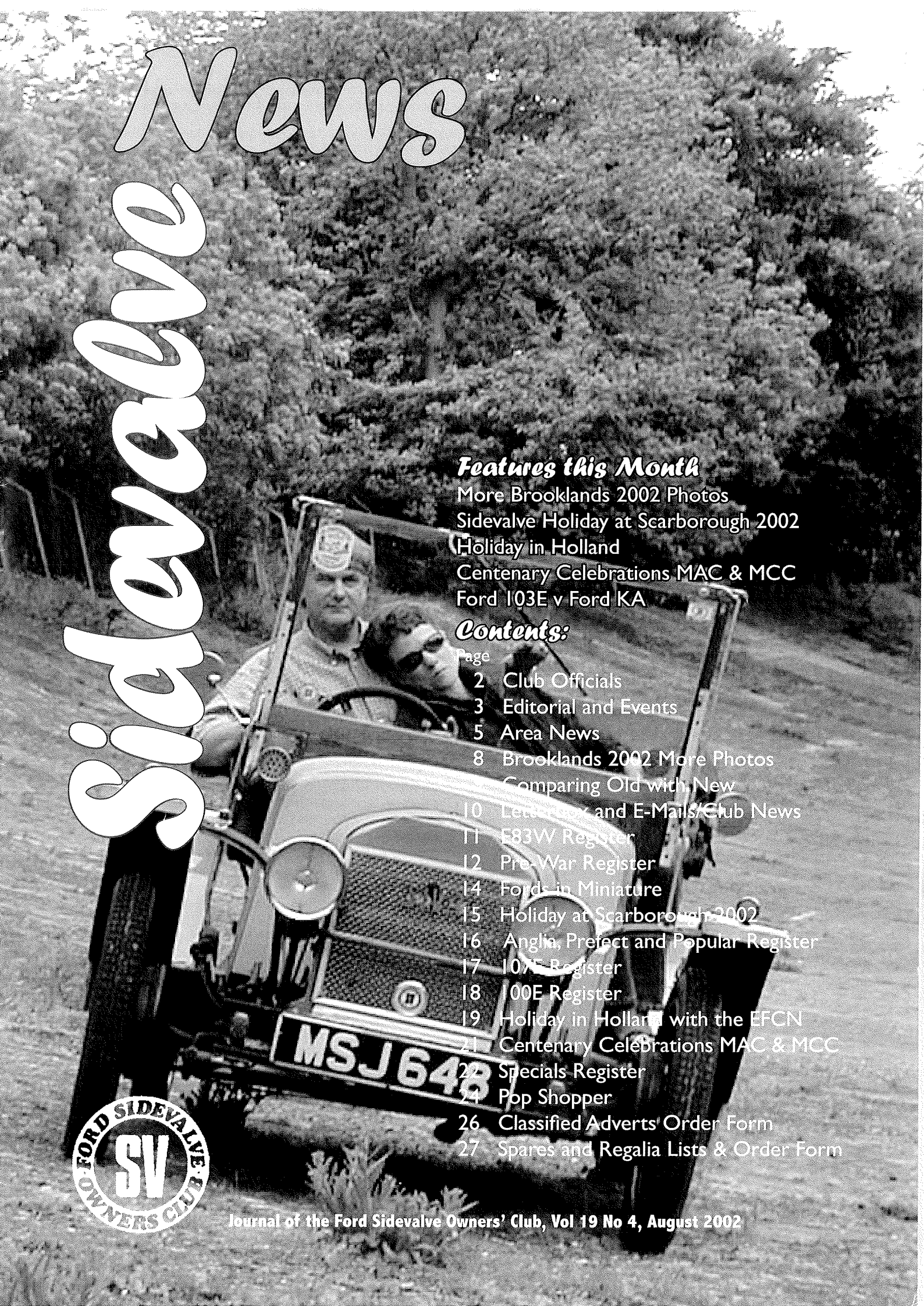
Sidevalve News



Features this Month

More Brooklands 2002 Photos
Sidevalve Holiday at Scarborough 2002
Holiday in Holland
Centenary Celebrations MAC & MCC
Ford 103E v Ford KA

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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 No and enclosing SAE. Telephone at stated times only.

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TECH ADVISOR 100E, 107E	Simon Crockford - address and E-mail as above for Spares 100E & 107E
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REGISTRARS (SPECIFIC MODEL ENQUIRIES AND DVLA APPLICATIONS):

PRE-WAR	Yvon Precieux, Flat 1, Ashton Heights, Horniman Drive, Forest Hill,London SE23 3BS
E83W	Glen Bubb, 37 Sundorne Crescent, Shrewsbury, Shropshire. SY1 4JF E-mail: glen.bubb@btinternet.com (Kindly do **NOT** telephone)
ANGLIA, PREFECT, POPULAR	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent. ME8 0NA
SPECIALS	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warwickshire CV100BZ
100E/107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex. RM12 4BB

AREA GROUPS:

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 7.00 pm and 9.00 pm ONLY.

BRISTOL AND SOUTH WEST	Ivor Bryant 01454 411028. Last Fri; The Fox, Easter Compton. 8.30pm.
COVENTRY & MIDLANDS	Barry White 024 76 403789. 2nd Tues; Queen's Head, Meriden. 8.30pm.
DEVON AND CORNWALL	Ian Rooke 01752 266018. Please ring for details of local activities.
ESSEX	Roger Birdseye Tel. 0589 950582 and John Hull.07763 810386. 1st Tues; The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm
GLOS, HEREFORD & WORCS	John Pole 01684 564829. 3rd Thurs;The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.
HAMPSHIRE	Mick Crouch 023 8069 2359. 3rd Wed; Please ring, details local activities.
LONDON NORTH	Robin Thake 01279 659245. 1st Mon; King William IV, Sandridge Rd., St.Albans, Herts. 8.00pm
LONDON SOUTH EAST	Stan Bilous Tel. 0208 764 7068. Please ring first for details of meetings and local activities.
MERSEYSIDE	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. 2nd Mon; Bottle and Glass, St Helen's Rd, Rainford. 8.00pm. E-mail: joe@wheatley.freeserve.co.uk Mobile 07831 622075.
NORTHAMPTONSHIRE	Danny Moody 01604 810095. 1st Thurs; Stags Head, Earls Barton. 8.45pm
NORTH SCOTLAND/ GRAMPIAN	Raymond MacDonald, 01340 831449. Meet at Les Coull's Workshop, Main Street, Newmill, 1st Friday of the month 7.00pm
SCOTLAND	Vacancy
SUSSEX	David Taylor 01323 845001. Please ring for details.
SURREY	Tony Russell 01737 221578. Please ring for details of local activities.
YORKSHIRE	Nigel Hilling 01484 843115. Last Tuesday, Black Bull, Midgley (A637 Barnsley to Huddersfield Road) 8pm.

INTERNATIONAL CONTACTS:

AUSTRALIA	Gordon Cowley Box 42, Greenacres SA 5086. Tel 00 61 88 261 7631.
BELGIUM	François Jordaens Reetsesteenweg 143, 2630 AARTSELAAR. Tel 03/844.07.68.
CANADA	Ed Ingold PO Box 1978, Lunenburg, Nova Scotia B0J 2C0. Tel 902 634 3080.
IRELAND	Colm O'Neill 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel 01 288 7173.
SWEDEN	Borje Jernheim Tennisv. 33 192 77 SOLLENTUNA. Tel 08-754 30 32 0707-15 08 78.

Bad Publicity is better than none at all?

Fred Fielder

We now have a new Publicity officer in the steel hardened Sidevalve form of Geoff Hammond, who as you know if you read your last issue, is one of the Coventry Crowd. With three members from one group on the Committee is this a sign that they are ready to ask for 'Home rule for Coventry' or is it something far less sinister?

Without publicity we might lose out on an increase in membership as unless we publicise our Club then few are going to find out about what is going on and where our vehicles may be seen.

Looking through Practical Classics and Classic and Sport Car, which I suppose have the higher profiles of the collector's periodicals, dealing primarily with collectors' cars both have an entirely different concept of promoting the various clubscene. In Practical Classics there is, I should imagine, a pretty good definitive list of car clubs in a comprehensive section at the back of the magazine and occasionally I have seen an article by Will Young who has highlighted, tongue-in-cheek, some particular event or idiosyncrasy about a club in general. I remember one article where he had in fact counted up the number of Ford clubs, some fifty in total, with some overlap of various marques in a few of the clubs. On the other hand Classic and Sports Car magazine devotes articles about a number of Clubs with a 'Club Event of the Month' highlighted in a double page spread. They even make room for a world wide look at clubs based in other countries.

As our Chairman has said before, interest in a number of clubs is generally on the downturn, but we do seem in the FSOC to manage to keep a fairly level keel - not by leaning too far one way or the other as on our cover picture this month!

This month I noticed that the Triumph marque has a number of clubs associated with the different types of vehicle but one club has opened its doors to a variety of cars which have been run by volunteer individuals rather than an organisation running as a profit making business.

Of course everyone is able to choose which club they wish to belong to but at the end of the day no club can operate without an effective membership. The majority of clubs offer a good value for money because of their technical expertise and maybe spares service and dare I hasten to add their magazine!

No Club can be complacent and Geoff is going to need every member's support in order to do his job effectively. When at a recent committee meeting I for one was most impressed with his list of things he wanted to try out for the benefit of the FSOC by highlighting interest in its activities and what we have to offer.

By providing local support within your own area and informing Geoff of what you as a group have achieved with your vehicles then the fragmentary situation that eventing has become rather than the event where vast numbers of cars travel long distances can really make a difference as to how the public perceives our Club.

Millions of pounds are spent on advertising but at the end it's by word of mouth in the local area that is going to be the most effective advertisement. Would we gain more members by advertising in the well-established car journals other than relying upon the freebie inserts found in just one or two journals? I think not.

Fortunately, we don't have to rely on bad publicity to put us in the front of possible new members interested in joining us. The assured way of keeping a high profile is to have that quality article that is both technically relevant but has a human interest as well. The journalist worth his salt (should that be ink?) will be able to improve on presentation. Please continue to keep supplying me with your excellent accounts of your vehicles and Geoff will turn them into good ambassadors of the club if not adverts.

Geoff is going to be looking at all that we as a club offer but in the end it's you the member whose good news is the best form of advert...

Events Listing

John Porter

26th August. Woking Classic Car Show, Woking Town Centre, Woking, Surrey. Contact S Granville on 01483 719922.

26th & 27th August. Knebworth 2002 at Stevenage, Herts. Contact the organisers on 01296 631181.

28th August to 1st September. The Great Dorset Steam Fair at Blandford,Dorset. Contact the organisers on 01258 860361.

7th & 8th September. Beaulieu Autojumble at the National Motor Museum, Beaulieu, Hants. Enquiries on 01590 614614.

8th September. Ford Day on the Prom, prom, prom! Blackpool, Lancs. Telephone 01772627004.

22nd September. Classic Classic Car Show, St Mary's Catholic School, Bishop's Stortford. Contact Robin Thake for place on Club Stand 01279 659245.

7th & 8th September. Shackerstone 2002. The 8th Annual Steam & Canel Weekend with Traction Engines and Classic Cars. Midlands Lawn Mower Racing Grands Prix and an Icelandic Horse Display! Real Ale Festival - hooray! Steam Train and Boat rides, Morris Men a dancing and Tiger Moth Display. Featuring: Big Green Willy the 5ft Puppet, Grommet the Balloon Wyzzyrd and the Coventry Group FSOC Club Stand. How can you miss this event? Contact John Porter on 01455 212 038 or Barry White.

15th September. Midlands Run. Contact John Bailey on 01455 2220042 or Barry White.

29th September. All Ford Rally at Dalton Barracks, Abingdon, Oxon. Contact BobTredwell on 01235 530720 or Mick Crouch. Wet, Wet, Wet!

13th October. The Great West Road Run from Michael Wood Services M5 (North Bound), Bristol. See previous issue for details. Organised by Peter Williams 01453 845482.

27th October. National Restoration Show, NAC, Stoneleigh, Coventry, Warks. Contact Barry White and put your car on the Club stand although we might take it apart!

Continued on next page...

3rd November. Ford Enthusiasts Show and Spares Bonanza at Donington Park, Leics. Contact number 01568 797881. Don't know about Sidevalve bits though! Go and find out.

9th & 10th November. International Classic Car Show at the NEC, Birmingham,West Mids. Contact S Holloway, Centre Exhibitions on 0121 767 2450 or Barry White. Yes, we have returned! There has been rejoicing in the streets of the Midlands and tossing of hats in the air! Well not really but we are glad to be back.

Don't forget, I have many other events in your area listed - just get in touch.

Events August 2002

Sidevalves at Brooklands 2002. The fact that this event coincided with my wedding anniversary meant that some thought had to be put into the whole trip from the Midlands. The plan was that we would set off on the Friday late afternoon as early as possible and stay over Friday and Saturday night at an hotel close to Weybridge finishing up with a leisurely run back home on the Sunday. Getting off on Friday afternoon did need some subterfuge - teachers are expected to remain in front of their classes. I managed to get a spare under-graduate to look after my class of "playful" 15 year olds... Of course, we did have the Friday traffic, which was remarkably light, thank heavens, and made good time before exploring the Windsor environs to find the hotel. All directions were from London or the nearest motorway, which were not a lot of use to us!

The weather on the day was not inspiring as we braved the drizzle past the Windsor Horse Show (which is where my wife would really rather have been). I had envisaged Brooklands as being in open country whereas it was surrounded by pre-war suburbia and post-war industry. As we drove to the entrance there was the rear end of Noddy (not that one!). Noddy belongs to Peter Williams of Gloucester and is a red E83W pickup (see last issue E83W section). Now that is brave! Driving from the South West at "E83W" speed requires dedication and patience (and probably a night in an hotel). As is usual at sidevalve gatherings, no matter when I get there most of the cars are in place and the owners eating

their first sitting of sandwiches! Sidevalves had filled the square in front of the clubhouse and were soon having to be parked outside. I think that we had every model of sidevalve represented along with some guest Ford Model A/Bs and V8s. David Taylor and the Sussex Group had everything very well organised even down to the public address so that we could not ignore any of David's announcements! It is surprising how some bunting and a tent typify a classic car event - a bit like a circus. I was going to say without the clowns but that Siva was there!

The remaining part of the Brooklands complex is a compact area surrounded by a full curve of the original banking. The original buildings are still there and house all the varied exhibits both automotive and aeronautical. In fact the atmosphere of the original office with all the trappings of the race meetings is quite remarkable. Even the male loos have been preserved with the original stalls cordoned off - must be a Health & Safety issue! The wooden sheds used by the race teams are full of all sorts of treasures with an authentic machine shop packed with the sort of clutter that still lies around my garage! A talking dummy in period overalls - same in my garage, also complemented the scene! If you did not make the FSOC event try to visit Brooklands as it is well worth the effort.

Buckler Summer Run 30th June.

This was the second fun run organised by the Buckler Register around the Rugby area. If you do not know what a Buckler is then try this website http://communities.msn.co.uk/BucklerCars or contact out Specials Registrar.

Three hardy FSOC members all in various Fordbased specials not a tin-top in sight witnessed another excellent turnout of these cars! The Register had set up a fascinating display in the village hall with many period photographs and documents. As the previous run, we were let loose with some directions and a map although there was certain amount of convoying. The Bucklers were accompanied by a Lotus 7, AKS and Dutton Phaeton (in trials trim) as well as one Shirley, Siva and a bright red Ford Y Special belonging to Peter Fidoe. I don't know what the locals thought of us all but we got a few smiles and a wave.

On the subject of runs, don't forget that the infamous Midlands Run takes place on the 15th of September with the rallyists taking off at 10 am from the Queen's Head, Meridan. This the 5th event and is being organised by last year's winner "Honest" John Bailey. The contestants are breathless with anticipation at the prospect of a challenging course laced with intellectual tests... we may just go for a drive round! There is a rumour that the crews have now discovered that if they try very hard they can come last, guaranteeing that they will never have to organise the next event. We could now have various sidevalves purposely being driven the wrong way! At least that will be their story.

So, if you fancy a run around the Midlands then get in touch with Barry White or me. It really is a cheap day's entertainment with possibility of a prize at the end of the afternoon. Do any other local groups organise road runs? The famous Sidevalve Holiday is well known and usually entails a good number of sidevalve miles. Now, sidevalve miles are peculiar to our cars especially the Upright models as each mile contains a lot of vertical travelling! Perhaps that is why we all get tired at the end of a day's driving.

This is why members who are awarded the 'Furthest Travelled' award at Sidevalve Days are to be congratulated on their enthusiasm. Those of you that are worried about driving long distances should not underestimate our cars ability to cover many miles reliably whether the occupants have the fortitude is another question!

Cover this Month:

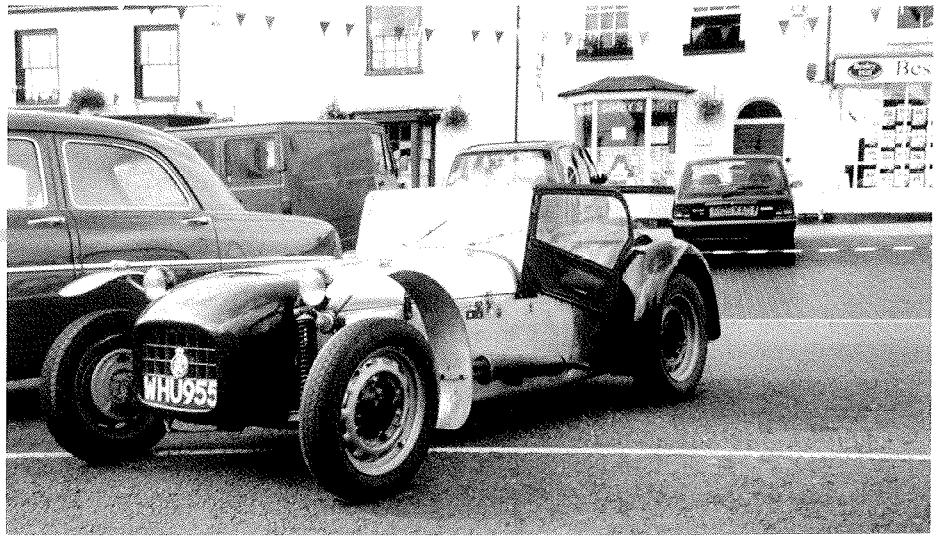
Closeness is catching when going round the bend our Chairman and his good lady showing that to lean out of bends is the best way to drive at Brooklands.

The photo was taken by Geoff Hammond who no doubt was leaning the other way to get this action shot. They say, 'Photos never lie' but I'm not so sure after receiving this. However, it's good to have a Siva on the cover of this issue's magazine.

Area News

Bristol and South West

Ivor Bryant



Lotus 6 at Chipping Sodbury 2002 belonging to Alyson Marsden Photo IB

15th and 16th June saw the Lister Petter rally at North Nibley, Gloucestershire with a large number of stationery engines, traction engines, tractors and a fair number of cars and commercial vehicles.

The Ford Sidevalves attending on Saturday were Dave Prosser`s E83W flat bed, John Pole`s very smart 103E Popular, non member Paul Eastwood`s unrestored 103E Popular, Ivor Bryant`s 7Y Eight, E494A Anglia & 103E Popular. Attending on Sunday were Peter William`s E83W covered wagon (seen at the AGM and at the Brooklands Event), ex member Tony Faithful`s completely rebuilt E493A Prefect, Phil Wookey`s Model Y in addition to the 7Y and Anglia from Saturday.

Other members attending were Phil Birch, Mike Taylor and John Le Couter with other forms of transport.

The following weekend saw the Chipping Sodbury run to the East Somerset Railway, only two sidevalves entered out of 200 vehicles, Alyson Marsden with a Lotus 6 and Ivor Bryant with the 103E Popular. The cars sent out at one minute intervals oldest first.

The Popular being a 1959 but of pre-War design being among somewhat more modern and powerful vehicles, mark 2 Zephyrs .The distance was approximately 80 miles in a round trip taking in Keynsham, Chew Valley Lakes, Wells, Cheddar Gorge, the road winding it`s way the full length, Wells, views across to Glastonbury, the week before the festival and on to lunch at the East Somerset Railway.

The home journey took in among others Bathford, Bradford on Avon, Marshfield, all skirting around Bath itself. We were encouraged to wear period costume, my navigator being dressed in capes and drapes with appropriate wig. The commentator pointed out that 103s don't have radios but we were equipped with a wind up gramophone complete with a recently acquired copy of the Ying Tong Song with Bloodnocks rock`n`roll call on t`other side, by the Goons, 30p well spent, and caused a laugh or two.

There is to be a restoration show at Shepton Mallet in November where we are planning a 'before and after exhibit' with John Keenan`s (all the way from Hastings)restored CX next to an unrestored version of the same. This takes place on Sunday 3rd November, see www.nwe.co.uk.

June`s local meeting had a good attendance, 4 regulars, Brian and Reggie, Alan and Jackie Lander who missed the Chipping Sodbury run and Kevin a newcomer who is restoring an upright but rodding a 100E.

Looking forward to Peter`s Cotswold run and it seems a visit from the chairman with the Siva...perhaps he will visit the local garage where there`s one in the showroom.

Merseyside

Joe Wheatley

Sunday 19 May - Spring run with Manchester Historic Vehicle Club. (MHVC)

Tony Ikin had introduced me to this club. Unfortunately it was too short notice for most members as I was only able to provide details at our meeting on 13 May. I decided to go along anyway, even though I was unable to find a navigator from within my family and friends.

The start was from a car park in Wilmslow. I soon met up with Tony in his 103E and his brother Rod and daughter Samantha also in a 103E. We thus had one navigator between the three cars! The other entries were very mixed and favoured pre-war cars from the MHVC. These included Bull Nose Morris, 1934 Sunbeam sports, 1936 Singer 9 sports, 1935 Rover 14, 1934 Morris Oxford, 1936 Rolls Royce, 1972 Morris 1000 van, Austin 7 (ex Ruby) special, 1934 Riley, and a Morris 8 that disappeared soon after the start. The MHVC chairman, John Ash and his wife attended in their 1932 Delage D8s Fernandez

Continued on next page...

Hibley 2002 Photo IB

& Darrin drop head coupe. What a mouthful! What a motor!

The route was easy to follow with precise directions given by Ian Blackburn of the MHVC. Details of every junction and its distance from the start were given. As it happens navigation was not too difficult as most cars ended up in 'convoy'. The directions took us for 30 miles through the back roads of Cheshire on a beautiful clear, dry day. It was a real pleasure trundling along behind the two 103Es with a little open Austin 7 special following on behind. Needless to say we attracted much attention as we went through the hamlets and villages en-route.

Lunch was taken at the Fox and Barrel pub on the A49 near Cotebrook. After this welcome refuelling stop we set off again through the lanes for the 9-mile drive to the little motor museum in Mouldsworth. This is situated in part of a pre-war water treatment works and contains a variety of cars from Messerchmitt Bubble Car to Lotus Élan and lots of parts and memorabilia. After an enjoyable few hours browsing around the exhibits we all made our way home. A thoroughly enjoyable day out and a pleasant change from the usual 'static' shows.

Sat 25 & Sun 26 May - Kelsall Steam Rally (Nr Chester)

I had finally remembered to apply for a pass to this show and Jane Webster, the organiser, was kind enough to give me a late entry. The location was only a few miles from Mouldsworth where we had finished last week.

The weather forecast was not good, but both my children wanted to attend our first show of the year and both wanted to bring a friend. Thus it was that five of us set off in Freddy under a lowering sky early on Sunday morning. A slow drive five up!

We arrived to find Bernard Ellicott (100E), Frank Wells (100E), had arrived before us. Toby Ikin (103E) arrived shortly after. There was the usual extensive collection of stationary engines, tractors and motorbikes, about 30 steam engines (Including one steam powered three-wheeler which looked like an early Morgan), 50 or so commercials and 100 plus cars. Unfortunately the variety of food stalls was not as good as at other fairs so lunch was a bit grim.

The rain started just after one o'clock. The show ring quickly became waterlogged so we were not able to form a parade. Cars started departing from two o'clock onwards but we hung on until just after three in order to give the poor, damp, paying public something to look at. Not a good start to the season I fear, though my new windscreen wipers worked well.

Monday 10 June - Group meeting - Bottle & Glass @ Rainford

Just before setting off I received a call from Mike Brocklehurst. I had loaned him a hub puller to attend to the rear brakes on his E493A last month. One side - easy-peasy. Other side - seized solid! All sorted after much use of penetrating oil and big hammers but one of the retaining springs had broken as he was refitting the brake shoes. Did I have a spare? A quick trip to my lock up sorted out that request.

I picked up Brian Kirby on the way as his Mk1 Zepher is off the road awaiting a new starter pinion. Eleven of us turned up during the evening. Ron Taylor has his E83W ready for painting and is hopeful of getting to some of the later events this summers. Bill Moor has almost finished his garage so hopefully his 103E will be back at home soon. Darren Ainsworth is having some difficulty getting his garage to get moving on the reassembly of his 103E. Dave Broads 300E is 50% repaired and he is putting some pressure on the body shop to finish the repairs and painting by the end of July. Another vehicle ready for August? Chris Toombs actually has his 103E back at home. No MOT yet but this should be simple once he has a new indicator switch. We agree to fit his new roof on Sunday. It took two attempts and much cursing to get the new rubber in. Much more difficult than mine! Now his headlamps and stop lights need rewiring and a new exhaust fitting before the MOT.

Monday 8 July - Group meeting - Bottle & Glass @ Rainford

Despite good weather only nine turned up tonight. Bill Moore has finished his garage and hopes to have his 103E back on the road by the end of the month. Ron Taylor's E83W is finally at the painters and Dave Broads 300E van is still similarly engaged.

Frank Wells attended a show yesterday organised by the Shaw Crompton Parish Council. A nice little event in the centre of the village. Frank had been attending events in his trusty 100E Pop for at least 10 years. While at this show he won his first prize. Second in the 1945 - 1960 class. I'm not at liberty to say how many entries were in this class but Frank more than deserves his award for being one of our most consistent exhibitors over many years.

Frank Sanders brought some pictures of a recent acquisition. A small 10 hp powered truck previously used in the Swindon railway works. Top speed of 15mph but will tow 10 tones on level ground! I hope I can provide a picture for a later edition of SVN

Sat 13 & Sun 14 July. Cheshire Steam Fair - Tabley House Nr Knustford.

This event was to be called Manchester Steam Spectacular and to be held in Wythenshaw Park, Manchester. A last minute (within a month) change of venue saw this favourite moved to yet another location out in the Cheshire countryside.

For once the weather was kind with sunshine and a light breeze all weekend. Saturday was a little quiet but Frank Wells (100E Pop), Bernard Ellicott (100E Pop), Ian (100E Pop), Simon Rennie (100E Prefect) and myself spent an enjoyable day chatting to the visitors. Simon was not able to join us on Sunday but Arthur Speakman (Falcon special), Tony Ikin (103E) and Rod Ikin (!03E) joined us instead. Dave Levay (100E Squire) and family also attended. Rod had some difficulty getting his 103E started at home time but after replacing most of the ignition system bending the points arm away from the base plate restored a spark and all was well.

Sat 10 & Sun 11 August - Astle Park Steam Fair (Not for me, I'll be on holiday)

Monday 12 August - Group meeting - Bottle & Glass @ Rainford (I'm still on holiday)

Saturday 17 and Sunday 18 August - Tatton Park Car Show

I could not get a stand for the June show because it is so heavily oversubscribed. I have asked for a stand for this August show. PLEASE COME ALONG AND SUPPORT US! Those wanting to attend please contact me ASAP.

Sunday 8 September. - All Ford Day - Blackpool promenade

I will try and organise a 'convoy' to this event to make the journey a bit more interesting.

Monday 9 September - Group meeting - Bottle & Glass @ Rainford

Sunday 15 September - Great Bollington Transport Extravaganza (Nr Macclesfield)

Tony Ikin has passed me entry forms for this event. Any one interested please contact me.

Saturday 28 & Sunday 29 September - All Ford Day at Abingdon.

A long way in a Sidevalve! Anyone interested?

Yorkshire

Nigel Hilling

An almost warm sunny evening at the end of June resulted in a good turnout of sidevalves and owners for the monthly meeting at the Black Bull. The body count was eleven and the sidevalve count seven including a Y type, 3 upright Pops, 1 upright Prefect, 1 E83W, and a Model A van. I do have a photo to prove it but it didn't get back from processing in time for the deadline and so I'll save it for the next report. Two of our number have recently acquired upright Prefects for restoration and so we look forward to seeing more cars at future meetings.

Those members that I'm in touch with are as active as ever with events most weekends through the summer. Events coming up are Thornes Park, Wakefield (this event gets an amazing turnout for a Friday evening event), Newby Hall, Pickering Steam Rally, and Driffield Steam Rally, to name but a few.

Gordon MacKenzie and myself both

Continued on next page...

completed the Motor Cycling Club's 950 mile round Britain Centenary Trial at the beginning of June, Gordon in his 103E with a very long trials history, and myself in Stan the Anglia. I've just had a count up and realised that Stan, so far this year, has taken part in 4 trials and attended Brooklands twice clocking up nearly 4500 miles in the process. Time to give Stan a rest and so my Pop is out for the summer first attending Hollowell Steam Show at the beginning of July.

Meetings, as ever, continue at the Black Bull on the last Tuesday of the month from 8 o'clock onwards.

Nigel has sent another article see page 21. Ed.

Essex

Roger Birdseye & John Hull

Well here we are half way through the season. On the 9th June, a small group came up to my neck of the woods to a village Car Show and Fete at Aldham, Essex. The group involved were Tony Lloyd in his 'Newton Drive', Dave Clark and Dave Wilson in Populars.

John and Jean Hull came along to give them support as John's car is having a revamp as well as my Prefect E493A which is undergoing a respray.

Tony Lloyd, Dave Clark and Dave Wilson were all presented with a nice plaque as the show was celebrating 25 years.

We all met up with Robin Thake's group. Tony Lloyd and Dennis Little got highly commended Rosette's. The Essex Group will be at Ardingly on the 6th July, hope the weather is kind to us.

On Tuesday 2nd July we all met at the Maypole and we had two more new members join us. Dave Smith who owns a l00E popular, he did his maiden voyage to Bromley Pageant (Brave Man) and Roy Gillam who owns a Ashley Sportiva. We had a good meeting fourteen members in all. Tony Lloyd brought along a surprise package when we all looked we could not believe our eyes a 'broken piston', which was an understatement?

Happy Sidevalving!

North London

Robin & Jennie Thake

What a difference a year makes, after last year with polishing the car and nowhere to go this year there are plenty of places to go and no time to polish the car!

After an excellent and well-run day at Brooklands we settled for a quieter day on the Sunday at Langleybury, which is a small educational farm for children. . Here a chap came along and said, "I've got an EO4A like yours -it has not been used much in the last ten years since a complete restoration by the previous owner." I mentioned that I would be at Aston Clinton near Aylesbury the following week so it would be nice if he would bring it along. It is indeed a very nice car and we lined it up with Dave Taylor's as well and so a rare sight was seen with three EO4As in a row.

The Bank Holiday arrived so it was off to Enfield but with a slight difference this year; queuing to get in we watched the World Cup football match between England and Sweden on portable TV a first I think for a 1946 car! After walking the autojumble for hours with very few finds we decided to walk around and look at the large variety of cars, which was most enjoyable.

Our next little jaunt was our holiday in Scarborough (report elsewhere) and then it was off to Chigwell where we met up with East London Group and joined them on their stand, which made a very enjoyable day with plenty of sunshine and chat.

Our Group continues to try to buy up as many classic cars as possible with Colin buying a Mk2 Zephyr and John Brown purchased an upright Prefect; he had a few problems getting it started but after time to reflect while he was in Scarborough it was soon up and running on his return.

CLUB MEETING NEWS: - Our venue has got to change as it is being turned into a Thai restaurant - yuk! No more steak and chips. Please ring us for details of our new meeting place for September.

Below Left: Nibley 2002 Photo IB

Sussex

David Taylor

BROOKLANDS REVIEW

Tension was high as we awoke at our guest house on the morning of our big day and yes the sun was shining and there were breaks in the cloud. Uur thoughts then turned to our other friends from the Sussex Area.

Making an early start to arrive to set up our hospitality gazebo and marshalls who would need a full briefing when they arrived at about 9am .

The plan for Sandra, Bradley and myself was to arrive at Brooklands to meet John and Mary. By now the sun had disappeared and there was a light drizzle in the air -was not looking like a good start. On arriving at just after 8am we met our first visitor of the day, George and

Particia Hailer who had come up from Somerset the day before -another pair of hands was going to be useful in setting up. Everything soon got rolling and then came to a halt when the gazebow proved to be a little more difficult to put up - not quite the two minutes the manufacturers had claimed", quotes John! With the museum opening at 10am it was becoming a race against time to ensure everything was in place. Our boys from Brighton, George, Geof and Chris had arrived to take up their Marshalling posts, but by 9.30 the weather had not picked up and I was beginning to wonder if anyone would turn up.

With countdown to 10.00 everything was in place and vehicles started to arrive and it was quite a sight to behold, to see all the old Fords coming down the hill with our Marshals directing them into the Paddock to be parked up. Within a short space of time we had one of each model in the paddock and it looked like we ere going to have a great day.

For the day, we had arranged a raffle in aid of Alzheimer's Charity and we were able

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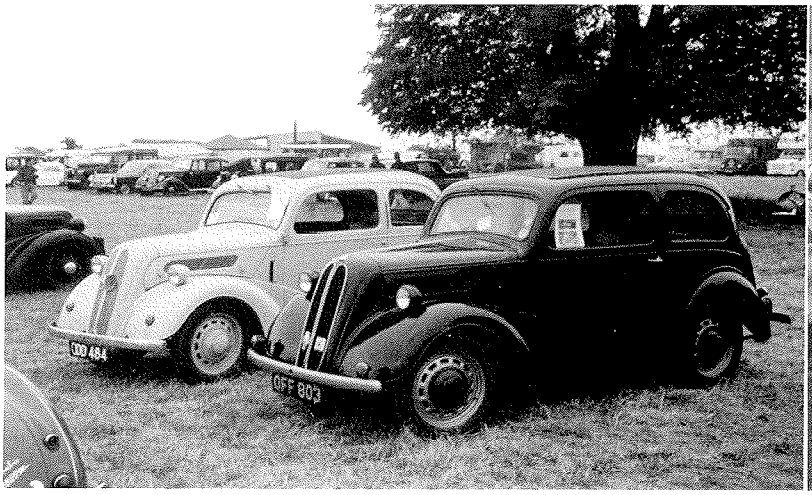
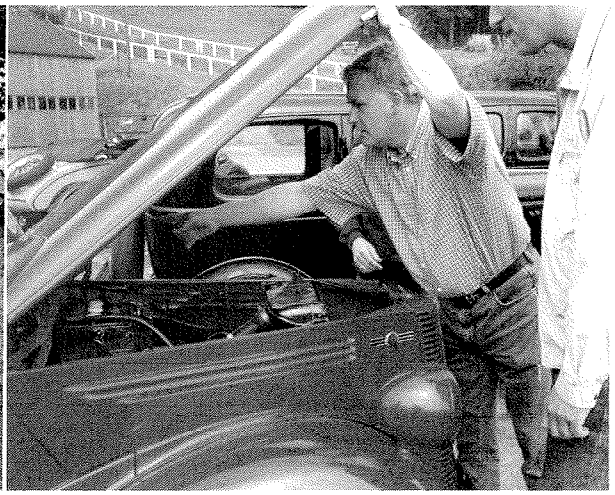
Below Right: Our Chairman points out the trouble with Tony's Car. "It was bent there,I said, it was bent there,!" Brooklands '02. Photo





to collect £130.00 so thanks to all of you who bought tickets.

By lunchtime the paddock was full of Sidevalve Fords, about fifty in all and we were then having to park in the overflow parking area and at the final count there were 65 cars at the Sidevalve day -quite an impressive turnout -don't you agree?

Our hospitality area was in full flow, booking people in and selling raffle tickets, the picnics soon became a gourmet spectacle along with the wine and beer. Thanks to John and Mary who kept Sandra and myself fed and watered for the day.

I must say thanks to Chris Sanders of 'The Early V8 Club of America' for their display of vehicles, particularly the Model 40 five window coupe and one of his members who travelled up from Somerset.

Vehicle judging was taking place so our teams of two were went off in search of their class of vehicle to scrutinise.

BROOKLANDS VEHICLE JUDGING RESULTS.

CLASS OF VEHICLE	VEHICLE	REGISTRATION	OWNER
100E	1959 ANGLIA	425 FPE	H.PANKHOUSE
POST WAR UPRIGHT	1953 PREFECT	493A YML 444	BOB KNIGHT
PRE-WAR UPRIGHT	1935 MODEL C	BKN 319	JOHN KEENAN
COMMERCIAL	1935 MODEL Y VAN	CLF 909	JIM MURRAY
SPECIALS	MORGAN	DFH 206	M TAPPIN
VISITORS	1930 MODEL	ADS 7115	JULIAN JANICKI

Thanks to everyone who turned up on the day -It took a whole year of planning and arranging but feedback from various people has been good, so I think all the hard work paid off in the end. I look forward to meeting up with some of you over the coming months at other events. David Taylor.

A few more pictures of prizewinning owners and vehicles by FF.

Brian 'Clarkson' Cranswick Compares the Old with the New

Brian Cranswick

An unusual letter arrived and I have often wondered what Jeremy Clarkson would make of our cars apart from saying, "Nice bakelite".

I thought you may be interested in comparing two Fords which are photographed together, my 1953 Ford 103E next to my daughter's 2001 KA 1, representing Ford models almost fifty years apart. Is the little KA a reborn Ford Popular, yes or no ?

Looking at the two cars parked together it shows clearly how much vehicle design has changed. However, there are some similarities, both are the entry models to the Ford range" have 2 doors 'a small boot', can easily seat 4 people and a 4 cylinder petrol engine. After that the similarities can become almost non existent.

The Popular was priced when new at about £400 (add inflation at 5% p.a. now £4586) KA 1 new cost £7000 approx. A good Pop can be worth about £3000 today. Fifty years on vehicle technology has certainly improved.

Even though the KA still has the old Fiesta engine, it feels more than adequate. The Pop hum's along nicely with its 1930s designed 1172 cc 10 hp sidevalve engine, which gives 30 bhp at 4000 rpm.

KA has fitted a 1299 cc unit giving 60 bhp at 5000 rpm - top speed of the Pop if you are brave enough about 60 m.p.h., KA can easily cruise at 70 m.p.h. and reach safely its top speed of 96 m.p.h. The Pop returns just about 30+ m.p.g. and the KA will easily give 45 m.p.g.

Driveability the KA feels safe and can cruise easily at 70 m.p.h., excellent around town and on the motorway. No such thing as a motorway when the Pop was new. Today the Pop is best suited to quiet back country roads driving at 40 m.p.h.. Pops need to be driven carefully, take your time with the gear changes and watch out for the hills" the old sidevalve can soon run out of steam with its 3 speed gearbox.

No such problems exist for today's KA, they are comfortable quick and handle beautifully. You can feel every bump in a Pop with its transverse springs and narrow cross ply tyres.

I really think that the Ford KA has carried on from the Mini as it bears very similar design characteristics to the concept of the clever Issigonis designed Classic Mini. It's fairly inexpensive to buy, certainly an unusual design, a wheel on each corner and has fantastic handling just like a Mini, which is easy for me to compare as I also drive a Classic Mini Cooper. The new BMW Mini is a great looking car, but it's expensive and does not really suit the original idea of the small car concept, which the KA most certainly does in my mind.

The Pop in its day was designed to provide people with the option to buy an inexpensive new car, rather than have a unreliable old banger, which it managed to do really well. So in some respects the KA does carry on from the idea of the little Ford of the 1950s making it a very 'Popular' Ford on the roads today.

This year is twenty five years on since I attended my first FSOC sidevalve day, the first Northern Sidevalve Day at the Roundhay Park in Leeds organised by Steve Waldenberg, a name from the past!

I even won first in the Concours see copies of the Programme and Club News.

Regards
Brian Cranswick

Will the KA be around in twenty, thirty or even fifty years time? Also your photocopy of the mag in '77 show how much the mag has changed as well! Thanks Brian for the interesting letter. Ed.

FORD SIDEVALVE OWNERS CLUB
INC. FORD 100E O.C.
Programme 5p
1st NORTHERN
SIDEVALVE DAY
ROUNDHAY PARK · LEEDS · 24th JULY '77

FORD SIDEVALVE OWNERS CLUB
(inc. Ford 100E Owners Club)
CLUB NEWS
Series 2 No.2 AUGUST 1977 5p

FIRST NORTHERN SIDEVALVE DAY

To say that Leeds was brought to a standstill by the crowds on their way to the Northern Sidevalve Day would be a slight exaggeration; but over 200 people did make their way to Roundhays Park to see a fine collection of over 30 Ford Sidevalves in various states of preservation. Scattered showers didn't dampen the atmosphere of the meeting which could best be described as friendly - which after all is what a club is all about.

Added attractions were provided by a '28 Model A Lorry; a '54 Leyland single-deck bus; and a display by the local Ford dealers.

The event attracted members from a wide area - as far away as North Wales and London, though strangely there were very few 100E's present; almost exactly the opposite to similar gatherings in the south. Anybody know why?

Thanks are due to the man behind it all: Steve Waldenberg. As a first time it was good - next time, with your help, it will be even better. I'm sure that there are many people who join me in looking forward to next years meeting.

Results of the Concours were as follows:-

Pre-war:	D. Elshaw ('35 Model 'Y')
Post-war of pre-war design:	B. Cranswick ('53 Popular)
Std. 100E/107E:	I. Lea ('60 Popular)
Modified 100E/107E:	C. Rogers ('55 Prefect)
All V8s:	R. Stoddart ('50 Pilot)

SOUTHERN SIDEVALVE DAY - Full Details - SEE PAGE TWO.

Letters & Emails

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Bert Hopkins Remembered

I was fascinated by the article in the June issue on Bert Hopkins' Model Y reprinted from the Car and Conversion magazine from Pete Smith's archives.

Dear old Bert passed away a few years ago and the car, I believe, is now with his son-in-law. The last time I saw it, it was fitted with a Lotus engine. What isn't mentioned in the article is that Bert donated much of his income and sponsorship money from his autocross and rally activities to charity. He was a lovely man with a fund of stories going back to his apprenticeship with Sarum Motors, the then Ford dealership in Salisbury.

We ran a series of articles in 'Transverse Torque' entitled 'Tales of Bert Hopkins' relating to his trips to Dagenham from Sarum Motors to collect Model Ys and Cs off the production line. An extract from his 'tales' appears in my book on the Model Y on pages 80 and 81, where he describes the production line as he saw it whilst waiting for his car to appear.

Sam Roberts.

Wot No Numbers?

Dear Fred

I keep records of all the sidevalves that I hear about or see in Sidevalve News.

The most important part of each vehicle is the registration number, as this identifies each individual vehicle.

In the June edition of SVN, page 21 we had the Brooklands Photo Shoot. To my dismay the photos had been cut and chopped about and three cars had their number plates cut in half!

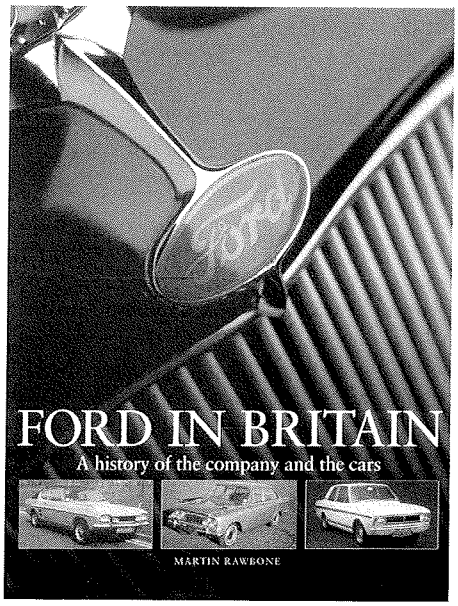
In the next two issues of SVN can you put in all of the excellent Bryan Baker's photos in their entirety, and even if they take up three or four pages , surely that is what the magazine is there for?

All the best

Ron Ashworth (10376)

Thanks for your letter Ron. Must admit 'guilty as found' but sometimes photos actually arrive like that. I have just checked the originals, and you'll have to take my word for it, for example the 7W was printed exactly as received from BB and I think the Super 8 Bryan was emphasising the grille rather than the car. I always use the whole of the car wherever possible. Your fact of collecting number plates having been pointed out I will bear it in mind for the future. I have included another set of photos and the only one without a number plate is the Model Y but its number can be found in the Prize Winners List! Perhaps you'd like to write about your collection of car numbers and why you have such a hobby? Ed.

Ford In Britain



Martin Rawbone has written a superb history of the Company and the cars. A copy was sent to the editor.

A brief review of the book shows that it covers the first Model Ts to the end of car production at the historic Dagenham factory. It shows how the company dominated the pre-1920s market with the simple and rugged 'Tin Lizzie', only to lose this leadership in the hard fought years that followed before bouncing back with the hugely successful 8hp models of the 1930s - the legendary Ford Popular and its relatives.

In this tribute to nearly a century of car-making Martin Rawbone tells how Ford came to dominate the British motor industry through sound industrial practices and by making the cars that people wanted to buy. Models range from the humble Ford Anglia to the fire breathing Sierra Cosworth. But it's not just the top selling cars that are detailed here but the Consul Classic, the Mark IV Zephyr and Zodiac, the controversial 1995 Scorpio. All are revealed as the rich cavalcade of much loved cars that also includes the Cortina, the Capri, the Pilot and the Popular.

The book is illustrated with a superb collection of period photographs as well as many superb colour photographs which are well described - this is the story of the Ford Motor Company in Britain - the cars, the people, the success and the failures.

I'm sure that any of you who enjoy collecting good quality reference books or even those of you who want a definitive book of the marque then its price of £30.00 is good value for money.

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E-mail: sales@haynes-manuals.co.uk

Club News

Fred Fielder

There's not much news this month but just to say that I was most grateful to our printers last issue as they managed to get the magazine printed in a few days despite the copy getting to them three weeks late.

This means that this issue is not early but, hopefully, will be out on time sometime around the 15th August.

One way you can help your editor is when you send in photographs etc. and require them back please send a stamped addressed envelope so that I can then return items quickly. It takes me about half a day to sort out all the returned items. I must say some of you already do this but it would help me enormously if all could follow this practice in future. I now leave the returns for about two issues before returning items so if you are still awaiting then they are probably on their way or you might have already received them!

I do have one or two photos with no address or caption, so if you are missing any that should have been returned then please let me know. I am clearing out my studio over the next few weeks so one never knows what will have fallen behind the Editor's desk!

Credit Cards

Our Treasurer informed us at a recent committee meeting that the machines have now arrived and once the officers responsible have familiarised themselves with all the procedures necessary to make safe transfers of money we will be able to offer this service for those wishing to purchase items from the Spares Secretaries.

Most of us purchase items using cards and I must say that it just goes to show that as a Club we are always trying to make things easier and more convenient for our members. Our thanks to Tony our treasurer for all the necessary hard work in setting up this service and we will inform you immediately this added service is offered to the membership.

E83W Register

Glen Bubb

I have finally got the E83W van up to Shropshire, initially for the summer months but now likely to become a permanent resident here and hopefully to be followed up the A5 by the pick up in the not too distant future.

We chose what was possibly one of the most diabolical days of the year to make the 220 mile journey from Kent to Shropshire. The Wednesday after the Jubilee Holiday. When you are driving a van with nearly half a century under its belt and vacuum wipers on a very wet day you suddenly realise that there are a lot more hills on the A5 than you previously remembered.

I have managed to attend a couple of local events and hope to get a numbered more under my belt before the winter. So look out for the South Eastern Gas Board van at events in the Midlands.

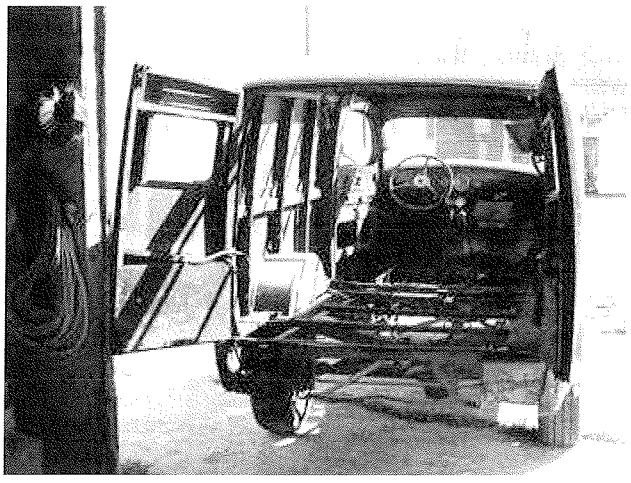
I received details from Les Foster in Canada of an E83W van for sale on Canadian Ebay, that is an internet auction site. I have included some pictures **(Pictures below and right)** of the vehicle but unfortunately I don't know what price it finally reached. Les and I corresponded about the vehicle and he filled in a little about the general history of E83Ws in Canada.

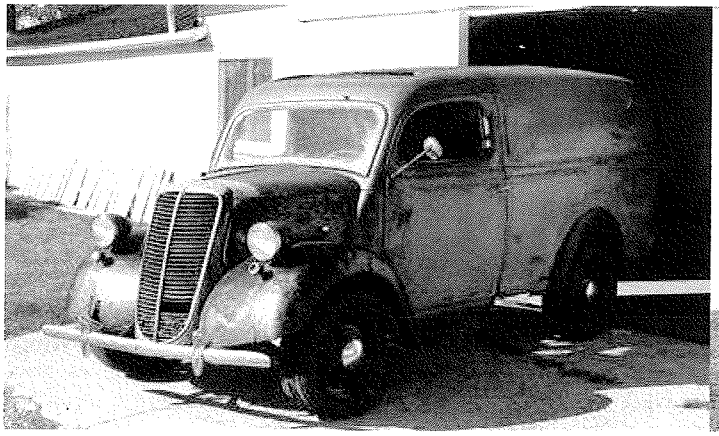
I don't know anything about this truck other than what you can see. It appears to be in pretty typical condition for a Thames E83W in Canada. I noted the serial number seems to be about right for a 1948 model. There is a tendency over here to call any upright Enfo a '1948' due to ignorance of the marque. In this case it is seemingly, correct. Interestingly, my 1953 utilecon bears a serial number only a few digits removed from the first Thames I owned (now in a local museum's ownership) which was a '1956' number and thus a 1951 model. In Canada the Utilecon cost over $1900 or about $700 more than a basic Thames van and as much as, say, a new Plymouth sedan. Not surprisingly they were hard to sell so the dealers kept them until they did sell (probably at a discount) and then they were registered as the current year. So my Utilecon is really a 1951 production model but wasn't actually sold until 1953! Regarding the van on EBay- I fear it will go to a hotrodder. The supply of 5cwt. Thames is pretty well dried up and they are turning their attention to the 10cwts.. At a recent swap meet I saw no less than three Anglia shells for sale as hotrod projects and they were going for about $2500 CDN for a very rough shell, only. I've seen them as high as $4500 US!! I'd like to own every E83W I heard about but space and money dictate against this, mercifully. Also, Edmonton is about 1000 miles away!

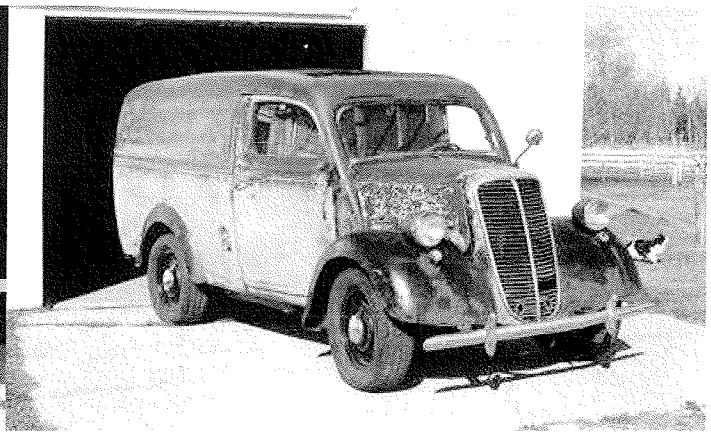
By the way, I sure wish some Utilecon owner in Britain would correspond with me about the rear seating arrangements as my sub-floor and all rear seats and hardware are missing. (Les can be contacted by e-mail at leswfoster@hotmail.com or 1212 52nd Street, Delta B.C., V4m 2Z2 Canada. Les would like measurements, sketches, or photos to help? Unfortunately I don't have any of these details.

Finally Rodney Marshall of Luton has been looking to acquire an E83W van and he is now the proud owner of RNX123 (picture above left) formally owned by Spains Van Hire in Ramsgate, Fred's neck of the woods.

The Spain Family, I believe, have moved to Eastern Europe hence they will be much missed from the local scene for their collectors vehicles. Ed.

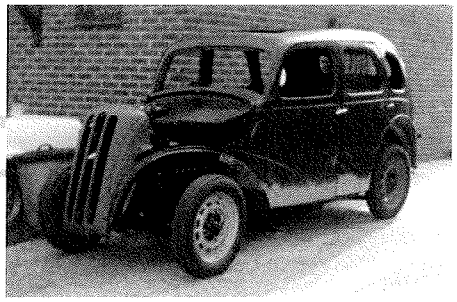






Pre-War Register

Yvon Precieux



Registrar's Comments

Amazing how time flies, it's now the middle of the season and I've never been busier.

Between Scotland, London and abroad I don't seem to have the amount of time I used to have in years past.However in between I've managed to do a little bit of work on the Pre-War special I am building. The frame has been welded up from a hospital trolley and a foldaway bed recently identified and donated by a shop owner has now been cut into the useful pieces to form the rear bodywork. The ali-panelwork has begun and having had no experience in bodybuilding or in using ali, I must say the design looks none too bad. A belated thank you for the good work applied to the specials register to Malcolm McKay and welcome to Robert Daniels the new specials Registrar.

Dagenham

Pity about the end of car production at Dagenham, I guess it's down to the global economy identified with large companies. In retrospect it seems even Sir Percival Perry was never keen on the Ford factory at Dagenham, initially commenting that Dagenham was the worst possible choice. Whether he took this decision from a marketing or manufacturing point of view is difficult to tell only that it was built and was very successful. Notorious for its marshy terrain one's conclusion at the time was to identify the site as an environmental disaster. Occupied by rubbish tips from London's waste which was either dumped or burned, the site was also interspersed with rough grazing and spoil tips from the building of London's underground. However since the perception of its use by Edward Grace the manager at the Cork plant some time back and the purchase by the Ford Motor Company of an initial 295 acres in 1924, five years had gone by.

The rush was on to produce the factory and on the 16th May 1929, the first sod was turned by Edsel Ford under the auspices of the project architects Sir Herbert Heathcote and Sons and consulting engineer Sir Cyril Kirkpatrick. One of the most ambitious factory constructions of its day it followed a general layout formulated by Henry Ford's right hand man, Cast Iron Charlie Sorensen. Not surprisingly the first stage was the leveling of the site. This part of the contract was given to the company G Percy Trentham who in a matter of a few weeks had moved thousands of tons of soil and built over 10 miles of roads including railway tracks and bridges. Not surprisingly a few relics turned up, one of which was Stan Bilous, South East London Group organiser, who oddly enough does not appear in any books concerning the site, maybe it's because they tried to bury him as fast as they dug him up, which brings me on to piles, concrete piles that is. The site being predominately marshy ground had to be stabilized prior to any form of building being erected, let alone a factory.

The best method was piling literally pounding concrete piles into the mire, some at a depth of 80 feet into the earth. The nearby Dagenham dock manufacturing and supplying the site with what was eventually around 22,000 concrete piles. Laid end-to-end, the distance covered, calculated by some astute mathematician of the day apparently comes to some 170 odd miles. On top of these ground stabilising pillars, a concrete bed was laid and once this first section of the contract had been completed the steel needed for the framework of the factory could be erected. Here again the tonnage is impressive some 17,000 tons being used to make the trusses and framing of the manufacturing and assembly shops with some 9 million wooden blocks laid for the flooring and 16 acres of plate glass for the roofing.

Work on the factory site proceeded rapidly during 1929-30 and it was in late 1930 that Henry Ford paid his first and last visit. With interest shown in industrial estates, additional areas were purchased bring the size of the Dagenham complex to some 600 acres. However few companies took this initiative and Briggs Motor bodies and Kelsey Hayes wheel company were the only new factories, eventually being swallowed up by Ford. Changeover from Trafford Park commenced in the autumn of 1931, machinery and key workers complete with furniture being brought down over the weekends. Boasting every modern convenience the factory was ' a lighthouse of hope in what was then a time of depression. The Model Y is another story but had not the factory existed at this crucial time one wonders at the outcome.

Same model, same year–£100 difference!

Neglect of regular lubrication may ruin engine performance and, however good a car's appearance, bring its market value tumbling down—down by as much as £100.

A careful owner makes all the difference. Correct lubrication and regular servicing maintain engine performance and keep his car at its full market value.

Shell X-100—an insurance against engine wear

TO PROTECT YOUR ENGINE against wear—and thus maintain the value of your car—by far the best thing you can do is to change to Shell X-100 Motor Oil. Shell X-100 fights Acid Action—main cause of engine wear. It reduces oxidation and lacquer formation. It has a cleansing effect on your engine and keeps it clean. Shell X-100 is more than an oil—it is an insurance against engine wear and the premature ageing of your car.

IMPORTANT There are four grades of Shell X-100 Motor Oil and it is important (particularly in the case of worn engines) to get the correct grade for your car. Your garage will tell you which grade your car should have.

Here are the four grades:
Shell X-100 20/20W
Shell X-100 30
Shell X-100 40
Shell X-100 50

SHELL X-100 MOTOR OIL

fights acid action
—main cause of engine wear

Officially approved by Ford Motor Co., Ltd.

Members' Letters

Not many to date, but some informing me of events and various paper articles. One letter came from Graham Toms from East Sussex, who owns the 7W, which featured, in the last magazine. Graham lives next door to another Ford enthusiast with a novel cream bodied/ blackwinged 7Y. Looks good enough to eat. Graham informs me that the 7W had had much work done to the mechanics and bodywork with new running gear and engine complete with new radiator. Regretfully Graham has had to stop work due to a very bad car crash which has left him with a very bad back. Unable to finish the car due to a bad back the car is available. Graham can be contacted on 01323 760814. The vehicle **(Photo 1 above right this page)** is registered BYG 86 and photo identifies its present condition.

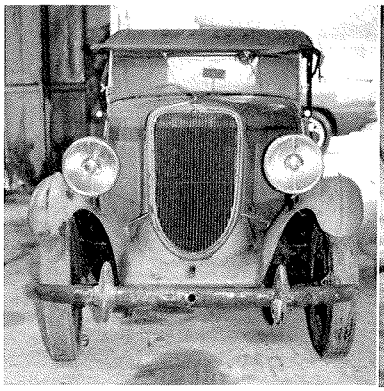
Advertising

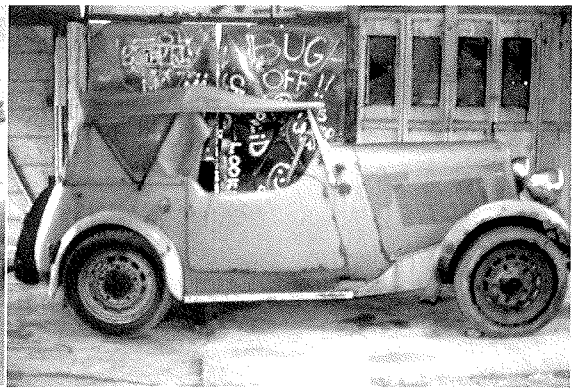
Remember the Champion spark plug adverts using the 7Y and the 7W well here we have a Ford Prefect using shell X-100 motor oil **(Photo 2 below left)**.

Back to Back

Despite the world wide depression in the early thirties, this was an era in which the number of cars on British roads exceeded the magic million mark rising to 2 million by the outbreak of the second world war. Yet another reason for the increased popularity of small cars was that their availability and low running costs brought motoring to an even larger, if still mainly middle class public.The 7Y and the Morris 8 series E were logical developments of the Model Y and the Morris series 1, the latter being procured by stripping down the former and using its better design features. The Morris of 1938 was essentially the same chassis as the earlier Series 2 with hydraulic brakes and 4 speed gearbox, an alligator bonnet and headlamps integrated into the front wings.

The Prefect E93A adopted the alligator bonnet in the same year but of the two the Ford E93A looked the better for it. The 7Y on the other hand was a complete departure from the Model Y . Gone was the bodywork, chassis,brakes and wheels and in its place one of the most sturdy chassis, a sit up and beg design you either love or hate, easiclean





wheels and a braking system that is still one of the most efficient that it still amazes MOT specialists today.

Of the two the 7Y looks the more modern car and it is only the use of the 3 speed gearbox that lets the Morris have the upper edge in performance using the 6.5 compression ratio of the engine and the comfort of a better suspension to propel the car better through the gears to a max speed of 60mph. 50 mph being timed roughly at 33.2 sec against the 7Y at 40.5 seconds. Comparing the specification of both cars the Ford comes out better costwise at 115 pounds for the Ford. The 149 pounds for the Morris being a lot of money to fork out then. Also you seem to get more car for your money.

	Morris 8 Series E	Ford7Y 8HP
Engine	Sidevalve	Sidevalve
Bore/Stroke	57mm X 90mm	56.6mm X 92.5mm
Capacity	918cc	933cc
Power	29.6 at 4400rpm	23.4 at 4000rpm
Compressio	6.5-1	6.3-1
Transmission	4 speed	3 Speed
Suspension	semi elliptic springs	Tranverse springs
Length	11ft 9inches	12ft 4inches
Width	4ft 7 inches	4ft 9 inches
Height	5ft	5ft 3 inches
Width	7ft 5inches	7ft 6inches
Max Speed	60mph58mph	
0-50mph	33.2 secs	40.5 secs
Average fuel cons	38-44mpg	35-40mpg

Touring Models

Purchased by the late Ken Ley the Terrier Tourer pictured is indeed a rare beast. What is nice about pictures of old motors when they are about to be restored is the manner in which every item is carefully considered and pondered over to ensure the specification is correct for the model. Taking a vehicle apart and rebuilding it provides a wealth of information and enhances a knowledge for the type of vehicle. The Terrier pictured is one of the oldest in the country with chassis number of 2493.

According to the paperwork which came to me in 1989 the engine had been changed to a 10HP unit complete with 8 head. As all special owners' know this combination raises the compression ratio to 7.6 enough to give some wallop to acceleration and power. In excess in can break axles but it's nice to enjoy the thrill of going up a hill at full throttle before this happens. Modified to take the later braking system it was used a great deal in rallies of yesteryear and although at the time (1989) looking forlorn it show some pedigree. W Harold Perry marketed the car which was built by coachbuilders Whittingam and Mitchel Ltd London.

The body was ash framed with 20 gauge steel panelling. To provide rigidity the body was fastened to a hardwood base bolted to the chassis Mud flaps to the very elegant cycle wings were an optional extra, the rear wings mimicking the front wing although further towards the body. Unlike the Y saloon no running boards were included and aluminium splashguards were fixed to the forward edges of the rear wings. If you always wanted body louvers then the Terrier obliges accordingly. 32 slightly inclined examples are identified on the bonnet and just in case this was too far to see a glance downwards from the door provided a further 38. Try counting them.

Archival Mystery

Again looking through the archives I came across some photos does anyone recognise them? I try to forward photos back to the owner but here I may have erred. A much journeyed Model Y the first picture is in Spain, the second Belle France and the third No it's not Brands Hatch. The only place it can be is Le Mans. An article came with it but no mention of the Author's name although it's possible that I may have mislaid it. It starts as follows:

'Third generation
My parents were married in April 1934. One of their wedding presents was a baby Ford as it was known then, in detail a green 2 door Ford 8 Type Y, the mini of the time and way ahead of its rivals. The car came from University Motors and was registered NG 3099 and cost about 120 pounds. This was quite a lot of money for a wedding present in 1934. The car was a great success.

My father had it fitted with a sprung steering wheel for him and air cushion seats for my mother. they drove it all over Europe in the next two years, visiting the South of France, Switzerland. They even found to fit in a trip to Wales. He said he cruised at 50 mph, which I think is a little high. My father was then posted to New York and it was sold. In 1957, twenty three years later, when I started motoring, my father an I thought that an early Ford 8 was still a reasonable purchase, and after a while. and with the help of a garage we found a black 1934 Fordor (my request) for 100 pounds. Registered JN 4756 it still had the spirit level fuel gauge. We got it home and through the local garage I spent a bit of money on it before I left in it for university in France, discovering just before I departed that the car had different numbers plates on the front and back. I drove to Tours, on the river Loire, without incident and set about my studies, but then when it was pressed into daily service, the troubles began as I discovered that the previous owner had used non standard

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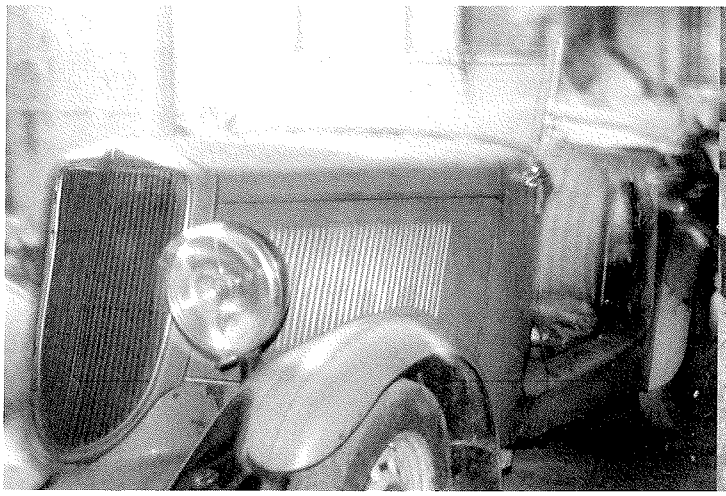
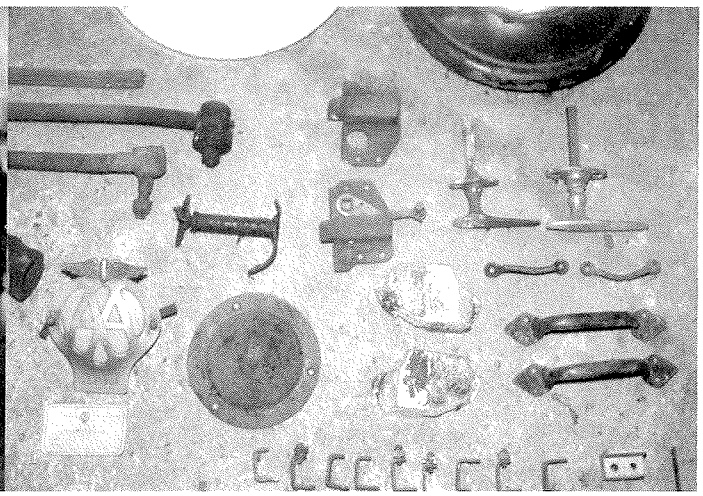
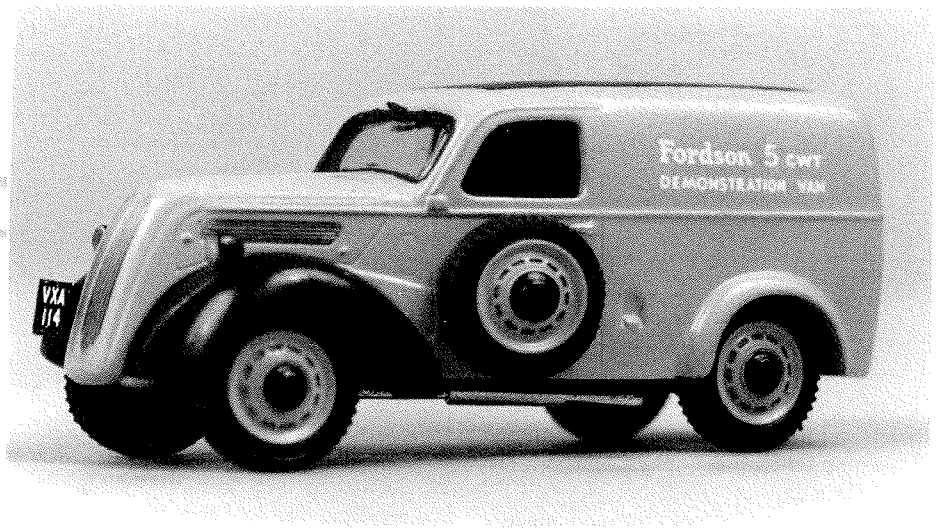




Fords in Miniature

Dave Turner



The Somerville E494C Vans

One of the first 'expensive' models Fords that I splashed out and bought for my collection was an early version of the superb 1:43 scale 103E Popular from Somerville Models, who have subsequently provided us with the bulk of the better small sidevalve Fords in model form. Somerville followed up the Pop with an equally superb E494C 5 cwt van. This (and the Pop) is still produced in batches at intervals and by now they must be among the longest running of all little Sidevalves.

Somerville launched its range in 1978, the 5cwt van came along in the early 1980s. Initially only ready-made examples were available and they cost around £30 a time, but occasional batches of kits were produced so that not only could individual examples be made but they cost a bit less - just under £20.

Consisting of just a main body, a base that included the front wings and various small detail parts like the lights, wheels etc, the kit is simplicity itself to assemble. The castings are of such quality that the end result relies only on a good paint finish to almost guarantee a nice model. Unlike the more recent Corgi van, the Somerville has got the shape dead right... as well as the wheels - a spare, complete with rubber tyre is provided for mounting on the passenger door. The initial batch of built models included quite a selection of liveries. Number 107 was originally orange in India Tyres livery but at least 4 more limited issues carried this number i.e. Eddie & Robbans; Southern Gas; Frank Cooper and Vitalin dog foods. Number 108 was yellow and carried "Model Auto" decals. This was a model shop in Haworth, which later moved to Leeds and still produces the Model Auto Review magazine for serious collectors. Only 250 of the Model Auto van were initially produced although 5 years later a Dark Blue re-issue ran to just 130 while the same cat. number was used for another Dark Blue issue of 120 with just the 'Ford' script on the sides and rear doors.

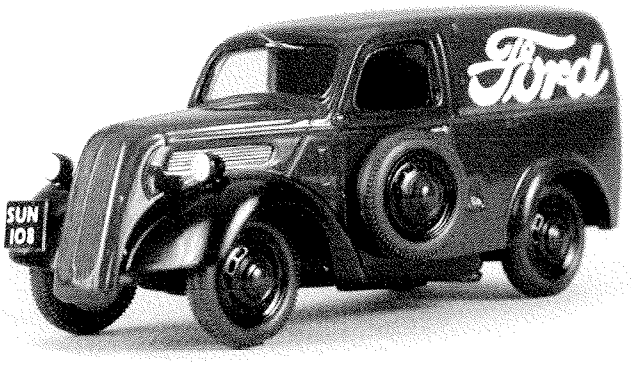
By the time that this last model was made, the casting had been slightly modified by providing for a separate etched windscreen wiper rather than it being part of the body casting and the deletion of the rear chassis screw - a lug under the vans rear now holding the chassis in place at the rear.

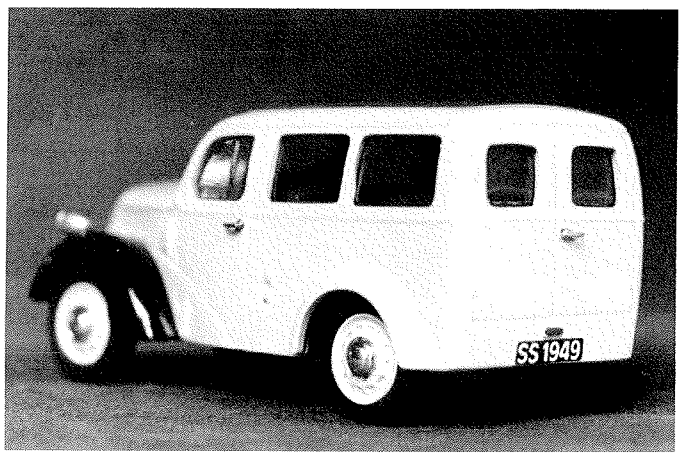
Number 109 came in green with Castrol designs while 110 was in white for Turf cigarettes. 111 was Somerville's own promotional model in black and red. 112 and 114 were interesting as they re-created two of Fords own original promotional designs on the 494C, the first for a Fishmonger in light blue, the second for a Butcher in maroon. 113 came in black for Lewis East Ltd who produced envelopes in the early post-war period. A particularly attractive example was 115 in the orange and dark blue livery of Colchester Tractors.

The London Toy & Model Museum commissioned some very limited issues, the first of just 30 white models in 1982 followed for at least three subsequent years by equally small numbers in yellow, grey and blue issues. In 1997 a new variant in the shape of a Utilecon estate was made available as a limited run of 250 for members of the Somerville Society.

Further improvements brought us separate door handles for this model, as well as bigger chromed headlights with real 'glass' rather than solid type fitted hitherto. Three versions of this estate came in brown, beige or blue, the latter being in Silver City Airways livery. Apart from the obvious extra windows in the sides and the larger ones in the back doors, additional detail included separate door handles and plated rather than painted hub caps. The vent detail in the sides changed from being of the rectangular hinged type to the fixed roughly triangular shape of the later real examples. The divisions in the sliding windows are represented quite effectively by having a moulding line in the vac-form in the appropriate places. By this time the price of built models was around the £70 mark.

Illustrations (All by Author):
1. (Above) Built from an early kit and using part of the Fishmonger demonstration van number 112 decal set, the windscreen wiper and door handles are part of the body casting on this early issue.
2. (Below Left) The third version of number 108, the "Ford" van, note by this time an etched windscreen wiper was fitted.
3. (Below Right) Number SS2, for the Somerville Society, the Utilecon van conversion model. Note the separate plated door handles.





Holiday at Scarborough 2002

Jennie & Robin Thake

The holiday arranged for the North London Group and other sidevalve members was this year arranged for us all to be at one hotel the Manor Heath at North Bay which had taken some finding as nearly all the hotels of the standard we required were booked for the weekend as it was Scarborough Fayre when hundreds of Morris, Clog and other traditional dancers descend on the resort; however our choice proved to be successful as we were made most welcome and the food was excellent and the rooms most comfortable. Most importantly all twelve cars - ten sidevalves, 1 Mk2 Zephyr and a 105E cars could be arranged sardine fashion in the car park supervised by Robin so that they were all safe at night.

Our holiday started on the Friday evening because as most of us had over a 200 mile journey so we broke it at Sleaford and stayed at the Travel Lodge all in high spirits as England had just beaten Argentina! After an evening meal we walked to a nearby pub on a very pleasant evening but by the time we returned an hour later it was pouring with rain and no coats at all between us, Marg got extra wet as the wheelchair was pushed along beside some long grass and it all sprayed over her. Next morning having dried out and had a relaxed breakfast we set off in small groups to start our holiday stopping at the Humber Bridge on route and finally arriving in mid afternoon to be met by Ernie and Susan from Yorkshire, Alan and Chris from Cornwall (they had trailered as far as Birmingham) Barry and Janet from Coventry and Mike from Wisbech.

Sunday morning dawned fine and we prepared to make the long journey to the Scarborough Fayre Car Show; it was on the car park opposite our hotel! This proved very handy later in the day when it poured with rain for a couple of hours. During the afternoon the cars were inspected by the Lady Mayor whose first car was a 100E, Arthur was disturbed from an afternoon nap to chat to her and John protected her from the rain with his sun umbrella. At the prize giving Ernie was awarded the only non annual trophy as the best 1952 car in honour of the Jubilee; the day concluded with a drive along the seafront in convoy where most of the group had strolled during the morning.

After our fairly relaxing start to the week Mondays trip was to the National Railway Museum at York, we thought that we had left plenty of time to get there but did not account for the Yorkshire type road works when you have rolling convoy past a patch the size of our lounge, I will never moan about the M25 again! It took most of us nearly three hours to reach the museum but it was well worth when we arrived as we had a very good look round after an excellent lunch break; we were particularly interested in the Bullet train has a program had recently been televised about it. As the traffic was very heavy we set off in good time this going on a more scenic and hilly route back to Scarborough. We stopped for fuel and were greeted by the locals who inspected our cars and we informed that there was one round the corner just like our EO4A but with no time to pause I am afraid it is still up a drive with grass growing out of it. After a very pleasant evening meal the pattern for the week was established with a stroll along the front or round the park before the bar opened in the evening.

For the Tuesday I had arranged a visit to Eden Camp which was a disused prisoner of war camp; we spent a long time strolling around some of our group could remember the war but some are far too young! There were several parties of children looking round and they were also interested in our cars which were all lined up across the carpark on little lad with his mother in particular was very knowledgeable and most pleased to be able to sit behind the wheel of our Anglia. In the afternoon we drove to Thornton-le-Dale to visit Mattham's garage which Ernie had kindly arranged for us and we concluded with most of the group driving back through the Dalby Forest by various routes but meeting up in the end. On Tuesday evening we went to the Spa Theatre for a variety show, which was brilliant, the costumes very colourful and well made the singing was very tuneful and the dancing especially the children was most enjoyable. I wondered why when we arrived the Stage Manager wanted to know who I was and where we came from so I informed him that we were the FSOC and when the comedian came on stage it was soon apparent as most of his material was focused on our group and our part of Hertfordshire - well done the Spa Theatre!

We have to have a day off during the week to gather our strength for the ten Pin Bowling evening so we all headed off in different directions on Wednesday, Robin and I along with Laura and Stuart, Richard and Shirley and Peter and Peggy our guests from the 105E club and ex sidevalvers went to Castle Howard which was very interesting with lovely grounds. Along with most of the group we ended our day looking round Scarborough.

With the week nearly drawing to a close we had saved the best trip to nearly the last when we to Goathland (Aidensfield) for a look round, photo shoots, some visited the Aidensfield Arms and a trip on the North Yorkshire Moors Railway to Pickering. There was a slight hold up on the trip as a field had caught fire but the engine crew had put it out before the firemen arrived having had to walk some distance along the track in all their gear on quite a warm day. We drove back to Scarborough across the moors managing more than one 1 in 3 hill along the way; including meeting a coach that was on a wrong road at hump bridge on a bend on a narrow lane. Thursday evening was time for the Bowling Challenge and it was very closely fought this year with John Brown being the winner and Shirley winning for the ladies. Alan received

Continued on page 32...

Anglia Prefect and Popular

Andy Main

With Brooklands plaque securely tied I headed off around the A25, passing a parked up convoy of Surrey Group members near Leatherhead to arrive 63 miles later at the world's first purpose-built Motor Racing Circuit. A good gathering of sidevalves were displayed in front of the 1907 built Clubhouse.

It was nice to see a good number of members from the formative years of the club with their vehicles (I look forward to your van article J.F. from Ditton), and meeting newer members with their vehicles too. Museum displayed Ford sidevalve powered vehicles were a Model CX, Morgan F4, and Mercury tractor in BEA livery. The test hill was exhilarating to walk up (1:8 rising to 1:4), and many took the opportunity to photograph their vehicle on the short section of the preserved banked track. The Raleigh Cycle Exhibition contained many fine old cycles, but not that classic Palm Beach! At closing time four red airships passed over, a fitting tribute to a day spent in nostalgia. David Taylor and his Sussex Group put in a lot of hard work before and on the day.

MUDDY BOOTS

The rally season is in full swing as I type this in early July and so is the rain. For some organizers this is there third bad year, taking into account all the foot and mouth problems too. With continuing heavy rain will the public continue to walk around muddy fields with a possible tow out from the car park at the days end? From rallies I have attended held on farmers fields, one heavy shower can curtail the event. The viability of some rallies to continue must be in doubt, with the ever-increasing costs involved. Those held on show grounds with tarmac/concrete roads or with specialized attractions/facilities may have less sleepless nights before and during that weekend. One rally I regularly attend costs £25,000 to put on for three days, one wet weekend can wipe of the profits made over a number of years.

5CWT VAN NEWS

I am very pleased that register vehicle number 1 is being restored, therefore beating number 148 by x number of years.

For sale recently is KHK 344, owned in the late 80s by footballer Kevin Keegan. Restored and then stored and then sold on, it is now for sale in Wales at £3,950. KHK 344 is unknown to the register, and as far as I know KK never was a club member. If a club member purchases it, please write in for a register application form.

SOUTH AFRICAN MOTORING

Brian Malin a long time member, lived in South Africa for a number of years, and describes their motoring scene and regulations.

The popular cars were American tanks and British sports cars, all other cars had a very small following. The English sidevalve Fords were towards the bottom of the list along with cars like the Trabant! The small English saloons were not suited to the African conditions, although Fords had a plant at Port Elizabeth.

There are three types of registration series, the first being used from the beginning up until about 1980. Vehicles were registered in each main town, and the registrations comprised two or three letters and up to six numbers. The letters represented the province (county in the U.K.). The registration plates were white letters/numbers on a black background.

In 1980 the system was computerised and the number of licensing offices reduced. The new plates were black letters/numbers on a yellow background. Cape Town and Durban plates stayed the same except for the new colours. The Transvaal provinces changed completely, having three letters and three numbers, ending with the letter T for Transvaal. The first letter indicates the date of vehicle manufacture or date when the registration was changed from the first series. All cars had to have a new number issued when the road fund licence was renewed.

Following independence many of the provinces changed, and a third set of plates were introduced, blue letters/numbers on white. The end letter changing to reflect the provinces new name.

Clubs and motoring organisations have their badges displayed on vehicles, but the most important one is the SAVVA Dating badge. SAVVA is the South Africa Vintage and Veteran Association, the governing body of all recognised legitimate classic car clubs. With lots of cars being altered over the years there was a need to authenticate and date them, for a fee owners can apply to the association for assistance.

PROUD OWNERS

How often do we get ourselves photographed with our trusty steed? Our editor has been trying for the last year for some snaps of us committee members with ours, but the film never gets finished! During the last year two members included themselves when registering their vehicle.

Charles Swallow from Sheffield is snapped cleaning his 1956 103E Popular. PFF 487 was purchased in November 2000, after being under an apple tree for thirty years and

overgrown with moss. After minimal cleaning and mechanical work she passed the MOT. All tyres had to be replaced due to rubber fatigue.

Robert Walker from Brighton is proudly standing beside his 1948 export E493A Prefect. Bought new by his grandfather whilst serving in Germany with the BAOR, and then registered 8351 BZ. The Prefect was register in the UK on the 6th June 1958. On 22nd June 1973 Robert was given the Prefect, as at the age of 84 his Grandfather was no longer happy to drive. Used regularly until 1977, Robert and his wife eloped in it. Earlier this year the engine was removed and rebuilt, radiator reconditioned, brakes, steering and suspension overhauled and new stainless steel exhaust fitted.

CAN YOU HELP?

John Skinner has sent me the following two 103E Popular photographs, both are unknown to the register.

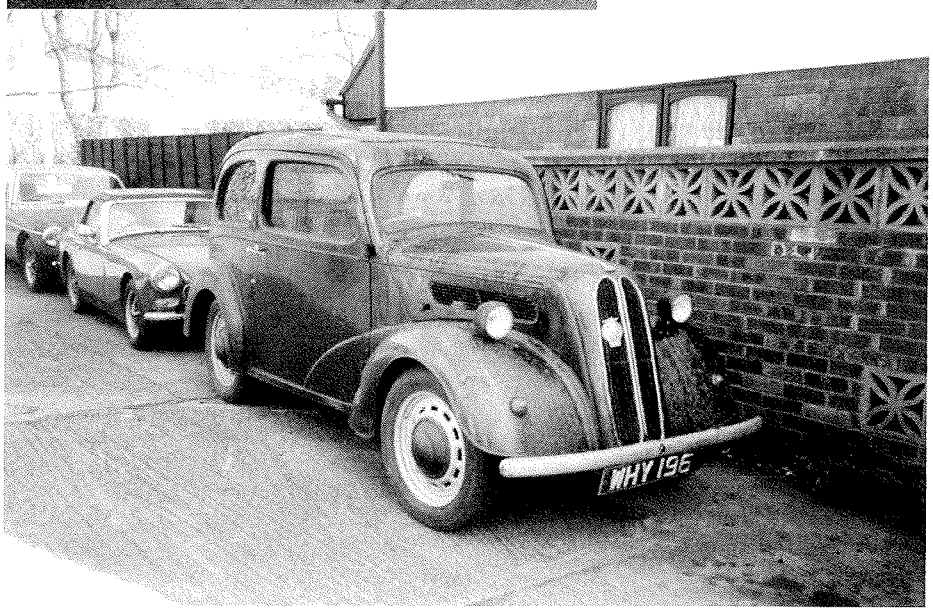
752 FVW was outside the Red Lion PH, Pulborough, West Sussex on 24 October 1987. John's comment is that it looks like that it has been parked overnight! With no tax disc, and looking in need of some TLC, and assuming its still not at the Red Lion, does it survive and where?

WHY 195 parked in front of two MGs was spotted in Bristol in April 2001. Does a member own it?

Dave Gardiner an ex member from Yorkshire would like to know if either of the following survives. Dave is inquiring on behalf of his very elderly brother-in-law Norman Lawson.

FT 8442 a 5 cwt. Van sold by Norman to Robert Redshaw in September 1967. The van had two windows each side added and a roof rack.

MUA 492 an E494A Anglia was bought by Dave in 1965 then sold to Norman in September 1966, selling it on in August 1968. Please send any information to me for forwarding.



107E Register

Tony Lloyd

Did you notice my mistake in the last issue? For trim, read seat covers.

When you bought your new 107E you could specify a toolkit. All cars came equipped with a jack and a wheel brace but the conscientious owner would want more, and Fords responded with a fairly comprehensive toolkit for the day to day maintenance of the cars. The complete kit was part number 204E-17018. Each tool could be obtained separately and had its own part number as follows:

204E-17005 Tool Roll
204E-17014 Wrench 3/8 inch x 1/2 inch AF open end
204E-17015 Wrench 7/16 inch x 9/16 inch AF open end
204E-17016 Wrench 5/8 inch x 11/16 inch AF open end
CE-17017-B Spanner spark plug box
204E-17020-A Screwdriver cross head
204E-17020-B Screwdriver
204E-17021 Wrench adjustable
204E-17025 Pliers
204E-17043B Wrench brake adjuster
204E-17038 Wrench 1/2 inch x 9/16 inch AF box
204E-17049 Bar (tommy)
204E-17112 Gauge (feeler) assy.

The jack assembly was part number 100E-17080-A and there was also another screwdriver part number EB-17020, a wheel trim removing tool part number E24-WG-1, and a gun lubricating part number N-17125-A. These were not part of the toolkit but available separately. If you want to recreate the toolkit it should keep you busy for a while trawling through the autojumbles!

And now for something different, Don wrote, after I'd received Tony's article, about his first car a 107E so I've included it. Ed.

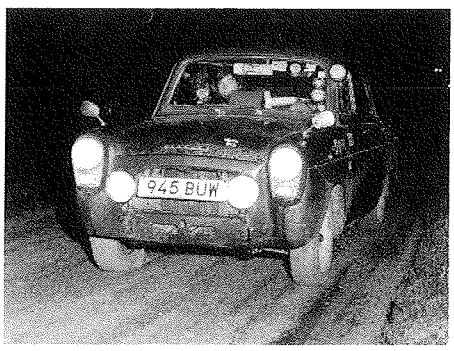
945 BUW

Don Grunbuam

While my first 107E was not my first four wheeled vehicle, it was my first car.

After leaving school and starting work in 1966, I bought a Morris half-ton van for £50, which I ran until early in 1968.

I spotted the Prefect in a second hand car dealers in Ilford, Essex, near where I lived at



the time. I think that it was priced at just under £200, and I got my £50 back as trade-in for the van.

In March, 1968 I had started marshalling at Brands Hatch race meetings. The Prefect was used to drive to and from meetings, and, if I was lucky, I was able to drive round the circuit to the post I was allocated. Druid's hairpin was great fun!

With the motorsport bug biting, I learnt that a couple of school-friends had started

Continued on page 19...

100E Register

Tony Lloyd

By the time that you read this the show season will be nearly over but I am writing this at the beginning of June.

What a great start to the season with the Sidevalve Day at Brooklands. This is a venue par excellence with an amazing amount of things to see. It is not only the remains of the racetrack banking and the motoring history exhibits that grab the attention; the aviation section is awash with interesting displays. It was pleasing to see so many sidevalves of all types turn out and support David Taylor and his Sussex Sidevalve Yeomanry who worked hard to organise the event. Well done to them and if you were not there you were square!

Details of another interesting car (above) dropped through my letterbox the other day. Go back 48 years to the first few months of 100E production and on a winter's day in February 1954 chassis number 100E-1151 was first registered in Hereford as LCJ 286. Fast forward 24 years to 1978 and LCJ 286 was purchased for the princely sum of £220 plus a bottle of Guinness. The purchaser on this occasion was Stephen Prior who still owns the car today.

Stephen says that a replacement engine was installed in the mid seventies but otherwise the car is amazingly sound and original, even though the car has not been molly coddled and has at various times been his sole means of transport. Stephen asks if this is the oldest 100E on the register. Not quite, chassis number 0345 still holds that record, but it is the second oldest and is still an interesting and important vehicle that needs to be looked after. LCJ 286 is at present undergoing a full bare metal repaint.

All of these early 100Es need looking after, the Register has details of just nine Anglias and one Prefect from the first year of production. The total production for the first year was around 40,000 so you can see what the survival rate is.

FROM THE ARCHIVES

It is June 1984 and on the front cover of this issue is a photograph of Brooklands, taken at a Ford promotional event in June 1939.

There are obviously not any 100E's in the picture but the panorama shown is close to where our cars were parked this year, just in front of the test hill.

Member Paul Cram tells of his restoration of a 1961 Popular and mentions that when he bought the car the oil consumption was 10 miles to the pint! How far would you get nowadays, before being 'pulled' by the long arm of the law with a car in that condition? Not very far, I suspect. It shows just how much things have changed in 18 years, for the better I think.

In another letter member Mike Harris lists the costs of owning a 100E in the '60s and '70s. Some of it is a bit sketchy but nevertheless interesting.

1964 £8-19s-4d

1965 £24-1s-4d

1966 £46-5s-0d plus 12s/week petrol and oil

1967 £59-0s-4d plus £1-3s-0d petrol and oil

1968 £45-6s-9d

1969
Tax £25
Insurance £6
Service £ 23-18s-4d
Total £54-18s-4d
Plus £1-8s-0d petrol/oil

1970 £49-15s-7d

1971
Bodywork £13.25
Tyres £5.95
Exhaust £4.90
Tax £25.00
Insurance £7.50
Service £16.43
Repairs £8.25
Total £81.38

1972
Engine £25
Alignment £1.80
Balance £1.60
Tax £25
Insurance £15.80
Mot £1.25
Filter/oil etc £2.00
Total £72.48

Mike also advised that the fuel pump overhaul kit for the Vauxhall Viva HA and HB could be used for the 100E as it was identical

except for a few parts.

In the small ads the dearest 100E was a 61k 1955 Prefect in near concours condition for £900 and the cheapest was a 1958 Anglia with no Mot and a cracked block for £100.

REGISTER NEWCOMERS

Green Squire Estate HFO 585 (Previous page top right) has Robert Hart as its owner. Previously registered as MTK 30 this vehicle spent around 5 years in open storage behind a hotel in Dorset. Robert has owned his squire since 1995 and has covered just over 1000 miles during his ownership.

White 1959 Prefect RVS 347 (Previous page bottom right) is owned by John Thorn of Cirencester. John says that he does not know the history of his vehicle or the previous registration. A lot of work has been done and John hopes to be on the road soon.

1958 Anglia 398 EVJ (not illustrated) is owned by K Scott of Bromgard, Herefordshire. Although the car has been owned since 1970 no details are available apart from the mileage which is 74,000.

Prefect PMO 508 (Far right) was first registered in 1958 and has covered 39,038 miles since. Andrew Moore of Fairford is the owner. This car was last Mot'd in 1971 and then stored for 30 years. Andrew paid £100 pounds for his car after seeing it advertised in a local paper. Work done includes a new battery, brakes, clutch and painting the underside. Andrew does not have a garage so all the work has to be carried out in the open. The interior is in excellent condition and future work includes exterior bodywork and a repaint.

Continued from page 17...

rallying in a Frog-eyed Sprite with West Essex Car Club, so I went along to see what was involved. Very soon I was marshalling on night rallies and at Autocross meetings. I wanted to have a go!

While the Prefect might not have been everybody's first choice for competition, with a few tweaks it was possible to improve the performance significantly.

First, I fitted seat belts. Then, out came the 997c.c. engine and in went the 1198c.c. version from the Anglia Super. That engine shared a common block with the 1500 GT Cortina Engine, so many of the ancillaries could be swapped. I put in a GT cam, double valve springs, and added a Weber 28/36 carburettor on a water-heated GT manifold. The exhaust was a 4-branch manifold mated to a specially fabricated system that exited below the near-side rear passenger door. It sounded lovely - to me, anyway.

The brake linings were uprated to the Ferodo competition type as funds didn't run to discs (which would have had to come from a Classic) or servo-assistance. They were actually pretty good. A rev-counter and oil-pressure gauge were fixed above the front ashtray. The bumpers came off (of course!) and additional lights were added, at first a pair of 7-inch Lucas driving lamps, later two Cibie 'Super Oscars', which were really the business! Wider wheels (not easy to find at the time) and tyres were fitted. A smaller steering wheel meant that the horn and indicator switches were moved to an extra panel on the dashboard.

I don't know what the top speed was as the speedometer only goes to 80 m.p.h. on these cars. I used to get quite a gap between the orange sections, so I guess it was around 95 (this was well before the 70 limit was introduced). The engine would rev to 8000, although I never got there in top.

The rallies we participated in were night road events. Again, funds didn't allow for the extra equipment that would be needed for stage rallies, although I did have a crude sump guard for events that used 'white' roads - usually farm and forest tracks. I normally entered it as a Prefect RS (Ford used that abbreviation for the competition Escorts). If anyone asked, it stood for Rust Spots.

The key to success was a good navigator, and one of my school friends (Ray 'Crow' Crowther) turned out to be a demon at that. In fact he still competes in historic events, but usually in a Porsche 911.

Holiday in May 2002 with the EFCN

Paulene Tyler

Many of your club members who attended the FSOC Whitsun holiday in 1992 on the I.O.W. will remember Jos Schumacher and his 108E Prefect. Jim and I have remained friends with Jos since that time and have shared many holidays together and so unable to attend his wedding in March to Sobha because of family commitments we were invited to spend a few days with them in May which included a weekend camping as guests of the English Ford Club Netherlands, and bring "Rosie" our 1959 red 100E Anglia. I should also explain that Rosie will also be known to many members as Ian Whites "Sadie", which we have now owned for six years although she has been re-registered now as RSY 437.

After a short discussion we accepted their offer and the preparations began. Booking the ferry was the easy bit, we had moved house in December 2001 and Rosie had not been used much in the previous twelve months and was in need of some routine maintenance. Jim began by changing the water pump using what he thought was a good second hand one, the petrol pump-head gasket, manifold gasket, brake shoes and clutch master cylinder.

We were in confident mood as we left home with our internet travel directions to catch the ferry to the Hoek. Not having a road map was going to prove a mistake as we lost a lot of time by travelling towards Utrecht as indicated in the directions instead of Amsterdam which wasn't mentioned at all. Frequent telephone calls monitored our progress until at the end of the A9 Jos and Sobha were behind us to escort us to their new home.

The next day (Wednesday) was a lazy day, catching up on the news and dining out at the local pizza restaurant. Thursday we would travel to "Camping De Vennen" in eastern Holland with the caravan and tent to make everything ready for our arrival with the cars on Friday.

Friday morning the 108E was collected from her storage place and Meika Trooster the E.F.C.N. magazines co-editor and our passenger for the journey arrived. We set off with Sobha and the 108E leading, Rosie and her three passengers in the middle and Jos bringing up the rear in the Volvo (to tow back the caravan) We maintained a steady speed of about 50 m.p.h. and Meika pointed out things of interest along the way. Our water pump was leaking again so it was necessary to monitor the water and top up the system when necessary and we appeared to be losing a little power. When we arrived at the campsite about three hours later other club members had arrived and were busy setting up their own accommodation giving us a chance to look round their cars. There were some very nice examples of English Fords from the 50s , 60s and 70s, but with one very obvious production

Continued on next page...

mistake, most of the steering wheels were on the wrong side. A very nice period caravan also arrived being towed by an immaculate MK 11 Cortina. After our meal we noticed chairs being brought to form a large circle round a lighted oil drum. People chatted together and at first we felt a little uneasy, despite our previous visits to Holland we have been unable to learn much of the language. Our unease was very short lived as we were soon being drawn into conversations by our English speaking Dutch campers and made to feel very welcome, we were also very grateful to other club members who had only a little English but who tried so hard to converse with us and who we enjoyed speaking to. The bags of crisps, nuts, sausages and other delicious goodies passed endlessly round the circle, and as the alcohol flowed so did the laughter. Eventually in the early hours of the morning people began to drift off to their beds and as the fire died down it was time for us to sleep as well.

Saturday dawned warm and sunny, it was to be a free day and everyone went their own way until the evening closed in and the oil drum was lit. When everyone was assembled round the fire Ruud (the chairman who we later heard is called "THE BOSS") spoke in Dutch to the club members and now and again we heard the word "Engles", Rudd then spoke in English and formally welcomed us to the club and presented Jim with the new style club emblem, the first of it's kind, Jim was delighted. The evening followed the pattern of the night before, chatter, laughter, food and drink.

Sunday was the first time we saw the gigantic frying pan (but not the last) the smell of bacon and eggs wafted over the camp site and we enjoyed the breakfast which we were told had become a traditional part of the weekend. More vehicles began to arrive for the road run, and we watched as friends greeted friends and then came to the visitors drawing us into the ever welcoming circle. Gerrit arrived with his immaculate dark blue Zephyr convertible which drew a lot of interest, our replacement manifold gasket and a gift of period style ENFO mud flaps The directions for the road run were given out, destination 'The Openlucht Museum'. The cars were assembled under the direction of the 'BOSS' in order of age. We set off at a steady pace receiving admiring glances from the people on route, and sometimes a look of astonishment when they saw no steering wheel, then as usually happens on our English runs, a car spluttered to a halt. The convoy stopped and the familiar sight of half a dozen heads buried themselves under the bonnet. About half an hour later the problem solved the black upright spluttered back to life and the convoy continued to it's destination. On arrival at the museum we enjoyed free entrance and coffee and cake paid for by the club, after a leisurely stroll round the museum and time for photo's we returned to the campsite for the BBQ.

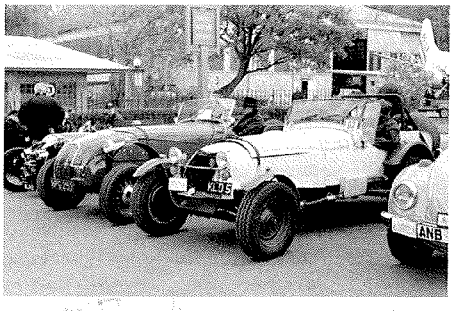
Three barbies and the giant frying pan were set up for everyone to cook their own food which had been given out earlier by the club, and the 'help yourself ' stall as we had called it because it always had coffee and biscuits on it now served a host of other delicious fayre. Then the fun and games began, Jim was jokingly told the "spiker pooper" was a Dutch tradition, and so of course he had to try it amid shrieks of laughter. For anyone who wants to try it you need an empty wine bottle (it helps if you drink it yourself before hand) a piece of rope tied round your waist with a short length of rope with a skewer or large nail attached which is tied in the centre at the back. The object of the game is to bend your knees and in a squatting position try to get the skewer into the neck of the wine bottle which is placed on the ground. It's hilarious fun. The skipping and ball games that followed brought back memories of school playgrounds of the same era as the cars which bonded the group together. Then as on previous evenings as the light began to fade, the fire lit, the circle formed, the never ending food going round and round in circles, and the laughter it was infectious. Tomorrow we would have to leave this happy crowd but for now we would enjoy the moment.

Monday morning was another bright day, the giant pan was again hard at work wafting the aroma of eggs and bacon over the site and we enjoyed a hearty breakfast before dismantling the tent ready for our journey back to Jos and Sobhas' home. We couldn't leave before saying goodbye to our new friends and taking more photographs and it was then we heard the cry 'Jim, Paulene, pancakes', well we couldn't leave without trying some ,could we? The hospitality and kindness shown to us by the club was excellent we'd had a great time.

We had a few more days before returning home and so a visit to Amsterdam by boat from Imuiden was a must for last minute shopping.

Jos and Sobha escorted us to the Hoek (he wanted to be sure we made it) where we said our goodbyes but we'll see them soon as we're all off to Wales at the end of July. Rosie clocked up 735 miles during her trip not bad for an old girl of 43.

Paulene and Jim, well done both of you as well as the young 43 year old! Thanks for writing in and it's great to share with our European friends our love for cars of the period. Don't forget if any of our readers would like to tell us about their adventures then please let's be having your articles to the Editor.



Centenary Celebrations

Nigel Hilling

Motorsport has been around in the UK for a long time and two of the oldest motor clubs have both passed the one hundred year mark; the Midland Automobile Club (MAC) and the Motor Cycling Club (MCC) were both founded in 1901. The former is probably best known for being the custodian of Shelsey Walsh hillclimb first used in 1907, whilst the latter is famous for its long distance trials for cars and motor cycles which have run from 1902 and still continue to this day (Lands End, Exeter, and Edinburgh trials). Foot and mouth put paid to most events in 2001 but both clubs have jointly supported two centenary celebrations in 2002.

The first was held on the 5th May when a gathering of trials and speed event vehicles through the ages took place at Brooklands, the birthplace of British Motorsport. In addition to the static event, trials were held on both the banking and test hill.

Over 200 cars and bikes were present spanning the centenary years and included many of the original "Cream Cracker" team MG cars of the thirties **(Photo 1, this column above)**, a pair of famous trials Allards with Ford V8 flathead power **(Photo 2, previous page bottom right)**, and numerous specials through the ages. An excellent gathering of early Lotus cars was also present along with many Morgans (both 3 and 4 wheelers), and too many other makes to mention. Ford sidevalves were in abundance powering Morgan trikes, two early Lotus models, Dellows, and a few specials. Stan the Anglia was also present along with Gruyere the much lightened Pop **(Photo 3 bottom right hand corner previous page)**, both cars still regular competitors on classic trials.

All this and the Brooklands Museum certainly made it a worthwhile day out, so much so that I was back again with Stan two weeks later for the FSOC gathering.

The second event was the Centenary trial held on the 5-7th June. This started at Harewood Hill Climb, near Harrogate, on the afternoon of the 5th, and headed north taking some of the route of the 1921 London to Edinburgh trial on the way up to Kielder forest. There were none of the rough off road sections of the present day classic trials on this event, but there were steep tarmac hill sections with restarts which led to fails for a surprising number of the 90+ entrants. Ford sidevalves again featured in Morgan Trikes, a Dellow, a Pop, and of course Stan the Anglia. The Pop, entered by Gordon MacKenzie, had blown a head gasket the night before the trial, but still managed to make it to the start.

The first section was Park Rash at Kettlewell. This was first used as a trials hill by the MCC in 1920 and has seen much usage during its history. Even now that it is tarred its 1 in 4 incline provides a tricky restart test. An MG Midget in front of us failed and had to roll back and take a run at it. Sections called Arn Gill, and West Stonesdale followed, the latter being another old hill from the '20s and '30s now with a tarmac covering. Darkness was falling as we reached Forest Road in Kielder where we performed a couple of special tests before heading across and down to the M6 at Carlisle via Jedburgh and the A7. We had to reach Chester services on the M56 for a start time of 6-30 am, and did so 3 hours early allowing time for a very short sleep in the car followed by a reviving greasy breakfast. Gordon's Pop had a few minor maintenance halts on the way and arrived later, only just having time for the essential breakfast after a through night drive.

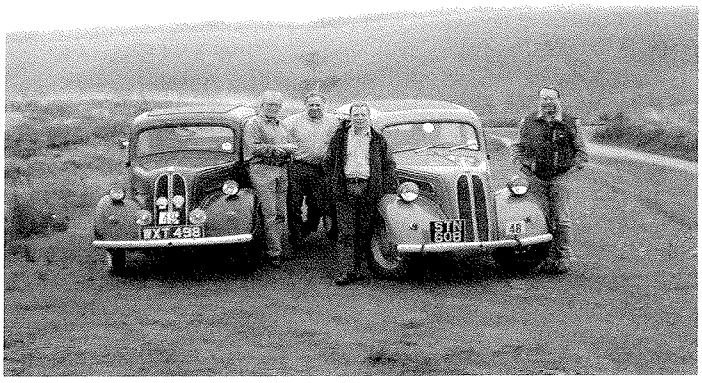
The second day was spent covering the length of Wales using much of the route of the MCC Redex National Rally of 1954, taking in some very pleasant scenery, and passing through picturesque villages **(Photo 4, right)**. The first section was at Worlds End ! followed by an old trials hill from the '20s at Bwlch Y Groes. Two further sections were at Devils Staircase and Tregaron, both former trials hills that were later to be used in rallies. Stan and Gordon's Pop are pictured at the top of Tregaron **(Photo 5, bottom right this page)**. The weather was overcast and misty but we missed most of the torrential rain that was apparently falling further south. The day ended near Bristol (700 miles from the Harewood start) for a much needed nights sleep before the final day.

The final day took us in to Devon and Cornwall for a comparatively leisurely 240 miles. First up was Hustyn, a hill used extensively from the '30s to the '60s before it became a tarred road. A gradient sign said 28%, which is 3½ in old money. The restart seemed to be on the steepest part of the hill and it took a lot of clutch slip not only to get the car moving but also to keep it in motion until we had sufficient momentum to let it go. A Bentley in front failed to get off the restart and then failed to get up the hill even with a run up. He returned to the bottom with a very smelly clutch and would have to find another way out to rejoin the route.

Further sections followed at Ruses Mill **(Photo 6, above right)**, Pepperdon, and Windout, all well used trials hills, the latter two still being used to this day on the Exeter trial. The event finished near Exeter after completing 950 miles in 50 hours with just the one overnight stop included. Stan the Anglia performed faultlessly throughout although the oil consumption was a little on the high side. We returned to Huddersfield via another night

stop, this time at Northampton to complete a total of 1300 miles in 3 days.

The results showed that 84 of the 92 entries for the full trial started the event, 12 retired, and 24 collected fails, leaving 48 clean. One keen entrant retired after the first day presumably with car troubles, but turned up at Bristol for the final day in a different car.

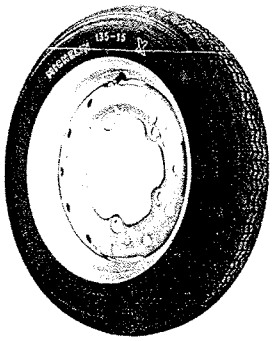


Specials Register

Robert Daniels

A Modern Wheel for your . . .

FORD POPULAR OR 1172 SPECIAL



Bulk purchase has enabled us to offer this lightweight disc wheel complete with 15" x 135 Michelin 'X' tyre and tube at the low price of

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Carriage extra

High Ratio Crown Wheels and Pinions :

4.7:1 **£7.5.0**

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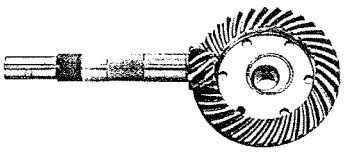

L.M.B. COMPONENTS

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In Malcolm's last article in Sidevalve News he described the wheels on Roy Gillams Ashley Sportiva as Ballamy. This of course must have been a deliberate mistake on Malcolm's part as Roy's wheels only have four studs, but what are they?

I have recently received some Ashley price lists, brochures etc. from Canada. They date from August 1961. In the accessories list it lists 15" 'Ashley wheels' which were four stud and the adapters to fit them to your Ford hubs. I have spoken to Roy and he confirms that his car has these adapters. Roy has also found a stamping which suggests that they were made by Rubery Owen, but unlike Ballamy's which were also made there, Ashley wheels were recommended to use 1-55 x 15 radials. LMB recommend 1-35 x 15. **(Sample Page above)**

Ashley wheels were priced in Aug. 1961 at £2. 2. 6. each.

The adapter plates to allow you to bolt these onto your Ford E93A hubs were £3. 10. 0 a pair.

Hub caps to fit this wheel were, £0. 11. 0. Each.

A set of five wheels fitted with Pirelli 'Exrtaflex' tyres and tubes, four spacers/adapter plates and four chrome hub caps could be bought for £47. 10. 0

By January 1962 Ashley were advertising the above, but without the hub caps for £37 only.

Peter Gregory has sent me details of his two Ashley 1172s a picture of the one he is currently restoring is shown here **(Photo 2 top right corner this page)**. This one is based on a Halifax chassis with E93A engine and what looks like a four speed gearbox. For the first twelve years that Peter owned the car he thought It was a Falcon Caribbean as that is what he was told it was when he first bought it.

At last, new Falcon Caribbean windscreens may become a reality. This item has been on most Caribbean owners shopping list for a long time as the screen was made especially for the car. If anyone is interested, contact me with their details. The price will possibly be around £200. **(Photo 3 Bottom right of next page)**

Malcolm McKay has had a nice trip to Spain in his 420 Jaguar to pick up the Porcus Volants **(Photo 4 below).** This is a very nice all enveloping aluminium body built onto a Ford Eight chassis in 1953. It boast Ballamy IFS, Buckler manifold and twin SUs, 8hp head on a 10hp block and 16" Ford wheels. Malcolm tells me that it was last on the road in 1966 but already he has had it running and has driven it up the road and back.

So far he has replaced the modified steering column with an original Ford one and eradicated all of the badly executed modifications that a previous owner had attempted.

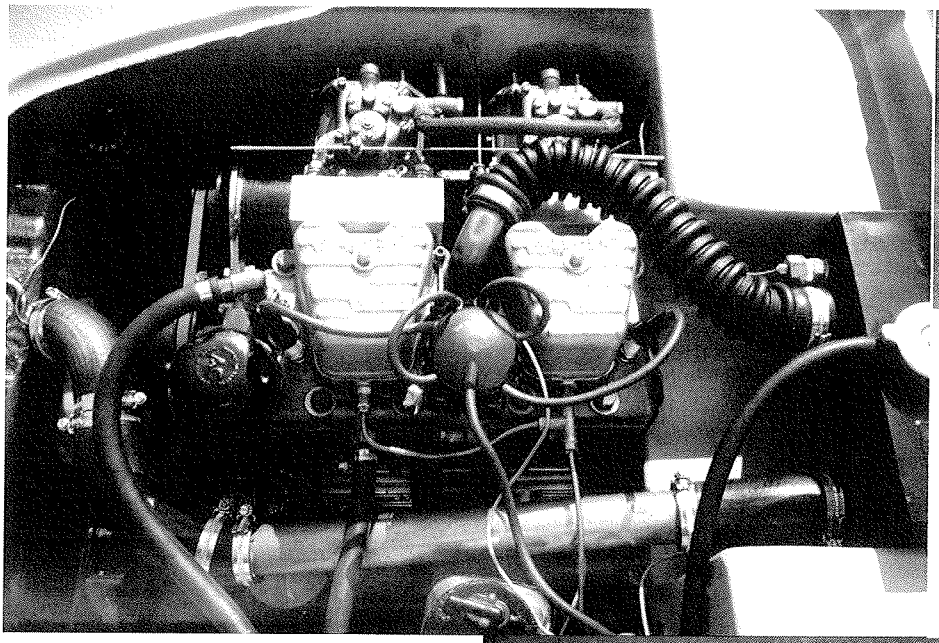
Jobs still to do include finding a flat steering wheel to fit the splined column, sort out the misfiring under load and get the dipswitch, indicators, wipers, etc. working.

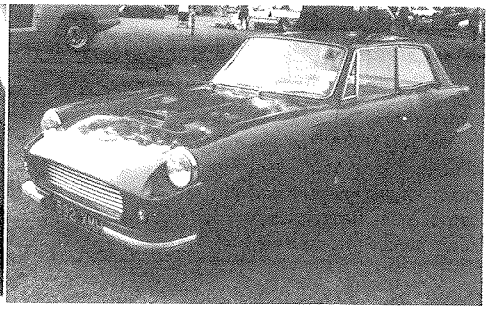
To make way for the Porcus he has had to sell his Rochdale GT and the EB. The EB had one of those very desirable Willment heads fitted to the 100E

engine. There was a picture of one fitted in a Model Y in the June edition of SV News and I thought you might like to see the one fitted to my Rochdale GT. It is fitted with twin side draught 35mm Solex carbs, ex Lancia Fulvia. These were fitted via adapter plates and now seem to be the thing to fit to these heads, as I know of a number of owners who have done the same conversion **(Photo 5 top next page).**

Tony Lloyd mentioned in the June issue that fitting a Willment I00E head would be the quickest way to double the bhp of your 100E engine. Its not quite that simple and doing just this would only give you 48 bhp at 5000 rpm. I will explain in a future issue how I got 75bhp from my Willment 100E.

One car that I didn't show a picture of last edition, was the Falcon Bermuda that I owned for about six years **(Photo 6 top right next page)**. This had a very rare LMB





chassis and was bought and restored by club member Adrian Leveridge. Adrian's aim when he restored the car was to get it on the road and running properly, and sort out the minor details like trim and paint as time permitted. In fact, the idea of paint was soon abandoned when the original gelcoat was polished up. The 100E engine was built up in untuned form with a view to fitting a supercharger and for the last three years, Adrian has been getting around to it. Well last year he finally made it although he was getting severe pinking and couldn't drive his supercharged car much above 50 m.p.h.. Earlier this year he sorted out the carburation but soon blew up the blower.

He soon acquired one as new, fully refurbished blower and hopefully it will be working well enough to get him across to Burford for the Specials Day.

The only thing now is will the engine take a fully working blower giving a full seven pounds boost? Let's hope so.

Kevin Whittle e-mailed with news of a mystery E93A based kit he has just acquired. Its specification includes a well built brazed spaceframe of unknown make, E93A engines and gearboxes Derrington Silvertop cylinder head, twin SUs on 4 branch exhaust, external handbrake lever, front and rear Ford suspension and four Ford Y wheels. Does anyone have any idea as to the make of this chassis **(Photos 7-8 to right).**

Although I have acquired the Specials register details from Malcolm, I am desperately short of photographs of your cars. Could you please help me by sending a picture or two of your car with a brief description including specification etc. Or if you are conversant with the computer, fill out the registration form on my web site 1950sspecials.com and e-mail me the pictures.

Rob Daniels

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.

Post-War Upright for Sale

1938 7Y 8 HP. Green. All original. Unmarked condition. Old log book, history, spares. £3,000 ovno. Cheltenham. Telephone 01242 255505. E-mail gc@cloughwinter.com

1949 E493A Prefect. Honey Beige with red interior. Registration PHK 710. Photos of restoration. New carpets, headlining, loom, exhaust. Bakelite perfect. New tyres. £2,500. Cambridgeshire. Ring for further details. Telephone 01354 741168.

1953 Anglia. Lovely car, very good condition, new MOT. Not seen better at any show. Registration changed. Please ring with questions. £1,995. Hampshire. Telephone 01962 734211. E-mail mileshollyhocks@aol.com

1953 E493A Prefect. Superb condition, totally rebuilt, almost concours condition. Drive away. £2,350 ono. Enfield, North London. Telephone 0208 363 1059. Mobile 07900 947318.

November 1953 103E Popular. Grey. Original documents. Garaged since 1989. Many spares. Ideal project. Buyer collects. Sensible offers only please. South Bucks. Telephone 01753 770808. E-mail paul@auto-internet.co.uk

1955 108E Popular. Green. Registration FO 7982. Stainless steel exhaust. Very good tyres. No MOT. £950. Bow, East London. Telephone 0208 981 2793. Mobile 07950 857260.

1959 103E Popular. Good condition. Original heater. Needs some restoration to be roadworthy. Also number spare parts. £800 ono. Malvern, Worcs. Telephone 01684 576556. E-mail mark@sherwood7.fsnet.co.uk

1959 Popular, 'Sit Up and Beg'. Lime Green. 59,000 miles. Restored 10 years ago. Recent new engine. MOT May 2003. £1,500. Peterborough. Telephone 01832 274418.

100E/107E for Sale

1956 100E Prefect. Black. Original registration. Handbook and manual. Reconditioned engine. Stainless steel exhaust. Good runner. MOT March 2003. Body/trim need attention. £500 ono. Gloucestershire. Telephone 01451 820374. E-mail richard@rcrippen.freeserve.co.uk

1956 100E Prefect. Blue. Registration KSL 303. Largely original. Runner. New tyres. Easy restoration project. Many spares. Reluctantly, new project forces sale. £395. Shaftesbury, Dorset. Telephone 01747 828321. E-mail laurence@burtl.freeserve.co.uk

1957 Squire. Original registration. One owner from new. Ideal restoration project. £800 ono. Cambridgeshire. Telephone 01954 252047. E-mail kate@medlow.freeserve.co.uk

1958 100E Anglia. Black. Registration VXC 144. All original. Full documentation. One owner. Very good condition. Under 29,000 miles. £750. Dartford, Kent. Telephone 01322 290888. Mobile 07973 768236. E-mail bobpitman@btinternet.com

1958 100E Prefect. Complete some spares. Standing two years. Space needed. £200. Offers. Brighton. Telephone 01273 383516.

1959 100E Anglia. Lichen Green. Bodywork good. New tyres. Needs a little attention. £700 ono. Birmingham. Telephone 0121 353 7756 Evenings. E-mail spanner.sharman@btinternet.com

1959 100E Anglia. Good condition. Excellent starter and runner. MOT March 2003. Sunvisor. Whitewalls. Excellent interior, recently recondition radiator. North staffs/ South Cheshire. Telephone 07867 922346. E-mail address andrewrwemyss@aol.com

1959 100E Anglia. Torbay, Devon. Telephone for details 01803 526870.

1950s Popular, De-Luxe. Black. Fair condition. Any reasonable offer accepted. Beds. Telephone for details 07778 733484.

1960 100E Popular. Original condition. All documentation. Two owners from new. 81,000 recorded miles. Restoration required. East Anglia. £1,200. Telephone evenings 01449 722812. E-mail ihead@msn.com

1960 Popular. Sky Blue, de-luxe trim. Garaged. Not used since 1993. Very good condition, just seats need attention. No MOT. £600. Chester. Telephone 01244 327088. E-mail vince@squirrelproductions.co.uk

1961 Popular. Navy. All original. History and other paperwork. 40,000 only on clock. Unused for year plus. Best offer. Mid-Sussex. Telephone 0208 650 4406. E-mail adam_parsons@hotmail.com

1962 100E Popular De-Luxe. Blue. Some spares and history. Original book. Appearance in TV series. Excellent condition. £1,200 ono. Cleveland, UK. Telephone 01642 280470. E-mail l.peebles@ntlworld.com

1962 100E. Ambassador Blue. Good condition for year. Solid chassis and body. Recent respray. Long MOT. £795 ono. Lancashire. Telephone 01282 616115. Mobile 07974 747177. E-mail gt4star@ntlworld.com

Special for Sale

1950 V8 Pilot. Part restored. £3,750. Essex/London. Telephone (mobile) 07989 869285. E-mail ao'donovan@oakspark.redbridge.sch.uk

Siva. Excellent condition. Complete with hood, side screens, spares and other. Used Dr Who conventions and weddings. £2,500. No offers. Cheddar, Somerset. Telephone 01934 743070.

Publication for Sale

Book of the Ford Anglia 1940-53, Cassell hardback, 1957. £4. North West. Telephone 01204 699322. E-mail daviessl@supanet.com

Wanted

1949-53 E493A Prefect to restore. Any condition considered. Cambridgeshire. Telephone 01945 700926. E-mail cj.taylor@02.co.uk

Ford Popular Upright. Preferably Black. Original condition with MOT. Would consider vehicle needing small amount of work. Co Antrim. Telephone (mobile) evenings/ weekends 07979 630527.

Ford Anglia or Pop (Sit Up and Beg). Complete/almost complete and in reasonable condition. MOT preferred/not essential. Required asap. Hants/West Sussex area helpful. Portsmouth. Telephone 02392 640443. Mobile 07786 432046. E-mail mbze300@ntlworld.com

1950's Ford Popular (Sit Up and Beg). Black preferred. Any vehicle considered. Scotland helpful, but will travel. Central Scotland. Telephone 01416 391552. E-mail steven3ltr@hotmail.com

100E/103E. Must be excellent condition, although some work not objected to. Original number and history desirable. Cash waiting for reasonable price. West Midlands. Telephone 01384 351307.

1937/38 Ford 8 Headlights. Large lense type. Must be complete. To finish restoration project. Cash waiting. Sutton Coldfield, West Midlands. Telephone (mobile) 07929 640692. E-mail blownthames@yahoo.co.uk

Engine for 1946 E93A Prefect. Must be excellent condition/reconditioned. Hampshire. Telephone 01489 878707. E-mail jacqui@home-droxford.fsnet.co.uk

Engine, 10 HP, for 1957 Ford Popular 103E. Borders. Telephone 01890 781393. E-mail pacclough@aol.com

For 1958 Squire. Nearside Rear Window Catch/Lock Button. Urgently required. Kent. Telephone 01689 827064. E-mail petespops@yahoo.co.uk

1959 100E Escort estate four speed Gearbox. To fit or with adaptor bell housing, Wooler or any other. All offers considered. Contact George Haller, Newton Cottage, Crowcombe, Taunton, Somerset. TA4 4AE

Body spares for 1959 107E Prefect. Front Wing Panels, two Rear Quarters, Boot Lid, Rear Lower Panel. Contact Dominic Treacy, Mount Blakney, Kilmallock, Co Limerick, Eire.

Information to trace, using chassis number, original registration number of owner's 107E Prefect. Buckinghamshire. Telephone 01908 318569. E-mail mollytylercat@aol.com

Spares for Sale

1953 Anglia. Dismantled for spares. Recently in daily use. Welwyn, Hertfordshire. Telephone 01438 798206.

1956 Anglia 100E. Bodywork poor. Chrome parts without rust. Dashboard, steering wheel and others 'OK'. Telephone 0208 989 3049. E-mail easy_sparks@hotmail.com

Ford Populars. Two vehicles, less bodies. Some restoration. Also spares. Free to person/s collecting. Nottingham. Telephone 01159 273475. E-mail pcf1000@hotmail.com

1960/61 100E Prefect. Complete car for spares. Rolling vehicle. Dismantle/take. Delivery arranged. Reasonably priced for quick sale. Guildford, Surrey. Telephone 01483 421976.

Chassis/Running Gear. Prefect, registration BPV 606. Including Engine, free turning, Gearbox, Front/Rear Axles, Steering. Felixstowe. Telephone (mobile) 07970 838039. E-mail gonk2@hotmail.com

Upright spares. All kinds. Tools, literature, technical advice. Many scarce items. London, South-East. Telephone 0208 764 7068.

Variety, mainly **E493A**, used mechanical/ body parts. Remaining from restoration. Also **E83W** Clutch/Gearbox. Space needed. Please call for list. Cambs. Telephone 01354 741168.

Wooden Dropside Body for **E83W**. Oak underframe, black canvas tilt cover with folding tubular frame. Available September. £60. South West, Gloucestershire. Telephone Peter Williams 01453 845482. E-mail peter@willfurn.co.uk

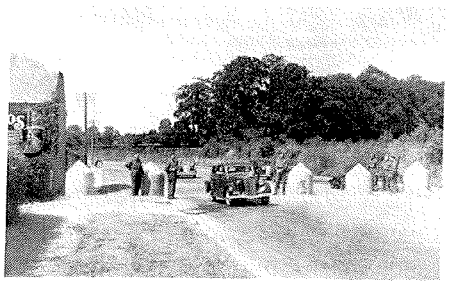
Engines, 8/10 HP Sidevalve. 103E Window Regulators, both sides. New Distributor. Heater, top hose type. Many mechanical parts, some new. Suffolk. Telephone 01449 711837.

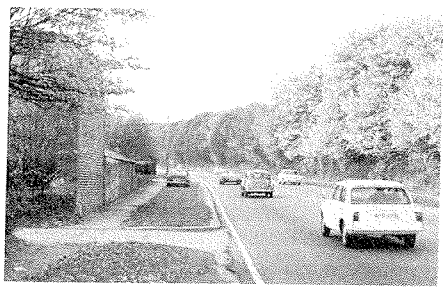
Tyres. Recently sourced quantity 13 inch Cross Ply. Early Radials. List sent. Hertfordshire. Ansaphone on 01923 231699 to record name, address, type/size required.

100E conversion. Aquaplane Head, SU Carburettors and Manifolds. Offers. Scotland. Telephone 0131 556 5793. E-mail les.stenhouse@clara.net

Deadline for Next Issue
10 September 2002
(E-mails 9 September)

And now for Something Really Silly!





Britain's invasion defences were covered in an article in issue No. 14. This obstruction once blocked the A24 near Findon in Sussex.

Ford Model C 10hp Reg APX 43,. Only one headlamps without blackout mask, the Flying Standard following has both headlamps masked. Oarked in the background a Vauxhall 'Light Six' (or Ten/Twelve) and, annoyingly obscured by soldier and bollard a Ford 7Y or &W.

Dear Fred

'Has Oscar died after outliving his usefulness?'

Above is a newscutting from the East Anglian daily Times. The authoress Helen McDermott, will be well known to many East Anglians as one of our television broadcasters. A few days earlier I'd heard on the radio an item in which Ford had owned up to being the culprit for equipping their twenty-something aged design trendies with 'stiff-suites' - a sort of boiler suit, weighted and adapted with restricted movement to simulate the body of a middle aged or elderly person.

The Ford spokesman said that these suits had first been used in the design of the Ford Focus, as the market share for this vehicle had been identified as having a larger proportion of elderly people!

I was distinctly overwhelmed by the Focus, and still think it looks awful (Car of the Year awards don't prove anything). I most certainly won't buy a Ford Focus now, knowing it's deliberately aimed at 'old codgers' - I want to grow old disgracefully!

Whatever happened to dear old 'Oscar', Ford's average Man derived from studying 68,000 national servicemen, and responsible for such timeless Ford Designs as the Mark II Consul/ Zephyr models and the 20th century delivery van, the Transit?

Perhaps Ford should take a leaf out of Chryslers' Book, and use their archives for looking forward? At least the 012C concept car seen at motor shows a few years ago looked like a 100E in side profile (at one stage it was even painted light green) - trouble is Chrysler have beaten them to it TWICE! The Plymouth Prowler is like a '32 Highboy Roadster (all real hot-rods are Fords) and the Chrysler Cruiser is nothing more than an E493A Prefect with a Vauxhall Ventora grille bent round like a De Soto!

I rest my case m'lud

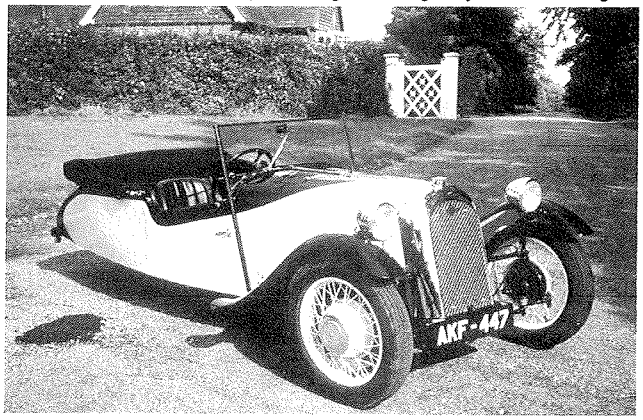
Keep smiling, regards as always

Ian M OOFC (Old Oscars' Fan Club)

I do hope some of our more 'senior' (TOGs?) and purchasers of the Ford Focus are not offended Ian but even your editor is trying to recapture his youth with a sporty MGF so the 'retro' movement is not what it's all cracked up to be! What about the Triumph Toledo 1300 - had one of those too, bright canary yellow with black upholstery and still got one of 'the car in front' a MM.

I'm almost too young to remember the invasion defences across the road but I'm sure some of our members will remember them and be delighted that you've reminded them about those days of 'Oscar'! Ed.

Below 1935 Morgan 'F4' 10 hp Ford Engine - it originally had a 100E engine.



Morgan Collection

Not so far from me and often on a trip down to Hastings I go through the linear village of Rolvenden where there's a small but definitive collection of cars and car ephemera, The CM Booth Collection - well worth a visit at Falstaff Antiques, CM Booth Tel. 0158 241234

Classified Advertising OrderForm

Sidevalve News

Sidevalve News is published bi-monthly on the fifteenth of the month, commencing February.

Return this form to:

FRED FIELDER
EDITOR, SIDEVALVE NEWS
SWEET BRIAR COTTAGE,
RUSHAM ROAD, SHATTERLING,
WINGHAM, KENT CT3 1JL

DO NOT TELEPHONE THE EDITOR

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 FSOC members.

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.

If Vehicle For Sale or Wanted
eg. 1961 100E Prefect

Year	Model No.	Model Type				
				Area	STD Code	Phone

PLEASE INDICATE HEADING:

e-mail adress_____

☐ Pre-War ☐ Post-War Upright ☐ 100E/107E

☐ Special ☐ Spares ☐ Wanted

☐ Miscellaneous ☐ Other (Please state):.....

Name.....

Address.....

.....

FSOC Membership No.....

You may photocopy this page if you wish.

100E/107E Spares

Please note comments under 'Spares Lists' on next page and other ordering information at the end of this list. Please see footnote re underlined items.

ENGINE PARTS

100E-6051-B	HeadGasket	£15.00
100E-9448	Manifold Gasket	£2.50
E55Z1	Conversion Gasket Set	£25.00
E81Z1	Decoke Gasket Set	£25.00
100E-6521	Gasket Valve Chamber Cover	£5.00
353000ESA	Core Plug	£2.50
E93A-6270	Timing Chain	£14.00
100E-6102	Pistons (per set) STD and Various over sizes - state which	£150.00
100E-6149	Piston Rings ditto	£35.00
100E-6308	Crankshaft Thrust Washers (per set) STD and plus 2.5 thou	£13.50
100E-6331	Main Bearings, various U/Size - ASK please	£28.00
	Big End Bearings ditto	£28.00
100E-6505	Exhaust Valve	£7.00
100E-6505	Exhaust Valves (per set of 4)	£25.00
100E-6507	Inlet Valves (per set)	£20.00
100E-6513	Valve Springs (per set)	£15.00
	Small End Bushes (set of 4)	£23.50
100E-6714-B	Oil Filter Element	£5.00
100E-9278	Oil Pressure Switch	£6.50
100E-6038	Engine Mounting (exchange - please remove rubber) *£10 surcharge	£30.85
E93A-6256-A	Cam Shaft Gear	£27.00

FUEL SYSTEM

100E-9288	Flexible Petrol Pipe	£14.50
	Fuel Pump Repair Kit	£9.50
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9959	Gasket Carburettor Float Chamber	£1.45
100E-9627-A	Rubber (Air Cleaner)	£3.50

EXHAUST

100E-5250/25/55	Stainless Steel Exhaust System	£97.00
	Clamp (Silencer Outlet Pipe)	£1.35
	Van Silencer - Mild Steel	£20.00

CLUTCH AND GEARBOX

E0A-2078E	Flexi Hydraulic Hose	£13.00
E266-GD-1	Slave Cylinder (exchange) *£10 surcharge	£32.00
E149-Z-1	Slave Cylinder Repair Kit	£4.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
E74-7580-A	Release Bearing	£10.00
100E-7569	Pressure Plate (exchange) *£10 surcharge	£44.50
100E-7550-C	Driven Plate (exchange) *£10 surcharge	£26.00
EOA-7107-A	Ring Synchroniser Blocking	£5.00
100E-7114B	Gear and Bush Assembly	£25.00
100E-17286	Ring Speedo Gear Retainer	£1.00
100E-6068	Gear Box Mounting (exchange)(100E and early 107E)	£18.00
100E-7052	Front Oil Seal	£7.00
100E-7657	Rear Oil Seal	£7.00
100E-7086	Gasket Tail Shaft Housing	£1.80
100E-7039	U/J Repair Kit	£9.00
100E-7111	Counter Shaft	£10.50

COOLING SYSTEM

EOA-8100	Radiator Cap	£3.60
100E-8260A	Early Top Hose	£12.50
100E-8260B	Late Top Hose	£6.00
100E-8286	Bottom Hose	£6.00
100E-8275	Water Inlet Tube	£8.20
100E-8501	Water Pump (exchange) *£10 surcharge	£55.00
100E-8507	Water Pump Gasket	£3.00
116E-8575	Thermostat	£5.50
EOTA-8620-C	Fan Belt	£6.00
100E-8115	Radiator Drain Tap (not original)	£3.50

IGNITION SYSTEM

100E-12405-T	Spark Plug	£1.75
100E-12200	Rotor Arm	£2.50
100E-12199	Contact Set (D type distributor only)	£6.00
100E-12116	Distributor Cap (D type)	£17.50
105E-12116	Distributor Cap (round type)	£14.75
100E-12300-B	Condenser	£6.50
7V-12098	Nut H.T. Lead Distributor Cap (set of 5)	£3.00

REAR AXLE

100E-1175	Rear Hub Seal	£7.00
E493A-4050	Half Shaft Seal	£7.00
100E-4209	Crown Wheel and Pinion	£75.00
100E-4676	Pinion Seal	£7.00
100E-5781	Rear Spring Eye Bush	£6.00
100E-5781	Rear Spring Eye Bush (pair)	£11.00
100E-4235	Half Shaft	£25.00
100E-5713	Bar Rear Spring Shackle - inner	£5.00
100E-4851	Flange (Propshaft)	£18.00
100E-7091	Yoke (Propshaft)	£12.00
100E-1107	Wheel Stud	£2.50
100E-5719	Bush Rear Spring Shackle (set of 4)	£7.25
E-7ED-1	Rubber Bush (Bottom Shock) (2)	£3.00
100E-18080-A	Shock Absorber	£40.00

STEERING AND FRONT SUSPENSION

E55-DB1	Top Suspension Mount	£40.00
E55-DB1	Top Suspension Mount (pair)	£75.00
E55-DB1	Pair of Top Suspension Mounts + 2 sets of Mount Bearings	£110.00
	Mount Bearings - per side 2 x E 38-DB-1, 2 x E 37-DB-1	£23.00
100E-1190	Hub Seal 0.983"	£7.00
105E-1190	Hub Seal 1"	£7.00
105E-1201	Hub Bearing Inner 1"	£12.00
Y-1202	Hub Bearing Inner 0.983"	£20.00
Y-1216	Hub Bearing Outer	£12.00
100E-3073	Track Control Arm Repair Kit	£16.00
E-20-LB-1	Stud and Bush	£15.00
100E-3289/90-B	Track Rod End - per pair	£22.00
100E-3304	Drag Link (Exchange)* £10 surcharge	£25.00
	Front Suspension Bush Kits 4 x E - 10 - DB - 1& 8 x 3063	£25.00
E-10-DB-1	Bushes per pair (Track Control Arm/Anti Roll)	£7.00
100E-3063	" " (" / cross member)	£7.00
100E-3078-C	Track Control Arm R.H. (Exchange) *£10 surcharge	£27.50
100E-3079-B	Track Control Arm L.H. (Exchange) *£10 surcharge	£27.50

ELECTRICAL

E0A-13480	Brake Light Switch	£6.50
100E-10505-B	Voltage Regulator (push on terminals)	£28.00
E0A-10505-D	Voltage Regulator (screw terminal)	£28.00
105E-11057	Brush Set Starter Motor	£3.00
E1050-NC-1	Rear Lamp Lens) (Red Tail Light)	
100E-134641-C	Rear Lamp Gasket) Anglia/Prefect	
50563-S	Fixing Screws) 1957 onwards	£15.75
	Pair of Lenses complete	£26.50
100E-11001-C	Starter Motor Outright purchase	£43.00
EOTA-10001-B	Dynamo (except Popular)(exchange)*£10 surchcarge	£65.00
105E-10001-B	Dynamo (Popular) (exchange) *£10 surcharge	£43.00
E93A-10043	Brushes (EOTA Dynamo)	£3.20
E274-CQ-1	Pinion (Starter Motor Drive)	£6.70
105E-10043	Brush Set	£3.20
EOA-13011	Headlight Unit (Wipac) (Lucas Equivalent)	£22.50
204E-13007A	Headlight Bulb Pre Focus 40/50 watt	£3.50

FRONT BRAKES

100E-2018	Front Brake Shoes 7" dia (for vehicles up to Jan 1955) (set of 4)	£16.50
100E-2018-C	Front Brake Shoes 8" diameter (Feb 1955 onwards) (set of 4)	£16.50
100E-2035	Front Shoe Return Spring Kit	£3.60
100E-2038	Adjuster Repair Kit (front)	£13.50
100E-2061-A	Wheel Cylinder Pre-'57 RHS (**Recon, exchange only, *£10 s/chg**)	£35.00
100E-2061-B	Wheel Cylinder 1957 onwards RHS	£12.00
100E-2062-A	Wheel Cylinder Pre-'57 LHS (**Recon, exchange only, *£10 s/chg**)	£35.00
100E-2062-B	Wheel Cylinder 1957 onwards LHS	£12.00
100E-2061/2062-B	Wheel Cylinder Repair Kit 1957 onwards per axle set	£7.00
E0A-2078	Hydraulic Flexi Hose	£13.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
100E-2207-B	Dust Cover Wheel Cylinder	£0.50

REAR BRAKES

100E-2220-A	Rear Brake Shoes 7" diameter (Up to Jan 1955)	£16.50
100E-2220-C	Rear Brake Shoes 8" diameter (Feb 1955 onwards)	£16.50
100E-2261-B	Rear Wheel Cylinder 7" (53-55)	£14.00
100E-2261-C	Rear Wheel Cylinder 8" (55-57) (**Reconditioned, exchange only**)	£35.00
100E-2261-D	Rear Wheel Cylinder 8" (57-62)	£15.80
	Wheel Cylinder Repair Kit per axle (Fits 2261B,C & D)	£7.00
100E-2096/7	Rear shoe return Spring	£3.60
100E-2295-B	Hand Brake Cable	£31.50
100E-2857B	Hand Brake Clevis	£1.50
100E-2119-B	Compensator (Hand Brake Cable)	£5.00
100E-2041-B	Snail Cam (Shoe Adjuster)	£0.50
100E-2075	Connector (5-way Brake Pipes)	£8.50

NB: Reconditioned Rear Brake Cylinder on exchange only. Old unit must accompany order

BADGES

100E-16185/9	Triangular Wing Motif	£15.00
E6AJ-1	Prefect Boot Script	£15.00

100E-16606	Prefect Bonnet	£15.00
E5AJ-1	Anglia Boot Script	£15.00
100E-16606	Anglia Bonnet	£15.00
100E-16606-G	Popular Bonnet	£15.00
100E-7042514	Popular Boot Script	£15.00
100E-16850	Bonnet 'V' Motif	£35.00
	Deluxe Boot Script	£15.00

MISCELLANEOUS

100E-17262	Speedo Cable	£15.00
100E-964280	Window Winder Handle	£5.15
100E-7010128	Door Sill (right hand side)	£35.00
100E-7010129	Door Sill (left hand side)	£35.00
100E-7029744	Rear Side Window Rubber - 2 door - per side	£15.50
100E-7042084-B	Rear Screen Rubber - Deluxe only	£25.00
100E-7303110	Front Screen Rubber - Deluxe only	£25.00
100E-7043504	Boot Handle Rubber (Anglia/Popular) escutcheon seal	£1.95
EOA-732003-B	Floor Grommets - per set of four	£5.15
100E-7322610	Interior Door Handle	£8.79
E40GB1	Gear Lever Gaiter	£20.00

107E SPECIAL ITEMS

105E-7563D	Clutch Pressure Plate	£44.50
105E-7550C	Clutch Driven Plate	£26.00
100E-9627A	Air Cleaner Rubber	£3.50
105E-9448	Manifold Gaskets	£2.00
107E-5246C, 5225B, & 5255B	Stainless Steel Exhaust System	£125.00
107E-8260	Top Hose	£6.00
107E-8286B	Bottom Hose	£6.00
105E-8620	Fan Belt	£3.00
353000 ES	Core Plugs	£2.50
105E-8501	Water Pump	£40.00
E258-GD1	Clutch Slave Cylinder	£25.00
E72-Z1	Clutch Slave Cylinder Kits	£4.00
105E 4676B	Pinion Oil Seal	£7.00
105E 42A8B	Rear Hub Oil Seal	£7.00

Due to lack of space we are unable to include sample list of limited number of new and secondhand spares which are available. If you would like a complete list, send large SAE (41p Sterling) with your query to relevant Spares Secretary (see Page 2).

UNDERLINED items suitable for 107E as well as 100E.

Upright Spares

BRAKING SYSTEM

Y-1175-A	Retainer (rear wheel grease) assembly	£6.85
B-1175	Rear Wheel Retainer (fits E83W)	£6.85
	Rear Wheel Bearing Kit (Sets for all models except E83W)	£150.00
7W-1225-B	Rear Hub Bearing (fits all models except Models Y, C and E83W)	£28.00
68-1225-A and 68-1236-A	Rear Hub Bearing inc outer race (fits E83W only)	£65.00
YE-2019A, CE-2019B, 7W-2019	Brake Shoes (set of 4, all models, exchange, £10 surcharge)	£45.00
7W-2035	Spring (brake retracting) not E83W	£4.90
7W-2035	Spring (brake retracting) (set of four)	£18.00
E8363-2035	Spring(brake retracting) E83W only	£5.50
E83W-2035	Spring (brake retracting, set of 4) E83W only	£19.95
7W-2116	Front Brake Dust Cover (pair, fits all models except Models Y & C)	£7.50
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C & E83W)	£8.45
E93A-2248	Rear axle brake plate securing bolts, long (each)	£5.00
7W-2249	Rear axle brake plate securing bolts, short (each)	£5.00
Y-2454	Brake Pedal (exchange, £10 surcharge; remove rubber from old pedal)	£9.95
	Brake Pedal Return Spring	£5.00
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£61.40
E83W-2580/1B	Front Brake Cables (Pair E83W)	£20.25
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£49.95
YE-2793	Spring (handbrake lever pawl)	£0.75
7W-2853C	Hand Brake Cable (fits all models except Models Y & C and E83W)	£14.50
E83W-2853B	Hand Brake Cable (fits E83W)	£13.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.05

STEERING AND SUSPENSION

E83W-3032	Bolt (front axle to radius rod E83W)	£16.50
YE-3290-E, E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£54.00
	Track Rod Ends (pair) E83W	£51.00
YE-3304C	Draglink (Model Y)	£69.50
E493A-3304	Draglink cc, 7Y, 7W, Anglia, Prefect, Pop,5cwt vans	£80.00
YE-3332	Track Rod End Dust Cover (each, fits all models)	£1.30
YE-33111	King Pin Set, complete (Model Y)	£65.00
CE-33111	King Pin Set, complete (Model C)	£65.00
7W-33111	King Pin Set, complete (7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£51.50
E83W-33111	King Pin Set, Complete (E83W)	£59.00
Y-3446	Front Axle A-frame Bush (fits all models)	£4.25
YE-3616B	Horn Button & Nut (Model Y)	£5.25
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.00
E93A-4607	Pin (drive shaft)	£2.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£1.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.50
	Shock Absorber (exchange, £20 surcharge) except Models Y, C and E83W	£55.00
	Shock Absorber Link (exchange, £10 surcharge)	£20.00
	Front Wheel Bearings (per wheel)	£32.00
	Front Wheel Bearings (per axle set)	£60.00
	Suspension Buffer (fits all models except Model Y)	£13.00

EXHAUST SYSTEMS

Y-5230	Model Y stainless steel exhaust system	£75.00
CE-5230, -5255B	Model C stainless steel exhaust system	£85.00
E04C-5230-A	5cwt van stainless steel exhaust system (all 5cwt vans)	£75.00
E83W-5230-A	E83W stainless steel exhaust system	£75.00
E93A-5230/E93A-5255-C	Prefect and 7W stainless steel exhaust system	£90.00
E93A-5230/E04A-5255-B	Anglia, 103E and 7Ystainless steel exhaust system	£90.00

ENGINE PARTS

E93A-1866A	Pipe (cleaner assembly) and	
E98T-1866B	Pipe (cleaner inlet)	£44.70
	Oil Filter Unions (pair)	£7.95
Y-6038	Front Engine Mounting (exchange, £10 surcharge; remove rubber from mount)	£6.50
E93A-6250A	Camshaft (Chain Driven)	£59.50
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft	£2.65
E93A-6270	Timing Chain	£14.00
YE-6280A	Washer (camshaft thrust) all engines 1936 onwards	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.85
E93A-6319	Starting Dog (fits all engines)	£4.50
Y-6375	Fly Wheel & Ring Gear (jib all engines)	£55.00
Y-6384	Starter Ring Gear (fits all engines)	£45.95
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A-6505B/D	Intermediate Length Valve (exhaust and inlet available	£7.00
E93A-6505F	Long Exhaust Valve (can also be used as inlet)	£14.50
E93A-6510B	Valve Guides (per set of eight)	£94.95
Y-6513	Valve Springs (set of eight) (fits all engines)	£9.95
Y-6520	Valve Cover (fits all engines)	£5.85
Y-6560	Drive Bush (oil pump & distributor) (fits all engines)	£4.50
Y-6561	Drive Sleeve (oil pump & distributor drive gear) (fits all engines)	£3.95
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.50
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.00
Y-6610B	Oil Pump Gear (fits all engines)	£4.50
YE-6623	Oil Pump Screen (fits all engines)	£2.65
	Main Bearing Set, all sizes available (fits all engines)	£50.00
	Pre-War Piston Sets (8hp & 10hp)	£35.00
	E93A 10hp Piston Set (std, +0.010",+0.020",+0.030", +0.040")	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040")	£36.00
	3-Ring 10hp Piston Ring Sets (+0.005", +0.010", +0.020")	£15.00
	8hp Decoke Gasket Set (1932-34)	£27.50

E15-Z-1	Decoke Gasket Set (E93A 8hp and 10hp engines)	£20.00
	Conversion Gasket Set (E93A 8hp and 10hp engines)	£20.00
YE-6501-B	8hp Cylinder Head Gasket	£14.00
	10hp Cylinder Head Gasket	£14.00
YE-24052C	Studs (Cylinder Head) Set	£29.95
	Used engines suitable for rebuilding	£60.00

CLUTCH AND GEARBOX PARTS

Y-7015	Main Drive Gear (8hp)	£32.75
YE-7015	Main Drive Gear (10hp)	£38.00
7W-7050	Retainer (main drive gear bearing)	£7.50
YE-7059B	Mainshaft and Bush	£25.50
E04A-7070	Retaining Ring (snap ring)	£0.99
E93A-7085	Rear Bearing Retainer	£17.00
Y-7090	Universal Joint	£30.00
103E-7114	Counter Gear (10hp)	£45.95
Y-7119	Washer (Counter shaft gear thrust)	£6.25
CE-7141	Reverse Gear	£24.50
YE-7222	Selector Housing	£19.05
Y - 7523	Clutch Return Spring	£5.00
7W-7533	Clutch Linkage Clevis Pin	£2.00
Y-7550	Clutch Plate (exchange, £10 surcharge) (all models)	£20.00
7W-7561	Clutch Release Bearing Hub (all models)	£10.00
YE-7563B	Clutch Cover (exchange, £10 surcharge) (except E83W)	£59.00
**E83W-7563E83W	Clutch Cover (exchange, £10 surcharge)	£59.00
E74-7580A	Clutch Release Bearing (all models)	£10.00
Y-7660	Clutch Pilot Bearing	£4.50
C-943070	Gear Lever Gaiter (except E83W)	£16.00
E83W-943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly (exchange, £10 surcharge) (all models)	£85.00
Y-2454	Clutch Pedal (exchange, £10 surcharge); remove rubber from old pedal)	£9.95
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£22.50
Large selection of used gearboxes available (collection only)		£30.00

COOLING SYSTEM

E0A-8100	Radiator Cap (pressure type for 103E/some E493As)	£3.60
Y-8109	Radiator Cap (brass screw type)	£5.50
Y-8260/8286	Radiator Hose (reinforced; straight for pre-war engines, state top-bottom)	£4.25
	Radiator Hose (moulded; state top-bottom and model)	£9.95
YE-8606B	Fan Blade (11")	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£5.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£5.50
E93A-8620-A	Fan Belt (late 8 and10hp engines without water pump)	£5.75
E493AFS-8620	Fan Belt (late 8 and 10hp engines with export water pump)	£5.75
E493A-8501	Export water pump	£79.00

FUEL SYSTEM

	Fuel Pump Repair Kit	£9.50
E04A-9080	103E-E494A Petrol Filler Grommet	£12.50
7W-9080	7W-E93A -E493A Petrol Filler Grommet	£9.95
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.00
YE-9355	Fuel Pump Cover (all models)	£1.50
YE-9365	Fuel Pump Cover Screen (all models)	£0.75
7W-9425	Inlet Manifold (10hp)	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold 'hot spot') (all models)	£1.75
YE-9555	Carburettor Float (all models)	£3.50
	Carburettor Gasket Kit	£4.75
YE-9660	Connector (Starter Valve) Assembly	£2.00
48-9735	Accelerator Pedal (all models except Y,C,and E83W)	£12.55

IGNITION SYSTEM

CE-3686	Cylinder Lock and Key (ign/lighting switch) all models	£4.65
E83W 12024A	6V Ignition Coil (all models - not original)	£29.75
YE-12116B	Distributor Cap (all models 1935 onwards)	£10.50
YE-12135B	Oiler (screw in-type) All models 1935-'55	£1.35
YE-12135B	Toggle (all models 1935 onwards)	£0.55
YE-12199B	Contact Set (all models 1935 onwards)	£6.50
YE-12200C	Rotor (all models 1935 onwards)	£2.75
YE-12300B	Condenser (all models 1935 onwards)	£4.75
2-12405A	Spark Plug (L86C) (All models also 100E)	£1.85

ELECTRICAL SYSTEM

	Dynamo (2 brush)	£87.50
	Dynamo (3 brush, early - exchange £10 surcharge)	£110.00
E494A-10001	Dynamo (3 brush-exchange, £10 surcharge)	£87.50
YE -10160	Felt (dynamo drive end bearing)	£0.55
7W-10505	Cut Out Assy (exchange only, for use with 3 brush dynamo)	£24.65
YE-11001C	8hp Starter Motor (exchange, £10 surcharge)	£92.00
E93A-11001	10hp Starter Motor (exchange, £10 surcharge)	£150.00
BE-11450	Starter Switch	£17.00
E493A-13007	E493A Pre Focus 30W-24W Bulb (E493A Prefect only)	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb	£4.95
ET6-13007-B	Headlamp Bulb 36W-36W	£4.00
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models	£12.20
	Retaining clip('w'clip) holds headlamp lens in rim for E83W	£0.50
CE-13061	Retaining clip('w'clip) holds headlamp lens in rim for 103E	£0.50
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE-13081	Spring (front sidelight socket 1934 on except E493A)	£0.55
YE-13101	Spring (headlamp focusing)	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A only)	£7.75
E93A-13130	E93A-E04A Headlamp Rubber Base Pad (pair) (EO4A and E93A only)	£18.50
103E-13405-B	103E Plate (Rear Lamp Base) Specify Nearside/Offside	£21.25
103E-13405-B	103E Plate (Rear Lamp Base) (pair)	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.95
	103E Complete Rear Lamp Unit inc Bulb (pair)	£82.00
ET6-13465	Stop-Tail Bulb 6V 21W-5W index pin (straight pin also available)	£1.20
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£0.75
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£0.75
E83W-13550B	Popular Number Plate Lamp (E83W and 103E only)	£19.50
CE-13740A	Toggle Switch (panel lamp)	£2.50
38193-57	Headlamp Mounting Bolts plus nuts (each)	£7.80
E04A-118004B	Semaphore Direction Indicator (6 volt, exch. only)	£42.50

RUBBER GROMMETS AND SEALS

E68-AD-1	Fixed Side Window Rubber (per ft) (saloons 1937 onwards)	£1.95
7W-16625	7Y, E04C, E494A, E494C,103E Bonnet Corner Pads (pr)	£4.00
	E83W Bonnet Corner Pads (pair)	£7.95
	E83W Bonnet Corner Pads (full set)	£11.95
81A-16754	Bumper (bonnet side panel)	£0.90
81A-1670	Bumper (bonnet dowel locating)	£3.50
E93A-17772/3	E93A Prefect/Anglia/103E Bumper Grommets (pair)	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A-35184	Pedal Plate Rubber Bumper (Saloons and 5 cwt vans 1939 onwards)	£1.95
E83W-111172	Opening Windscreen Rubber for E83W	£18.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.30
48-702610A	Door Post Rubber Bumper (one per door post 1937 onwards)	£2.35
E04A-7040318	Rear Number Plate Rubber Bumper (Anglia and Popular 1939 onwards)	£2.10
100E-7043531	Boot T Handle Escutcheon Rubber Seal	£1.95
62E-731942	E83W Door Rubber Seal (enough for both doors)	£11.00
7W-940502	Opening Windscreen Rubber for Prefect and 5 cwt van	£14.60
7Y-940502-B	Front Screen Rubber for 103E/E494A/E04A	£12.50
7W-941480/1	Weatherstrip Door Bottom (per ft). All saloons 1937 onwards	£2.55
7W-970700	Roof Weatherstrip (per metre) (All models exc Y & C.)	£4.50
103E-7025856	Rear Screen Rubber for all saloons (not E93A or 7Y deluxe)	£12.50

MISCELLANEOUS BODY FITTINGS

E03CF/A-8213	Grille Badge, 'Thames' (blue enamel) (E83W)	£12.50
103E-8213-A	Ford Popular Grille Badge (103E Popular)	£9.10
E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W-8215-A	E83W Grille Badge Mount	£17.00
E04A-16719-B	E04A-103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE-16750B	Bonnet Clip (Model Y)	£5.85
103E-17261/2-B	Speedo Cable (state model)	£18.50
C46412AR	Dovetail (female)	£4.00
CE-17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door Handles and Escutcheons-pair (Anglia/103E/5cwt van; shafts and barrels not included)	£49.50
E493A-7022400	E493A Locking Door Handle with Escutcheon (shaft and barrel not included)	£25.50
E493A-7022401	E493A Prefect Non-Locking Door Handle complete	£16.90
E93A-7043500	Locking Boot Handle	£11.60
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£8.75
BE-964280-H	Window Winder Handle	£4.65
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 & CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia)	£14.25
	E83W wing mirror	£10.00
	Radiator Muffs (E93A Prefect only)	£26.60

Regalia

Please See next page for Order Form

Books

Technical Tips for the 100E/107E by Jim Norman.....£7.95
Reprint Workshop Manual for 5 and
10 cwt vans, Anglia/Prefect 39-53,Popular 53-59.....£15.00
Reprint Parts Manual for 5 and
10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 .....£15.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....£13.00
Reprint Model Y Bulletin.....£11.50
Reprint Workshop Manual 100E and 300E.....£19.95
Reprint Parts Manual 100E and 300E.....£19.95
Technical Tips for the 100E/107E, Jim Norman.....£7.95
100E Anglia and Prefect Instruction Book (1953-59).....£3.00
The John Howe Book of Cartoons.....£5.00
Ford Model Y, Henry's Car for Europe by Sam Roberts..£29.99

Stickers

Running In Instruction Sticker Upright.....£0.75
Running In Instruction Sticker 100E.....£0.75
Window Sticker - FSOC design.....£0.50
Silver Jubilee Window Sticker.....£0.50
Historic Ford - Keep off My Arse! sticker.....£0.65
I Love My Sidevalve Sticker.....£0.65
Register Sticker (state model).....£0.60
..... or two for £1.00
FSOC 30th Anniversary Sticker.....£0.50

Magazines

Binder for Club Magazines (holds two years).....£6.00
Back copies of Club magazines.....£1.00
1990 APR, JUNE, AUG
1991 AUG
1994 DEC1995 FEB, APRIL, JUNE, OCT
1996 FEB, APRIL, AUG, OCT, DEC
1997 FEB, APRIL, JUNE, AUG, OCT
1998 FEB, APRIL, JUNE, AUG, OCT, DEC
1999 FEB, APRIL, JUNE, AUG, OCT, DEC
2000 FEB, APRIL,JUNE, AUG, OCT
2001 FEB, APRIL, AUG, OCT, DEC

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....£1.25
Running In booklet Anglia/Prefect (date 9/49).....£1.25

Models

Scale Link metal kit 4mm 1937 Model 7Y van.....£5.50
Ceramic Cream Model of 103E Pop.....£4.50
Limited Edition E494C FSOC 30th Anniversary Model..19.99

Badges

Enamel Lapel Badge FSOC, 103E or 100E.....£1.75
103E Popular Cut-out Lapel badge (Black or Blue).....£1.05
FSOC Grille Badge; Round or Square.....£8.50
Register Grille Badge; Popular/Prefect/100E/107E.....£8.50

Clothing

FSOC SWEAT SHIRTS
Embroidered in Script.....15.50
Red MED/L/XL/XXL; Black MED/L/XL/XXL; Sky Blue SM/MED/L/XL/XXL; Navy MED/L/XL/XXL; Racing Green SM/MED/L/XL/XXL; Burgundy SM/MED/L/XL/XXL; Royal MED/L/XL/XXL;
Jade MED/L; Raspberry SM only
FSOC POLO SHIRTS
Embroidered in Script.....£12.60
Aqua L/XL; Sky SM; Lemon SM/; Emerald SM.

T-SHIRTS:
Model designs.....£7.75
Specify choice of model, colour and size.
E83W picture printed on front in Red XL, Black L/XL.
100E Design White L/XL.
Upright picture printed on front in Black XL; White L/XL.

T-SHIRTS:
Script Badge design.....£5.95
Ford Popular: Green, Black, Red, White, Royal and Navy SM only.
Ford Prefect: Yellow, Royal, Navy and Green SM/MED; White SM only; Red SM/L.
Ford Anglia: White, Green and Yellow SM only; Navy SM/MED; Black and Royal MED; Red SM/MED.

PLEASE STATE SIZE, DESIGN AND SECOND COLOUR CHOICE.

Other Regalia

Blue FSOC Mug.....£3.50
Tea Towel, All Models design.....£2.95
Leather Key Fob: Ford/Popular/Anglia/
Prefect (please state).....£1.65
FSOC Woven Tie.....£7.65
Xmas Cards pack of five different designs.....£1.25
Licence Disc Holder.....£0.50
DUSTERS: Yellow duster printed with various sidevalve models around border, Club logo in centre.
Per Duster.....£1.25
Pack of two Dusters.....£2.25
Pack of three Dusters.....£3.00
GIFT VOUCHERS (can be exchanged for
Regalia, Spares, or Membership).....£5.00
FSOC Black and Red quartered Rugby Shirt embroidered in script; SM/MED/L/XL.....£25.00

Continued from page 13...

spare parts in the most obscure places on the car.

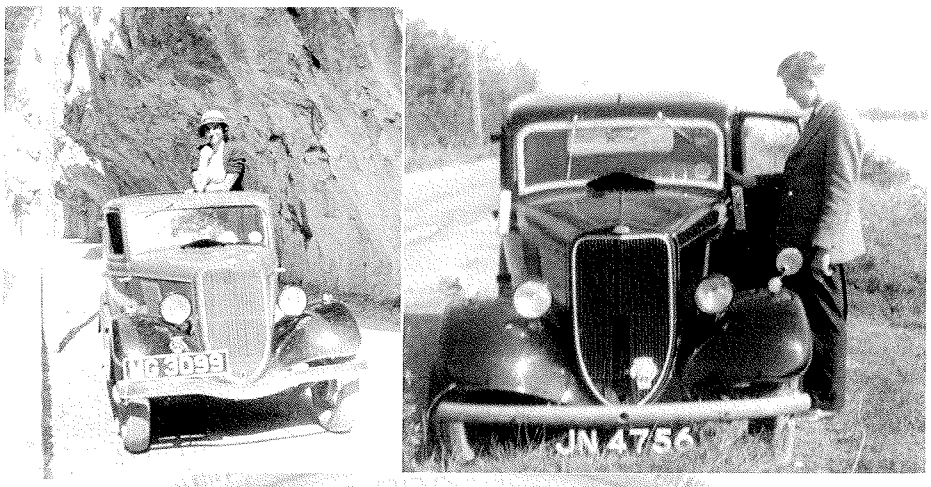
Genuine spare parts were available in France but I did not have the experience or the money to get hold of them. After about 6 months I tried to get it home, but it broke down and it was eventually retrieved ignominiously by the AA near Rouen.While in France and already keenly interested in early vehicles I spotted an unusual version of the Ford 8, seen once on a trip to Paris.

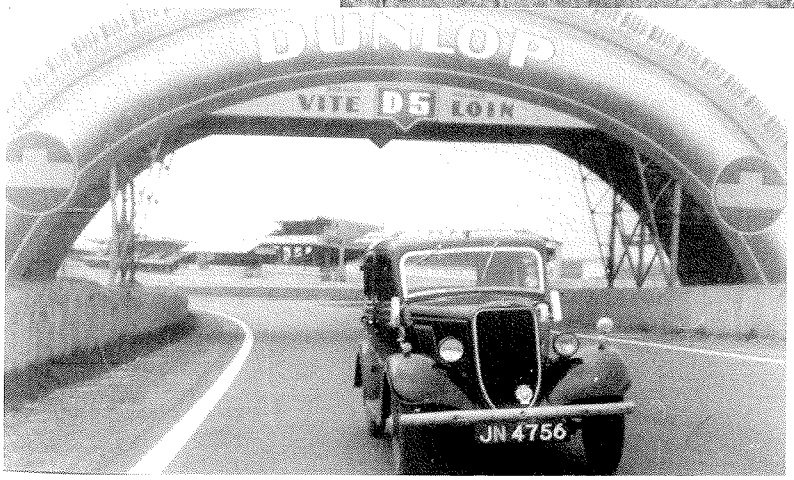
This was a 2 door coupe. The Ford 8 was made briefly in France, from 1933-1934 and they produced a small number of these coupes. however the car was not a success in France. The small engine was not suitable for the straight roads - I have found that about 42 mph was the most convenient long-distance speed-too slow for the French who didn't take to it although I saw a few 2 door examples.

Now 30 years later I am contemplating a second vintage car as a winter recreation and am going to look for one of those coupes. I hope you can provide some spares, I have already discovered however that the French vintage Ford club is not too swift on answering letters but we will see what transpires.'

The member who wrote to me many years ago can you please enlighten me.

Yvon.





Spares and Regalia Order Form

All items for sale to FSOC members only. Complete form in **BLOCK CAPITALS**, and return to:

8 & 10hp Spares and Regalia, Please send this form to Shirley Wood, FSOC Ltd, PO Box 1172, Abingdon, S.O. OX14 5WA
100E and 107E Spares, c/o Simon Crockford, 38 Rownhams Lane, North Baddesley, Hampshire. SO52 9GG

Cheque with order. All cheques must be payable in STERLING ON A LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD. MINIMUM ORDER £5. Do not make payments direct to the Club's bank as this causes delay. **Sorry but Eurocheques are no longer acceptible.**

This price list supersedes any previous price list. Prices charged will be those ruling at the date of despatch. Note that all prices include postage, packing and VAT for members in England, Scotland and Wales only. Other members should check the cost of postage with the appropriate spares secretary before ordering. VAT is also applicable to EU countries.

Manufacturers part numbers are used for identification purposes only and do not necessarily indicate the source of supply or manufacture.

Regrettably, the Club's insurance policy specifically excludes sales of new or second-hand parts to residents of the USA and Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

A number of members are failing to return exchange units to the Club for reconditioning and therefore it has become necessary to introduce a surcharge of £10 for each exchange item. If members are not able to send in an exchange item with their order then they should include an additional cheque to cover the surcharges. This cheque will be returned when the exchange units are sent to the Club or banked if the items are not sent to the Club within four weeks. Note that exchange unit must suitable for reconditioning. If they are NOT then a surcharge will be payable.

There is no telephone number available for spares enquiries, you are therefore, advised to order in good time to allow for delivery and any necessary correspondence. Parts should normally be delivered in the UK and most of Europe within 28 days.

Many second-hand parts are available. Send SAE with your list of specific requirements for more information to the relevant secretaries.

Parcel Insurance

Currently if a spares parcel is lost in the post Parcel Force will only refund £20. Therefore, if your order exceeds £20 and is less than £100 please add a further £0.50 to cover parcel insurance. If your order exceeds £100 and is less than £200 please add a further £1.20 to cover postal insurance. If you order exceeds £200 please add a further £2.35 to cover postal insurance. Failure to do this will result in orders not being insured and the Club will not stand the loss.

Club Stores

Members are welcome to visit the stores to purchase 8 & 10hp spares by prior arrangement only with the 8 & 10hp spares secretary.

Qty	PART NO	ITEM DESCRIPTION	ITEM COST £	p	TOTAL £	p
		TOTAL				
		If total exceeds £20 and less than £100 add a further £0.50 for postal insurance				
		If total exceeds £100 and less than £200 add a further £1.20 for postal insurance				
		If total exceeds £200 add a further £2.30 for postal insurance				
		Overseas members add extra for P&P				
		GRAND TOTAL				

COMPLETE IN BLOCK CAPITALS

Name .....

Address .....

.Postcode ..... Telephone ..... FSOC Membership No .....

SPARES ORDERS ONLY:

Continued from page 15...

a trophy for the most improved over the two games he must have had lessons between the two and Laura had a trophy for being the most entertaining!

Friday dawned dull and misty as we set off for our last outing which was to Whitby and Robin Hood Bay; we all had a relaxing time looking round the shops and having a ride on the Veteran Charabanc around the town or having seaside Fish and Chips. Sadly all good holidays have to come to an end and we spent the evening chatting and reminiscing about the week, a bouquet was given to Sonia the waitress come hostess who had kept us all in order for the week and prizes give out to the winners of the car quiz Janet and Peggy. Well done ladies! Robin and I would like to thank everyone on the holiday for the gifts you gave us for organising the week and we have bought a scanner to go with our computer which in something that we wanted with the Argos vouchers, no more extra sets at the developers now!

Saturday morning saw us all setting off at intervals to make our way home on very quiet roads as England were again playing a World Cup game this time against Denmark so progress was fairly swift with only a slight pause for traffic lights in Lincoln a notorious bottle neck and time to watch some of the second half at the Little Chef at Sleaford where most of us had met up a week previously.

In all we covered over 700 hundred trouble free miles with no breakdowns at all with the cars and we are now looking forward to next year as this holiday was a success so watch this space.

Jennie and Robin
North London Group Organisers

Again a triumph of organisation and thanks for the write up to you both. I'm sure all will look out for next year's SV Holiday. Ed.

Timely Letters, Alternative fuels brought out of mothballs?

From Mr. Keith Douglas

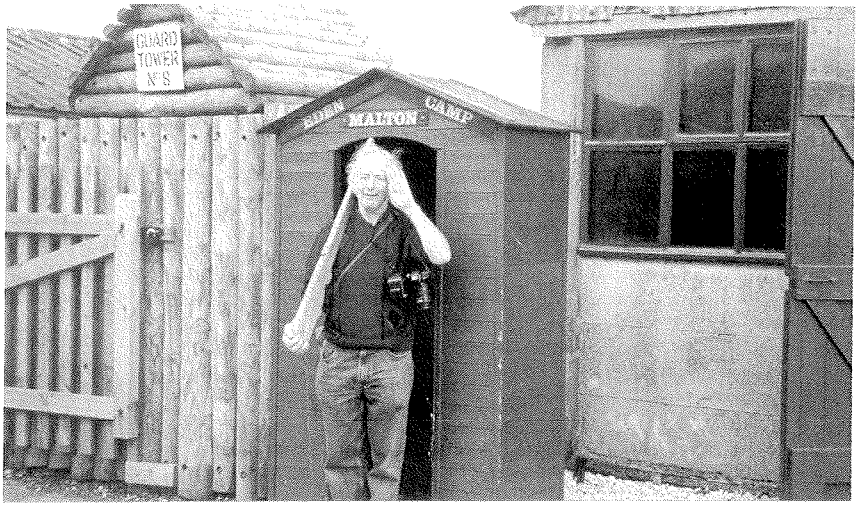
Sir, Your correspondence (July 21 and 27) on the Ford Popular and Anglia provided me with a wave of nostalgia, tempered by memories of the infuriating lack of windscreen wipers when accelerating.

I had a 1928 Austin Seven during the Second World War, eking out my fuel with a mixture of two gallons of pool petrol, two of paraffin and a pound of mothballs. The effect on performance was minimal and I certainly had no trouble from moths.

Yours faithfully.

KEITH DOUGLAS.

I've nearly run out of amusing letters so if you've got some short 'fill-ins' a bit like insurance claim gaffs etc. then let's have them at the editorial desk to make my time at the desk less serious! Ed.



Robin either wishing he were in the Home Guard or on duty outside Stalag Luftvalve... should he be in the guard tower or allowed outside? "Dress needs attention or it's the glasshouse for you, you miserable shower!"

Application Form:

Please note this is for all readers to have a copy of the Club's Application Form, so that it can either be torn out or photocopied to pass on to a possible new member enquirer.

Ford Sidevalve Owners' Club Limited Application Form

This Form Supersedes any previous form

Please use BLOCK CAPITALS

Make all cheques and postal orders payable in Sterling on a London Bank to the FORD SIDEVALVE OWNERS' CLUB LIMITED and send to:
The Ford Sidevalve Owners' Club Limited, PO Box 5009, Poole, BH14 OWD

Full Name.....

Address.....

.....

.....

Post Code..... Telephone.....

E-mail: .....

Name of Family Member (if applicable).....

Details of Car

Model..... Model Number..... Year.....

Saloon/Conv/Van/Pick-up/Estate/Runner/Other (please Specify).....

Registration Number..... Colour.....

Engine Number..... Chassis Number.....

Vehicle Condition: Concours/Good/Runner/Box of bits/ (Circle One)

How did you find us?.....

UK, European, USA & Canada Annual Subscription (12 months Jan-Dec)	£27.00.....
UK, European, USA & Canada Subscription (6 months, Jul-Dec)	£17.50.....
U.K., European, USA & Canada Subscription (15 months, Oct-Dec Following Year)	£33.00.....
Rest of World Annual Subscription (12 months, Jan- Dec)	£34.00.....
Rest of the World Subscription (6 months, Jul-Dec)	£20.00.....
Rest of the World Subscription (15 months, Oct-Dec following year)	£42.00.....
Family Membership Supplement	£ 1.50.....
Club Badge (Please specify ROUND/SQUARE)	£ 9.00.....
	Total .....

This information is used by the Club for administration and maintenance of historical records relating to the vehicles. The FSOC does not make information on individual members and their cars available to third parties.

Are you willing for this information to be released to other members YES / NO Please delete as appropriate.

Signed..... Date.....

Prop: Ford Sidevalve Owners' Club Ltd., Reg.. No. 264000 (England) Reg. Office: 36 Fengate Road, Redhill, Surrey RH1 688 (March. 2002)