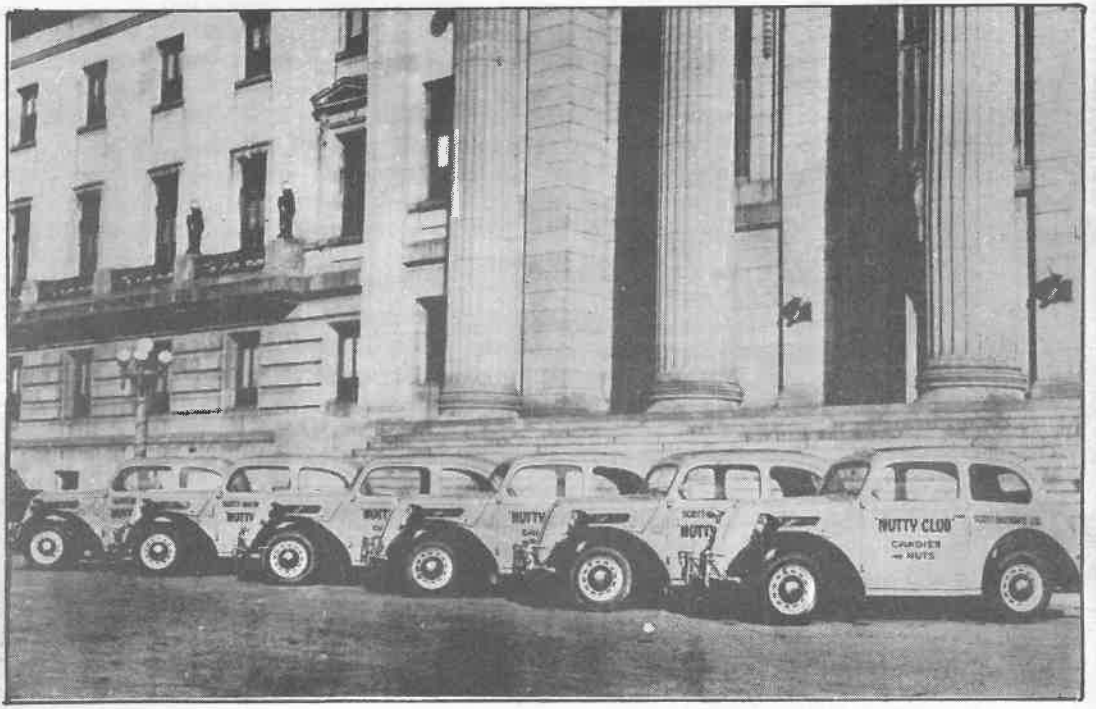
Sidevalve

Published by The Ford Sidevalve Owners Club



DECEMBER 1980

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EDITORIAL

Here we are again, Christmas practically upon us. The years seem to fly by. 1980 has been a record year for the club. Our membership has greatly expanded and stands at nearly 1300 at the moment.

Your committee have tried to offer you a varied list of activities and rallies, not to mention reasonable club magazines, good spares and publications etc. Remember, we are all amateurs, running the club to the best of our abilities. If we falter now and then I do hope you will forgive us.We don't get many complaints, so perhaps we are doing a reasonable job. All our rallies have been well attended, especially the 2 Sidevalve days. The other meetings we have been invited to have also been quite well attended. During 1981 we shall once again be having not only a Northern & Southern S-V Day but, for the first time an International Sidevalve Day in Holland. Details in this edition. I know times are hard, but I do hope that as many of you as possible will try and support all these ventures.

The year end is, of course, membership renewal time. The club derives much of its income from your subscription. That income is needed to produce next years club magazines AND to finance the manufacture or purchase of many parts unobtainable anywhere. We are buying-in parts from far and wide. Only recently a container load of parts arrived from Australia, with items vital to enable you to keep your car on the road, for example Y-103E engine mountings. Many hundreds of pounds have to be laid out in the purchase of parts. Gasket sets for 93A types continue to be available thanks to our efforts, 100E front suspension top bushes are in the course of re-manufacture. So, we do sincerely hope that all members will promptly re-new their membership. We have kept the increase to only £1, as postage is going up yet again, this is already swallowed up. As always, to save postage, 1981 cards will go out with the first 1981 Club News, if you want yours earlier, send Karen a SAE with the form.

You will also find enclosed 2 vehicle record cards (VRC). These cards are important. We need to know how many cars of each type we have in the club. Don't worry, details are only for our use. We would not let any "government tax snooper" ever see these records.

It now appears that the proposed "tax on ownership" may have been defeated. It was a disgraceful idea anyway. With that sort of thing, the next thing they might have slapped a tax on could have been fancy door knobs or lawn mowers. However we must be on our guard. This present government seems capable of anything save running the economy properly.

Well enough of my ramblings, I hope you enjoy this edition of Sidevalve. Keep sending me articles and photos.

STEVE WALDENBERG.

SPARES REPORTS

Our new 100E spares secs are settling in to their new tasks. Yours truly S.W. is pleasantly surprised by the diminution in the daily mail and nightly telephone calls. Note that my telephone number had to be changed due to unforseen problems, it is now 678193. But I prefer letters (with SAE) as phones usually ring at inconvenient times (I'm eating, under the 100E in garage etc). I can concentrate once more on 93A range spares and on buying in/getting made the many items needed by members.

The 93A DRAG LINK has turned out to be O.K. So we can offer either your old ones re-conditioned for £12.00 or new ones supplied for £17.50

OIL FILTERS for 93A. After many trials and tribulations it turns out that Wipac still make them. So we now have plenty in stock at £3.50 post paid. And to think I've spent 2 years searching out a supply !

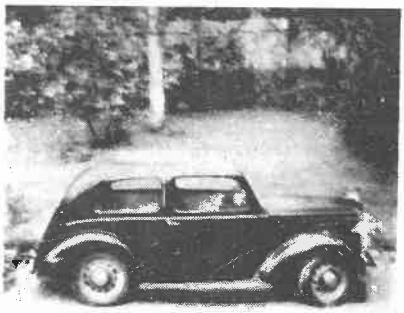
SHOCK ABSORBER 93A lever arm types. My supplier advises they can recondition these. Please send them to S.W. in Leeds but allow 3 - 4 weeks. Sorry but no idea of cost, send £5 deposit per unit. We will invoice later.

ENGINE AND GEAR BOX MOUNTINGS - 100E

Steve Myers reports a demand for these items. A re-make could be very costly, but it may be possible to have old ones re-conditioned. Would members with perished mountings surplus to requirements please let us have them. We can then see if a local firm can remove old rubber and rebuild them.
Of course, if members know of any garages with stacks of new mountings, please advise us.

U/J's for 93A types

Your hard working 93A spares sec has been in touch with a firm who recondition u/j's. The 93A u/j is obviously getting harder to come by and no doubt many members' cars could do with a replacement. Well, I have left the firm a sample joint and their MD is hopeful that they will be able either to replace the worn joints or completely remanufacture one to pattern. This latter step depending upon whether or not the splines are the same as modern cars for which he has the necessary cutting tool (broach). I shall report early next year on these.



Here's a photo of that rarity - a 2 door E93A Prefect. This one is owned by Oistein Berthean in Oslo. It is at present undergoing restoration.

European News

Public Affairs, Ford of Europe Inc., Brentwood, Essex England
Telephone: 0277 - 253000

MODEL A GOES MOUNTAINEERING

Searching test for 50-year-old Ford Truck

"It is my belief," wrote one J. Harrison in 1930, "that wherever there is a road - be it never so rough - there is a prospective commercial vehicle buyer, for the more inaccessible the farm or mill, the greater the need for a sturdy truck to carry goods to and from it."

And to prove his point, Mr Harrison took a new Model A Ford truck on a "machine-smashing" route across the Welsh mountains for the magazine Motor Transport, covering roads that had never before been traversed by a commercial vehicle.

The Model A completed the gruelling run without incident, and Mr Harrison noted in his report that it was "one of the most impressive motor journeys that I have ever undertaken."

And exactly 50 years later the same magazine has successfully repeated the run using an identical Model A truck from Ford's collection of historic vehicles which is housed at Swansea plant. Ford acquired the Model A for restoration in 1977 from Hertfordshire builder Arthur Field, whose family business had used the truck for almost 35 years to carry "millions of bricks". It had then been laid up in its shed for 15 years because Mr Field could not bear to part with such a faithful friend; it was only the impending loss of the shed due to a compulsory purchase order on Mr Field's land that prompted him to offer it back to its makers to ensure its permanent preservation.

Now the Model A has been restored as a replica of the first vehicle produced at Dagenham; despite its long working life, it needed only routine maintenance to put it back into working order. No mechanical components had to be replaced.

Accompanying the Model A on its historic run were two more antique models from the Ford museum, a 1937 Model Y 8 hp Ford, which sold for £100 new, and a 1946 E83W 10 hp flat-bed truck.

The three vehicles started from Rhyader (Powys) in a penetrating August drizzle to cover the first leg of the route over the old coach road to Devil's Bridge across the Elan Valley, a spectacular mountain pass bordered by precipices and rushing torrents that set the style for the remainder of the run.

Performance of the three old Fords was widely different; Motor Transport's technical editor, John Parsons, characterised the Model A as "surprisingly agile", while the E83W was slow but steady, with remarkable climbing power. And the little Model Y was extremely lively, with an excellent turn of speed. Its attractive styling and roomy interior were reminders of how far this first Ford designed specifically for Europe outpaced its rivals when it was introduced in 1932, and why its trendsetting appearance was so widely copied.

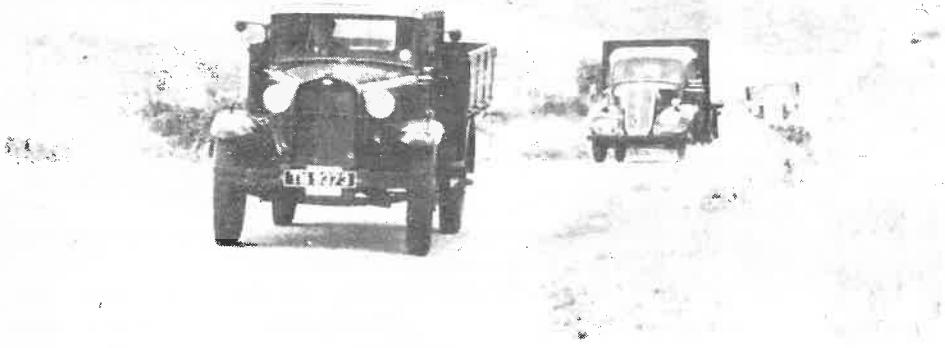
The route followed narrow mountain roads with gradients up to 20%, yet none of the vehicles had any difficulty in climbing the long hills. In fact the only involuntary stoppage for the Model A occurred after it had been baulked on the 20% gradient of the pass over the Cader Idris mountain by a modern motor coach. The truck was forced to crawl on a lower gear than it would otherwise have needed, and a bolt in the braking system vibrated loose. It was replaced in a few minutes during a photographic halt at the summit of the pass, and the Model A completed the run into Dollgellau without any further problems.

In fact, during the entire run the only adjustments needed were the tightening of the fan belt at the halfway stage, replacement of a spring in the driver's door lock - and after the Model A had finished the 160 km test, two plug leads came loose as it threaded its way through the crowded streets of Dolgellau.

This is the first time that any manufacturer has subjected its vehicles to such a searching test after such a long and arduous working life, proving Ford's confidence in the quality and durability of its products, even after half a century in service!

The Vehicles - technical specification:

	Model A Truck	Model Y	E83W
Engine	Four cylinders in line	Four cylinders in line	Four cylinders in line
Capacity	3288 cc	933 cc	1172 cc
Brake hp	40 bhp	22 bhp	30 bhp
Body	Dropside truck	Two-door saloon	Flatbed truck
Gearbox	4-speed and reverse	3-speed and reverse	3-speed and reverse
Suspension			
Front	← Transverse leaf springs →		
Rear	Cantilever	← Transverse leaf springs →	
Brakes	← Mechanical on all 4 wheels →		
Fuel system	Gravity feed scuttle tank	← Mechanical pump → rear tank	side tank
Length	4343 mm	3632 mm	3480 mm
Width	1715 mm	1372 mm	1499 mm
Height	1880 mm	1625 mm	1683 mm
Unladen wt.	1486 kg	699 kg	965 kg
Tyres	7.00 x 20 in steel disc wheels	4.50 x 17 in welded spoke wire wheels	5.00 x 18 in steel disc wheels
Price (new)	£210	£100	£251



CLASSIC CAR SHOW EARLS COURT

John Skinner reports

After the tragic fire at Ally Pally, the venue for this years Classic Car Show was hastily arranged at Earls Court for October 3rd to 5th, two weeks earlier than originally planned. The Club's stand was really impressive, with four first class vehicles and a photographic display, together with club books, regalia and car spares for sale. The show was yet another chance to see Yvon Precieux' 103E, flanked by Mel Smith's recently restored 100E Pop and Alan Bewsey's E493A Prefect, our fourth car was the model Y driven through the London traffic by Roy Mann from Sevenoaks.

Sadly on Press Day there were no model girls draped over the Ford Sidevalves as at Earls Court in years gone by, but the show still managed to give the club a useful amount of publicity and hopefully there can't be many sidevalve owners in the country who haven't heard about the club.

Horsham Vintage Transport Rally

The August Bank Holiday rally at Horsham has a good reputation for attracting a large number of unusual and rare vehicles and the entry for this year's event proved to be no exception; drawing a large attendance. This depite those arriving in cars having to pay 80p for the car park on top of the £1 entry charge.

Sidevalve and Y&C Club members turned up in force with no fewer than 10 Y's and Bruce arrived in his newly acquired E493A.

Ever since I joined the club I have been waiting to see a Model C and as one was entered here, I thought this would be my lucky day.* After having suffered engine misfiring on the journey from Portsmouth, the lone Model C finally arrived during the middle of the afternoon, to great cheers from the Ford owners, who descended on it from all directions to take a closer look at such a rare vehicle ! (Although a number of Model C's are still in existence, very few are in running order).

**(I'll have to get down to restoring that 35 C I got this summer for nowt...Ed).*

SIDEVALVE SIGHTINGS

A recent issue of the Historic Commercial Vehicle Clubs Newsletter mentioned a 1955 ex-Civil Defence Fordson E83W van for sale, regn.PXP 982. The vehicle was described as being in good running order very original and a good buy at £50 (that **is** good value if true). For details contact the Caretaker, Sea Cadets, Mellison Road, London SW17.

A 100E Prefect in very original conditon is for sale in Steyning, W. Sussex. It is reported to have a genuine mileage of only 15,000 and 2 owners.

Local Meetings

WORCESTER - Dave Prosser would like to start local group meetings in the Worcster area. If you are interested please contact Dave at 9 The Vilage, Powick, Worcester, suggesting a time and venue where meetings could be held.

Club books and regalia

due to problems with supply, I had until recently, been out of stock of workshop manuals for 93A/103E and lapel badges. Consequently many orders have been delayed. I am now pleased to say that all items are now in stock again, but the leather key fobs are in short supply, which means that this line will be discontinued in the near future, unless new stocks can be obtained. We have also ordered lapel badges feturing the following models:-C, 7W, 7Y, E494C & E83W pick up. Why not collect the whole set ?

We are also looking into the possibility of having woven badges made (ideal for anoracks and overalls) and also sweat shirts. Watch out for announcements.

There is an order form for books etc enclosed with this issue (I hope).

John Skinner

A Letter from New Zealand.....

As you may recall from August Club News, our self confessed sidevalve fanatic in New Zealand, Dave Green asked me to send him a copy of "Picture a Ford" as well as our own book, 'A History of the Small Sidevalve Fords' of course. I have since received from Dave a letter about his experiences with SV's in NZ, which is reprinted below:

I have finally succumbed to the needs of the family and sold our 1960 Prefect. Bernadette is only 8 months old but she takes up a lot of room! It had done us well, costing $150 apart from fuel in 13,000 miles. It helps to do all the work on a car yourself. I've only ever had a couple of things done by a garage, things I didn't have the tackle for. On one occasion I was charged $30 and after some discussion about the job, paid $8.50. We have now gone extra modern with a 1965 Cortina.

Progress on my 1933 Y has been rather slow after completing the mechanical work about a year ago, with panel beating and woodwork yet to do. The chassis number is Y 40558 and there is a number on the floor cross member 166/387. On the dash is an enamelled badge "Dispatch Motor Co. Ltd. authorised Ford Dealers, Southward Bridge Road, SE1" which, I assume, means it was imported built up from England. It has a chromed insert in the dash which holds the speedo etc., cloth upholstery, ash trays above the rear seat, arm rests, rope hand grips by both rear doors and even chrome headlamp and windscreen surrounds. These all point to it being a de-luxe model. It has vents in the roof also which I think must be water run-offs from a sunshine roof. I have an early parts manual which doesn't mention anything about ash trays, but it gives another clue about the car being English assembled; there is no tail light on the right rear guard whereas NZ assembled ones did, still using the 32 tail lamp. The car does not have its original motor, so I have fitted one which I reconditioned (No. Y205693). the car has 24,400 miles on the clock, obviously the second time around. Ford Y's were originally brought to NZ by the Coloni I Motor Co.Ltd, who have a Ford Y that has done only 28,000 miles with one owner. If any member can enlighten me on the points I have mentioned, I should be pleased to hear from them.

I have owned quite a fair selection of Sidevalve Fords over the years, buying and selling them regularly. In NZ only pre-war SV's are thought worthy of restoration. I have seen one 100E in a museum, but elsewhere 100E's are just cheap transport. they are quite numerous as also are 51-2 Prefects. Spares are plentiful for these, whereas not so easy for the pre-war ones. Gaskets easy, but oil filters scarce (Club has plenty Ed.)*and there are not many firms who will re-white metal the big ends. Jumping out of second gear was a pain until I found out about placing a spacing washer in front of the rear shaft bearing, it works.*

Some photos are enclosed which I hope will reproduce OK.

Dave Green, 7 Okato Place, Masterton, NZ.

Model Y owned by Colonial Motor Co.

Dave's Model Y before restoration

HUGH KENT WRITES ABOUT HIS GROUND UP POP RESTORATION

INITIAL GOOD LUCK

It was a crazy thing to do really, buying a car that we knew absolutely nothing about. We didn't even know if we could get spares for it and we certainly hadn't thought where we were going to keep it. But amazingly and suddenly, things started to happen.

Firstly, our aunt and uncle gave us the use of their old coach house for a garage. The size was perfect - enough for three cars and it had a pit. But it didn't have electricity and so for the first year we managed without a light or power for tools. One winter was quite enough without these creature comfortsand we've now installed power.

Secondly a friend of ours bought an old Ford Pop for customising, and offered us everything we could take off it. This is a great advantage of restoring Pops. In a way the "Custom Boys" have done us a great service by discarding many useful spares and also many firms have set up to serve the custom market with spares which can be used for original restorations as well.

Thirdly, our Pop had had many modifications, not least of which was the fitting of a 100E engine. We had decided at the outset that if we were going to do a restoration job it had to be to the original condition in **every** detailand this meant getting hold of an 1172cc 93A engine. We came upon one in Manchester, complete with gearbox, fully reconditioned and with only 10 miles clocked up. £40 was asked, never have we parted with £40 so quickly !

Motives for the restoration

At the outset, we thought we'd have it on the road inside a weekend, but once we started it's hard to stop, especially as the more we discovered, the more the car proved worthy of a 100% restoration to the highest standards. I am definitely not a mechanic, but my brother is a genius with cars. He can pick out a slack tappet at 40 yards (*that's no easy task on an E93A engine Hugh...Ed*) So I thought the best way to learn about cars would be by practical experience, so I became his apprentice, happy with the scraps of knowledge and iron filings that happen to fall from his workbench. In addition I'm chief researcher, stores man, diarist, PRO, photographer and general dogs body. It's a happy and effective division of labour.

Early Inspection

The main body shell was virtually free of rot but the wings were pretty rotten especially where they bolt onto the car, although they were not beyond repair. Because it was old fashioned even before it came off the production line, the previous owner had carried out some modifications which has made restoration to original condition more difficult. The 100E engine had been fitted with some modifications to the floor panal, the electrics had been converted from 6 volt to 12 volt and non-original headlights and Mark 1 cortina sidelights had been fitted, all of which were operated by a Viva control arm fitted to the steering column. . . good grief!

Inside, the dashboard had been peppered with non-original clocks and gadgets, the fabric roof leaked like a sieve and the headlining was rotten and torn. Where water had collected in the roof channel just above the driver's head, there was also considerable rot.

The chassis was in perfect condition as were the front and rear bulkheads. This was surprising as Pops were prone to rust just behind the feet of the rear passengers, in the boot and where the battery stands on the front bulkhead.

All in all, the car was eminently restorable, with all the important areas well preserved.

Meanwhile, I was busy researching. . . . . .

The World's Lowest Priced Car!

There are at least four generations of Ford Populars ranging from the original 'Y' model "Popular" (1932/37) to the present Escort "Popular". This can make research very confusing.

The 103E Popular was made at Dagenham from 1953 to 1959 during which time 155,000 were made. In 1956 it was advertised as the worlds lowest priced car, costing just £391 (£130 of which was purchase tax), and its proven relliability and sturdiness guaranteed it a world-wide market.

The 'pop' comprised the Anglia (E494A) body and the Prefect (E493A) engine and this makes it a good car to restore. It's basically a late 1930's design, and yet wasn't produced until 1959.

The 'Pop' is by no means a luxury car, although a 1958 Motor Report describes the rear as large enough to "allow two gentlemen to wear hats and stretch their legs in comfort". However, people sitting alongside one another in the front have to keep their elbows tucked in because it is so narrow which, together with the instrument lighting which gently illuminates the front floor at night can make motoring a very intimate experience ! . . . . But on with the restoration . . . . .

Before Restoration
JEJ 813 : 1956 103E Popular. Justin & Hugh Kent

The First Big Mistake

The first big mistake was, having stripped absolutely everything off the car, we should have had the whole thing sandblasted. This would have saved us the hours and hours painstakingly spent on scraping and derusting the chassis and body.

Instead, we steam cleaned it off and winched it up in the garage so that it's nose was in the air and the boot was sitting on an old mattress bought for 50p from Oxfam shop. This worked well and the car suffered no ill effects, but scraping that chassis with an old paint scraper was no fun and we've still got the scars on our knuckles to prove it. At one point the scraper was hurled violently at the garage door and the handle broke off making the job even more difficult, but after exactly 118½ hours of knuckle bleeding, the chassis was scraped clean. It was then treated with "Trustan" and/or "Rust Eater", plus two coats of "Bondaprimer" and finally, 8 coats of Chassis enamel. In retrospect, we think this was really too much paint especially if you make another big mistake . . . . .

The Second Big Mistake - Utter Desparation !

The second big mistake was made trying to get rid of rust. On the body, we took no chances, and, having installed electricity into the garage we ground out any rust altogether so there's no way we're going to have those rust pimples coming through where it shows.

However, the chassis was done before we'd installed electricity and it was impossible to get into all those paint filled rust pits. We did use "Nitromors" paint stripper and a wire brush, but it's difficult to do a thorough job. We think the real mistake was in grinding off the protective hard phosphate layer of "Trustan", which, of course, destroys the whole object of the treatment.

Consequently, as you will have guessed, the rust has come through again on the chassis - suicide was not good enough ! This now makes the 10 coats of paint already on it, a disadvantage because they will harbour moisture and protect the rust pits from further treatment.

Our Triumphs !

But it' not been all despair. The repairing of the body work has been our finest hour ! We've had three of the original wings welded and have spent hours getting them ready for the respray. It would have been nice to use lead filler, but we've used fibreglass instead. Amazingly, we were given a brand new fourth steel wing by a grateful farmer after we we'd put a new engine in his Pop.

The bodywork has to be a perfect job, because the slightest blemish will be exagerated by the Pops curvaceous shape and the proposed black finish.

Another major triumph was getting new suspension shackle bushes. We wrote off all over the country without success and finally found some in a little factory right on our doorstep in Stone. This factory has also provided new engine mountings.

It's taken £687 and 1180 hours to get to this stage where it's ready for the respray. The final total coat is estimated to be over £1000 which includes the original purchase price of £200.

The Current Situation

Everything is still stripped of the car, and all the parts have been restored (sometimes twice !) The bodywork is now restored and primered and ready for the respray. Everything will be sprayed separately before reassembly, a nich touch being that the wing piping will not be covered in paint. Alot of dust falls from the roof in the garage, so we've erected a polythene membrane that builders use to line foundations and is available from builders merchants.

So far, despite the desparation mentioned earlier, we've no regrets. The Pop is certainly a good car to restore particularly as a first effort.

To date, according to the diary we're keeping, we've spent 1180 hours and £687 on the restoration (This includes the original £200 purchase price). We estimate the final total cost to be over £1000 - we'll be in the doss house but the car will be in the Ford Museum - such is restoration work !

"LADY JANE GREY"

You may have met Jane at a club or open rally, and may be interested to know something about her. She's a 100E Anglia deluxe, first registered on 1st June 1956 and finished in Corfe Grey (hence her name), registration number SXT 809.

We bought her in October 1978 from an old gentleman in Leatherhead, Surrey. He'd had her from 1959 but had to part company due to his advanced age. Jane had originally been owned by Rank (of Rank Hovis McDougal) for one of their directors, so we're the third owners.

Her condition in 1978 was almost at it is now. Regular careful servicing and low mileage (62,000 in total but according to the MOT certificates only 700 - 2000 miles a year since 1968) has enabled Jane to survive as possibly one of the best of her type. No underseal was ever applied yet the whole of the underside is rust-free and with the original paint. Similarly although the seats were recovered in 1960 they look much newer. We had originally intended to use her as a second car though after a lot of detailed cleaning and tidying inside and out she's now almost entirely for shows and pleasure trips only. One reason why we don't like to use her much is that drivers of modern cars don't seem to have any regard for our sort of vehicle and councils seem to encourage this attitude by scattering chippings from road re-surfacing wherever we go!

A number of commitments and illness has kept us from entering many rallies and it was only this year that we started to do things properly. Out of six events we gained three first class awards and one second class award. In the latter we parked next to a Rolls also in our class but we still beat it!

This winter should see the engine out and wings off primarily for cleaning and painting. A number of new parts have been accumulated so we're hoping for a good season next year.

MIKE DAWES

WANTED

Two stop/tail lamp lenses for '56 Anglia (part no. 100E 13450C) Must be new - mine have faded. Will swop for two later model lenses (part no. E150-NC-1) if required.

Mike Dawes.
25 Dundas Gardens, East Molesey, Surrey.

HOLLAND 1981

I have taken over the organising of the Dutch trip. Full details will not be available by the time the magazine is printed, but if you are interested in going please send me a stamped addressed envelope as soon as possible for the entry form.

Basically the event will be takening place at the end of August and will last for 10 days, though if any members only want to go for a shorter period this will be possible. The trip will include ('hope') two major concours meetings, a visit to the national automobile museum at Leidschendam and other places of interest. Accommodation will be by camping or guest house according to individual requirements.

Ferry crossings will be arranged from Hull and Harwich. The number of places in the party are limited so you are advised to send for details early. Places will be allocated on a first come, first served basis, although as this will be a prestige event, preference will be given to ensure that there is as wide a range of vehicles in generally as good a condition as possible.

Mike Dawes.
25 Dundas Gardens, East Molesey, Surrey KT8 9RX.

NORTHERN SIDEVALVE DAY 1981

At the time of writing, I have not finalised the date for next years event. However, we are planning a bumper rally together with the Morris Register Standard Motor Club and probably the Mk1 & 2 Clubs early in June at Templenewsam Park, in Leeds. There will be the club's AGM and a dinner on the preceeding Saturday at a good hotel in north Leeds. For those wishing to stay in Leeds for the weekend, accomodation lists can be obtained from the **Tourist Information Centre, Calverley Street Leeds 1.**

If members in the Nottingham area wish to tie in with the Austin 7 clubs do at Woollaton Park, then perhaps Barry Draycott might care to arrange a club display there.

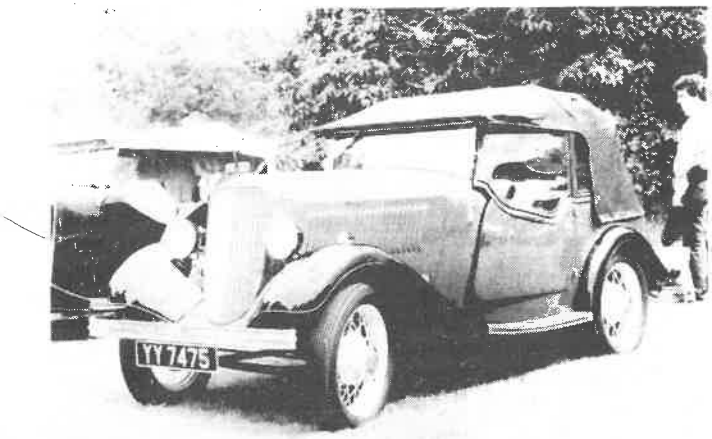
Southern Sidevalve Day Photos

Ford's very own model Y up from Swansea for the day. This car won the "Car I would like to take home" award.

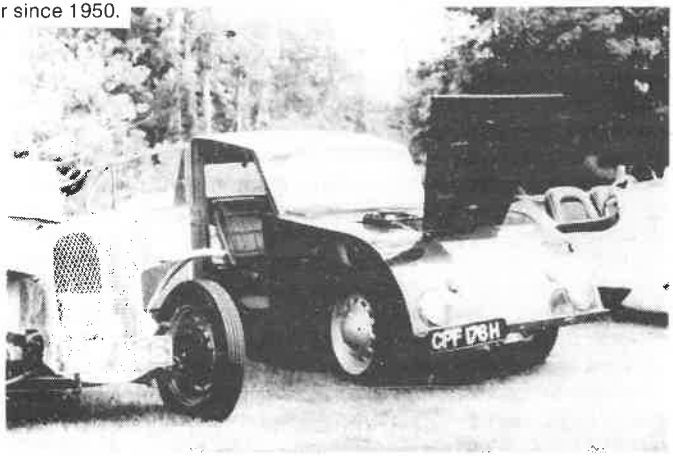
The Club treasurer's 100E Anglia, concourse as always, nice one Mike.

The Ford Motor Co's TUG, actually street legal. Note the Leeds regn number TUG, pity they had to use one with an R !

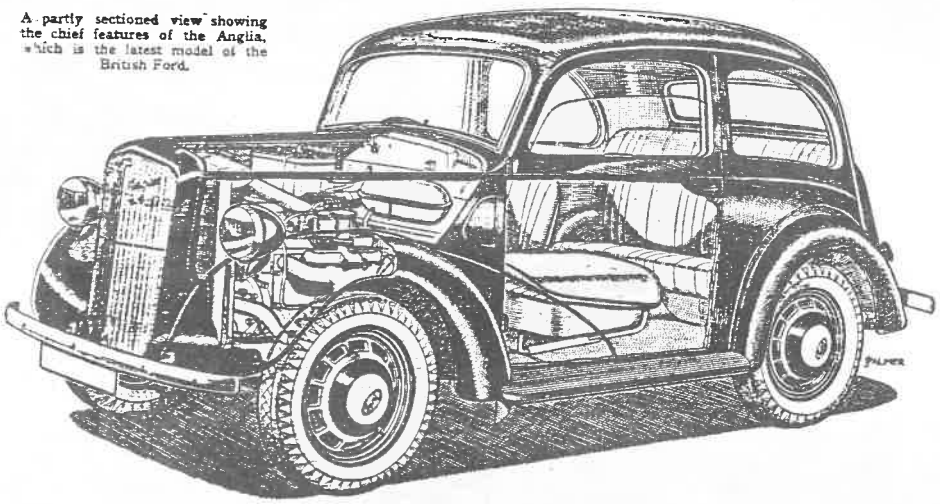
Keith Copps 1932 Short Rad Y tourer. A visitor from Canvey Island, the other Y tourer came 4 miles from Sutton, Surrey !



Mr Priors immaculate E93A Prefect - look at the reflection in the paintwork. this car has done 217,000 miles and has been owned by Mr Prior since 1950.



The Club sec's amazing E93A based special. Also alongside one of the two Dellows that attended.



A partly sectioned view showing the chief features of the Anglia, which is the latest model of the British Ford.

Ford's First Wartime Model

SOME NOTES ON THE ANGLIA E04A .... *Peter Fawcett.*

When considering the post-Model Y development of the 8h.p. Dagenham Ford, from the 7Y to the E494A (and, indeed, as far as styling is concerned, to the 103E), the square-nosed E04A appears like a hiccough in what was otherwise a rational progression. Since the E04A is now perhaps the rarest variant and since its styling sets it apart from its close relations, then perhaps some notes and reflections upon the model may be of interest.

The 7Y was undoubtedly the most handsome variant of the post-Y 8h.p. body, especially when fitted with that delightful soup-bowl spare wheel cover. Admittedly, a projecting boot, as introduced on the Anglia E)4A in 1940, was a useful facility, but it wrecked that beautifully-detailed rear end of the 7Y. Unfortunately, the Anglia also eschewed those charming 'scrolled' bumpers of the 7Y, the front of which retained the central 'dip' introduced on the long-rad Y type. But the major changes were to be seen in the interior, where the spartan 7Y dashboard with its curious rectangular instruments was replaced by a bakelite affair with central speedometer (continued until 1953 with the E494A) and in the design of the radiator grille, bonnet and side panels where the pre-war rounded grille and folding bonnet sides were replaced by an upright angular grille and fixed bonnet sides. The ensemble was almost architectural in its severity. I never understood why Fords tooled up for such a fundamental styling change in 1940 only to revert to pre-war styling (albeit with double aperture grille) for the E494A late in 1948. As five of those eight years represent war time, then presumably production was very small indeed. I should welcome comment from our historians on this.

When introduced in 1940 the E04A Anglia (a model name to live on until the demise of the 105E in 1968) was catalogued in standard and de luxe form. The de luxe version was endowed with vestigial running boards of doubtful value whereas the standard version remained shorne of these appendages. Internally, the De luxe enjoyed a more elaborate dashboard (with clock) as fitted to the later E93A and all E493A Prefects, whereas the standard model had the familiar

'Art Deco' bakelite affair found in all E493A's. I have never actually seen a post-war **De luxe** E04A with running boards and I wonder whether this feature ever graced a post-war car: perhaps our historians can respond to this.

Whilst the chassis followed the pattern established by the 7Y, the engine gained a timing chain to replace the fibre gears of the 7Y. That bizarre vertical post mounting for the dynamo seen on the Y and 7Y (and C and 7W) was replaced by a more conventional bracket arrangement fixed to the cylinder head studs: I also fancy that at the same time the single water outlet block replaced the double water outlet type, but I cannot be certain. However, post-war cars reverted to the fibre timing gears owing to a shortage of high-tensile steel in timing chains. The only discernible changes to the body during production included a revised radiator grille for 1947 where the Anglia badge attached to the grille slats was replaced by 'Anglia' printed in a deep chrome grille surround. The 1940 cars are shown with bonnet handles (and boot handles) but post-war cars had a crude carriage lock as on 103E boot lids. The post-war E04A began the fashion for aluminium-painted wheels, a retrograde step in my view, and the painted hub-caps had chrome inserts for the de luxe version only (revived for the E494A). The car, as introduced in January 1940, was available with black or blue coachwork in standard form, whilst De Luxe buyers had an additional option of grey. The commercial variants retained the 7Y frontal aspect and no alternative body styles were offered, but a handsome if somewhat over-bodied prototype convertible was constructed just after the war: this car still survives.

*AND SOME NOTES ON THE ENGINE **

The foregoing notes on the E04A Anglia refer to some changes in the design of the Ford sidevalve unit: perhaps the following notes on the development of the engine may elicit more detailed information from our more erudite members.
Early 'short rad' Y engines had a narrower block than their successors and were fitted with 18mm. sparking plugs: they also had exposed main bearing bolts.
However, the wider block (whose lateral dimension continued until the demise of the 103E) was introduced early in 1934, presumably when the 1172cc version (and the ModelC) demanded a different block to accommodate the different cylinder dimensions: whether the enclosed main bearing bolts were introduced along with the new block is uncertain. Whilst all pre-1939 engines had fibre spur gears for the camshaft drive, the gear wheels after 1935 were slightly wider than those fitted to earlier units. As already indicated, the post-war E04A cars reverted to fibre timing gears but was this the case for the early post-war E93A's also ? Historians please comment.

A change in block width has already been mentioned but to add to this already complex picture, the early (1939-40) timing chain-endowed engines had a shorter block, pistons, and valves than their post-war counterparts. The former used valves numbered E93A 6505B and E93A 6505E: avid autojumblers will recognise that these are still in plentiful supply, as indeed, are the shorter pistons. The later, taller, block introduced in 1940 may be identified by a large 'L' cast in the upper part of the block near the engine number. The immediately post-war engines with gear-driven camshafts have 'E04A' cast in the upper part of the timing cover rather than a stamping.

AND SOME NOTES ON FORM NOMENCLATURE .....

Having always been fascinated by the origins of model names, I welcomed John Charlton's recent notes on Ford 8h.p. and 10h.p. nomenclature: perhaps the following will serve as amplification:-

a) The first letter denotes the country of origin.
b) The first number denotes the model's year of introduction.
(one digit for pre-war cars, two digits for post-war).
c) The final number indicates engine size (4 = 8 h.p., 3 = 10 h.p.).
d) The final letter indicates the body type (A = passenger saloon, C = commercial, W = semi-forward control commercial).

Thus, E494A is English, was introduced in 1949, has an 8 h.p. engine, and saloon coachwork.

* *I am indebted to Ian Smith of Woodbridge for much of the data.*

OLD MOTOR SHOW, LEEDS September

The club had a display here, featuring Mick Cassidy's E493A, John Rhodes 103E and Terry Armitages 100E. Many clubs spent a small fortune on very impressive stands, ours was rather simple. In the event it was just as well, the show was a financial disaster for the organisers and probably so for those clubs who had erected lavish displays. Personally I don't feel that attending such events is really worth while. Joe Public won't spend a pound a head to see a collection of 'old cars' and we don't need to appeal to owners of other clasics anyway. I think it is much better to organise or attend good vintage rallies at open venues in the summer.
Steve Waldenberg.

NOSTALGIA
Here we see Rod Hawkins with his 1940 E04A Anglia and the RAF Historic Flight's 1945 Lancaster.

ROD HAWKINS WRITES FROM RAF, GERMANY

Steve Waldenberg requested an article on running my car in Germany (the one mentioned in the last Club News) when he supplied some small spares. When they arrived the Anglia had let me down badly, for the first time for several years, by stripping the pinion gear. However a quick return letter produced the goods so the car is now running daily from my house to work, thanks to the FSOC.

I bought the car in 1972 in a dismantled but refurbished state. The previous owner had however replaced the dash board with a wooden one and put a vinyl roof covering over the complete roof to the line over the boot.

I spent the following year rebuilding the car and engine as a means of keeping me occupied when on stand by duties with the RAF. When the car was completed, I used the car as a normal run about for several years never realising that the car was indeed fairly rare. Nothing was considered too far for this car with regular trips from Norwich however was a little eventful. Pulling or rather attempting to pull away from the traffic lights resulted in no movement. The clutch appeared to be engaged but to no avail. Then it was noticed that the speedo was showing movement; yes, you have guessed it, a broken half shaft. As towing it was impossible with this problem my wife and I returned to Kings Lynn by bus. The next day I returned with a spare back axle and within 1 1/2 hrs., and a few strange looks as I worked on the roadside, the car was mobile again.

Shortly after this the car spent a year in Germany as my wife (being German) had a job there. This was when we realised what fun it was to own this old car. The journey out via Dover-Zeebrugge resulted in applause from the locals and hoots of appreciation from the overtaking cars and lorries. In fact everything overtook except perhaps push-bikes! For those who have not driven on the continent there is no speed limit on the German motorway and those on the Dutch/Belgium roads are ignored. Speeds of 100 mph are common with the general traffic flowing at 80 mph. Well there I was racing along at 50 mph for 5 hrs and I felt as if I was on a pushbike. Everything as it passed either hooted, stared, slowed down to look, clapped or just couldn't believe their eyes. But I had some fun and she arrived at my wife's house without missing a beat. There she remained for a year during which she (the car) was used daily without any problems. I was however regularly being telephoned as I was working in the U.K., with questions like 'she is having this noise, will it be alright' 'it goes glonk glonk in the gearbox' and the classic 'I have put the oil in the wrong hole, I think!

'Yes you are right, the oil had been put in the radiator. Trying to instruct the wife over the telephone how to service the old Ford is altogether difficult so my monthly visits to Germany (1975/76) my cousin-in-law was married, so the Ford was used as the wedding car.

The same couple have just had a son so the car will be used next month , November 1980 as the christening car.

The car returned to the U.K. in 1976 for an overhaul and a respray as the old paint, not original, was cracking badly. The body was completely stripped of paint, 13 layers, which took 3 weeks and then repainted. I then used it as a regular transport again as at the time I was flying on the Lancaster BMK1 at Coningsby.

The car was ideal crew transport as the aircraft was 1945 and the car 1946. (John Norris has a copy of this photo).

I returned with the family and car to Germany in 1979 and then joined the FSOC having read about it in a Motor magazine. The biggest problem with an old car in Germany is that there are no more spares available and no scrap yards with anything older than 10 years, in it.

The Germans are a tidy, regimented nation that changes its cars regularly to keep up with the Jones', or here the Schmidts!

Therefore there are very few old cars and any that have survived attract considerable interest.

Also the German M.O.T. is very stiff with no concessions for old cars. I have had to fit 4 way flashers and extra rear lights to meet these regulations. (The E04A had only one rear light). The flashers are motor-bike stalk flashers on brackets mounted on to the bumper and the rear lights are of the same design and fitted in the same positions as the later Fords. I also had to convert the electrics to 12 volts to increase the candle power. This was done by using a Land Rover generator and coil, I have retained the 6 volt starter motor which handles the extra power with no problems. (No problems now with starting on a cold morning).

I also have retained a 6 volt bus-bar tapped from the battery for the rear window heater, trafficators, heater fan, petrol gauge etc., which is made live when the ignition is on by using a telephone switch board relay. The electrics work very well and apart from the larger battery it all looks standard.

The rolling road brake test produced 57% hand brake and 82% foot brake efficiency so those old cable and rod brakes are good if set up correctly and maintained. The other addition required was a side mirror on the off side (the passenger side out here) which was difficult to fit with satisfactory results due to the angle that the door lies at. Looking in the mirror still results in viewing either the rear part of the car

with very little else or the pavement on the other side of the road.

Anyone who has an original, or of that period a mirror I would like to hear from them. In fact since joining the FSOC I have been keen to return the car to its original state but this is very difficult as I am unable to attend any rallies to view other examples and question other owners.

At present I am looking for a Ford oval grill badge which has a red background and a new dash. Also when I find a supplier of rubber and materials* for the hole in the roof I will remove the vinyl roof. Perhaps the club could publish an article on this operation as I feel a number of owners must have leaking roofs! X

I also notice that a 1947 owner is asking for running boards. Surely they were only fitted during the war ? However I hope to be able to attend the International Rally in Holland in 1981 so I will be able to ask the experts about these minor points.

For the future I can see the car requiring new spring rubbers bushes and would like to know if it is possible to replace these and those on the axle housing. Also the axle housing appears to have same wear where the wheel bearing runs. Does the club know how or where it is possible to repair this surface. Mine show signs of bearing snatch caused by poor greasing retainers will also need replacing which could be difficult without the correct tools. Has anyone tried the operation ? If so, why not write to the club so your experience can be useful to others. A tip I have learnt, when replacing the pinion, is that the rear spring can be expanded by using a normal 8" G cramp. The cramp is fitted between the spring eye and the spring hanger. Care is required but it works.

In conclusion this car has given me tremendous fun and has been a good work horse. Germany gives me the problem of spares but this is sometimes counteracted by the interest and help shown by the locals in trying to solve some of the problems. For instance, L10 plugs are plentiful here, but expensive after it was found that tractors use them. As Dave Turner says in his very good book 'small Sidevalve Fords'travelling in an upright Ford is a characteristic method of travel, that of bouncing up and down in high frequency bounces on the seat a distance of about 1/4 mile for every mile along the road. Add to this the view of those ladies legs to be seen just over the front occupants' shoulder, one realises that driving a Ford is fun, particulary as here in Germany there are miles and miles of cobble roads !!!!!!!!

* (Paul Beck, Woolies & Edgware Motor Accessories do the rubber, S.W. can get the cloth)

X An article has appeared in a past Sidevalve on this job, or consult Workshop Manual

PUTTING THE PREFECT IN THE PICTURE !

COLIN O'NEIL, DUBLIN.

When it comes to TV advertisements it would seem that the Morris Minor in all its variations, reigns almost supreme as the choice of car used. We have all seen ads. for products ranging from perfumes to crunchie bars, not to mention soft margarine and nasal sprays, which feature this most British of cars. However, the Minor's virtual monopoly may not last much longer. Perhaps our sidevalve Fords can displace it.

Recently, a new ad. has been shown on TV in Ireland for Glucoplus, a glucose drink, and it is intended to show this ad. on British TV shortly. The star of the ad. is a shiny black 1949 E493A Prefect which is being pushed uphill by some exhausted-looking young men, obviously in need of Glucoplus. Towards the end of the ad. the car is at the top of the hill with everyone resting. The mildly humourous ending shows the car starting to roll by itself down the other side of the hill, much to the chagrin of all concerned.

I met the owner, Tony FitzGerald, who tells me that he has used the Prefect as his everyday car for several years. It is frequently seen in Dublin traffic and is particularly eyecatching with its whitewall tyres. The car is very well maintained throughout and has been fitted recently with a Newfords reconditioned engine.

For the ad., the car was prepared with a false number plate. The real number is ZJ 2828, a 1949 Dublin City registration. Although the advertising agency wanted the car for half a day only, it took an entire Saturday to make the ad. Countless "takes" had to be made before the film crew were happy.

In the final shot, Tony is actually steering the car but is crouched out of sight and operating the brakes. He had to rely soley on people shouting directions to him to prevent the car wandering off course.

Lastly, Tony tells me that his father has a Y model Tudor with little more than 40,000 miles up, which has been in the family since new! I must hasten to point out that the Y is not used as an everyday car, being kept for rallies only.

The accompanying picture is one of the final frames of the advertisement.

This car turned up at Battersea Park this Easter. So although the owner a Mr. Wicks is not a club member, we do know a little about it. Apparently the car was abandoned by a German tourist in the 1950's when it broke down at the present owners garage in Essex and was traded in for a British car! We are still trying to trace Mr. Wicks address can anybody help or provide more details of Fords German Sidevalves ?

NOTE the running boards and bumper which are different from the prototype.
The general aspect resembles the prewar model 22 V8 Ford in much the same way as the C resembled its V8 predecessor.

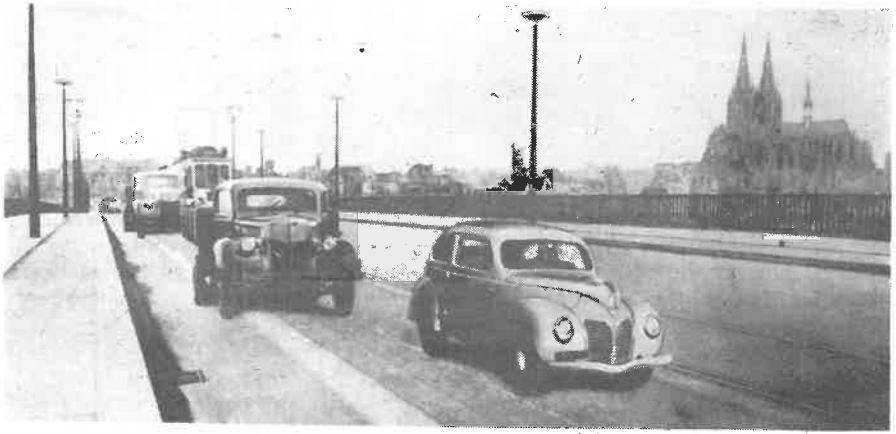
GERMAN SIDEVALVES

One of the rare vehicles mentioned above in this issue is the post war German Ford G73A Taunus, which I suppose can be classed as the final 'E93A' type designed by Fords.

Whilst we know very little about any German Fords the G73A was the first car produced by Fords Cologne plant after the war. Although the pre-war Eifel was based on the UK 'Model C' by 1939 it was 100% German made and in fact continued in production until the war unlike the UK version which was replaced by the 7W and 7Y, the predecessors of the Prefect and Anglia/Popular ranges in 1937/8.

Post war, Fords presumably did a re-design of the 'C' - retaining the basic mechanics of the 1172 cc sidevalve engine and produced a car very similar to a cross between a C and a two-door Prefect (yes they did (do?) exist!). The characteristic bath-tub shape, wider at the bottom the top, was retained but whether a separate chassis was used I'm afraid I don't know - nor do I know the date when the model ceased production. Below is a Montage photo of the rebuilt Rhine bridge at Cologne with the phototype G73A.

However there is at least one such car in the UK - 47 ALO a 1949 model pictured here at one of the John Carter rallies in the early 1970's.



(photo courtesy Chris Sanders)

JOHN CHARLTON WRITES ON
THE FINER POINTS OF REBUILDING AN ENGINE.

When re-building an engine always check the mating surfaces for warping. The cylinder head can be checked by using the edge of a steel rule. Place the rule across the face of the head and try and slide a 1 or 2 thou. feeler guage under it. Repeat numerous times at different angles all over the head. Any warping of more than 2 thou will mean the head will have to be re-faced on a surface grinder - not a job for amateurs - this will have to be entrusted in the hands of a good engineering firm.

At the same time a job well worth doing is to face up the cylinder block. With all the valves out and head studs or bolts removed rub a good oil stone all over. The stone MUST be in good order. Use paraffin as a cutting medium. You will be amazed at the bright rings around the stud holes which will immediately appear. These are where the metal has stretched up and are a common cause of cylinder head leaks. Another part of the engine well worth a rub with the oil stone is the tappet chamber.

Similar treatment is required with the oil pump - this is the heart of the engine - remove it from the block and remove the base by unscrewing the 4 bolts. Examine the inner surface of the base. It will undoubtedly have two 1 inch circular grooves scored into it. Rub the plate on the oil stone, again using paraffin as a cutting agent, until all traces of the scoring are removed. Thoroughly clean the body of the pump being careful not to damage the mesh filter. There are 2 bolts on the top of the body. These retain the hood. If they are disturbed don't forget to make a new gasket. The pump should then be mounted in a vice, gears upmost. Rub the oil stone on the body until the stone just starts to touch the face of the gears. This work will restore the pump to its original state and it will deliver its designed pressure.

Sump gaskets - remember the rear oil seal is fitted AFTER the sump gasket so the ends fit on top of the ends of the gasket. Head gaskets - fit dry or at the very worst a smear of grease. If using a torque wrench remember the stud threads must be DRY and free from OIL otherwise the readings will be wrong.

Finally when Ford rebuilt an engine under the factory exchange scheme they stamped the prefix 'R' in front of the engine number. If the bores were more than 10 thou oversize the suffix 'C' was stamped after the engine number. The 'R' stood for 'reconditioned'. The 'C' stood for 'commercial' as the oversize took the engine beyond the designed horsepower and thus into a different Excise Duty class - commercials went by unladen weight and not horsepower.

STARTER MOTORS

I have had several enquiries regarding starter motors that refuse the work when fully tightened and have just had the same problem with my own. This only applies to pre 100E. The fault is arising from the armature shaft being a fraction too long for the body when the motor is tightened it grips the shaft and will not allow it to turn. A temporary cure is to insert two washers, one on each mounting bolt. They go between the motor body and the rear plate. A lasting cure is to remove some metal from the bearing at the front of the motor.

LUCAS ELECTRICAL EQUIPMENT

All Lucas stuff has a dating code stamped on it. Note the word stamped it is not cast on it. It is quite simple they use figures representing the month and last two digits of the year of manufacture. E.g. 11/49 will be November 1949; 5/56 will be May 1956. Every piece of equipment will have the date of it:- dynamos and starters, as well as the part no. and voltage and direction of rotation arrow, have it somewhere on the body. C.V.C. regulators have it on the side edge. Coils stamped on the bottom; distributors are stamped on the metal near to the part no. When trying to date a car or lorry from the electrics don't forget that they could have all been renewed at the one time or another. One of the parts which is very rarely renewed is the humble dip-switch and this has its number stamped in the mounting flange. People often say that this system of dating is not accurate but just think of when a component firm is on strike how long is it before production stops ?

My next article will tell how to date vehicles from the markings on safety glass.

FITTING REAR FIBRE GLASS WINGS 103E

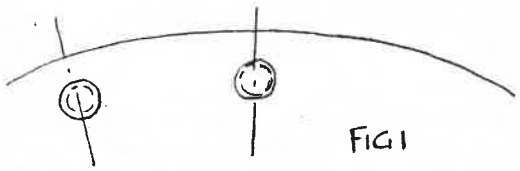
D. LAXTON

The best stock heavy duty wings are produced by Devon Mouldings at Oakhampton. I drove to their new factory and chose mine from their stores, I found the only thing wrong with their wings was that when they had trimmed them from the mould the outside bead was not exactly the same width.

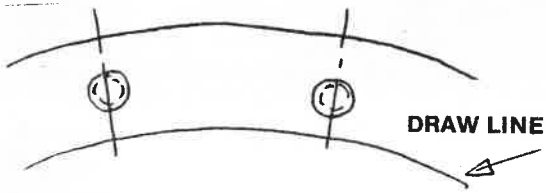
Remove your rear wing from the body by removing 9 set screws, I suggest you wire brush and soak the back of the screw threads which protrude into the boot area with plus gas. Once the wing has been removed it will reveal perhaps severe rust or superficial which you should treat with jenolite. When you are satisfied that the rust is neutralised, I think a good zinc undercoat should be applied, this will help keep the rust from eating into the body.

Follow this zinc undercoat with a primer filler and then 4 top coats of the correct colour cellulose, rubbing down between each coat. Once you are satisfied with the finish etc. on the body you are ready to start with fitting the wing onto the body in the correct position.

1. Draw a line with a coloured felt tip pen through each tapped hole on the body square to the wheel arch. See fig. I.

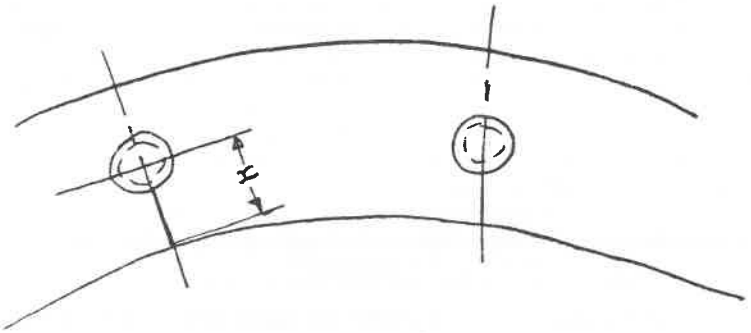


2. Offer the wing up to the body in the correct positions and draw a line close to the wings fixing edge. See fig. II.



3. Project line across from body onto wing fixing edge which you put on as in No. I, this will give you the hole spacing as per the body.

4. Remove wing and you will be left with 2 lines near each tapped hole in the body. Measure the distance between the hole centre and the wings fixing edge (X) and transfer this onto the fixing bead on your fibre glass wing, each hole is usually a different measurement. See fig. III.



5. You have a position on your wings fixing bead exactly in the correct position to correspond with the tapped holes in the body.

6. Drill the holes in your wing 7/16" diameter and fix your wing to the body, if some holes are out elongate them in the correct direction with a ⅜" round file. (Special tip - take the sharp edge off the drill with 180 wet and dry, this will stop it snatching the fibre glass).

7. Drill the holes in your new wing for your lights etc. taking measurements from your old one.

I think it is best to spray the wing before finally fitting it to your body because you do not get overspray or paint on your new beading. Give the outside gel coat a good rub down with wet and dry 320, this will give you a good bond for your primer filler to stick to (check adhesion with sellotape snatch test).

Rub down your primer coat very smooth and follow with 3 to 4 top coats flattening off the paint between each coat. Finally use a medium and then fine (T cut) compound on your hardened paint to obtain a good original finish.

When you have fitted the new painted wing onto the body using new beading between wing and body you should underseal the underside to stop stone chips hitting the fibre glass. Ensure a good thick coat.

This fixing method may seem long winded but I can assure you that if you carry out this method you will have a first class job at the end which only a professional can detect as not being steel.

WHATCH YOUR (100E) WHEELS

Apparantly 100E wheels are prized for fitting onto caravans. I have been offered about £10 each for them, or in the summer you can nearly name your own price. However, don't be tempted to sell all your spares. You never know when you may damage a wheel on a high kerb. Without a spare you would be a long way up the creek !
Southern 100E spares are reputed to have a number of 100E sun vizors. contact Mark Wooster if you would like one. £50 each.

VINTAGE TYRE SUPPLIES LTD

SPECIAL OFFER --LIMITED STOCKS

450 x 17 Dunlop Remould quality C18 tyres
£15.80 each

450 x 17 Dunlop new 1st quality C18 tyres
£29.55 each

500/525 x 16 Dunlop new 1st quality C18 tyres
£30.00 each

Plus £2.40 per tyre carriage plus 15% VAT

VINTAGE TYRE SUPPLIES LTD
12 Dalston Gardens, Stanmore, Middx.
Tel. 01 206 0722

WHERE IS IT NOW ?

Members are invited to send us photos of Ford Sidevalves owned by themselves, parents or other relatives in the past. A few details about the car, if your memory permits would also be nice to have. And who knows, that "Old Ford" may have been restored and is now owned by a club member.

The first contribution comes from Hugh Kent and shows his father with his 1937 7Y. Date photo taken not stated.

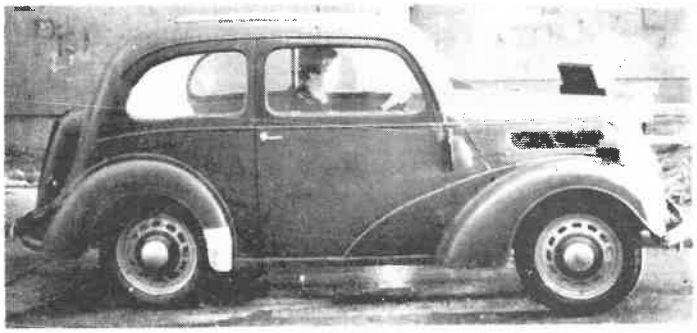
RENEWAL TIME IS HERE AGAIN

Enclosed with this issue you will find a renewal form. It's on a **YELLOW SHEET OF PAPER** so there is no excuse for contacting us later in the year after your membership has lapsed and saying you did not know about it. Postal charges are due to rise yet again in the new year so we have had to put the subs up by £1 to cover these costs. Membership is still very good value. Remember, we may just have that elusive spare and we will not sell to non members. We also derive income from the sale of spares, so please do try us for parts.

Please renew promptly

STOLEN POP

As mentioned elsewhere in this 'news' Mr. A. J. Haynes stolen 103E has been found - unfortunately it has been customised and thus no longer looks as immaculate as shown in the photo below. Mr. Haynes is still trying to recover the car but the thief is trying to prevent him - claiming that the 'Jag' engine and rear axle added are HIS property! All very sad - be careful - it could be you next time - lock that car!



Odds & ends in Club stores

1 new 4.50 x 17 inner tube £5.00 1 x E83W CW&P £25
set of 20E (early 10hp) con rods £12.50 100E CW&P £25
2 sets 8hp cylinder liners, 1 set 10hp liners @ £17.50 set
1 set 93A pistons +60 £30, 1 set 8hp pistons std £201 set early 10hp piston std £20
Numerous early 8hp pistons (make unique ash trays!)all +30 @ £3.00 each
103E front cowls in primer £10. 2 x 6v cut outs (1-7Y, 1-7W) £3.00
Anglia 100E radiator grill muff £10
Model C exhausts (the ones with a peculiar double bend in them. New but rusty £9.00

MODERN COMMERCIAL VEHICLES

THE FORDSON £100 5-CWT. VAN

BY W. F. G.

IT IS MANY YEARS since any single model of a commercial vehicle range scored such a great success as that of the Fordson 5-cwt. van. The popularity of this van is obvious to everybody and the reasons that have given this delivery-unit its strong appeal to users are not difficult to find.

In business transport, even more than in "pleasure" motoring, £. s. d. are letters with a most eloquent meaning, and the 5-cwt. Fordson has gained its success partly because it reduces to the absolute minimum costs on light delivery work.

Many users of the Fordson 5-cwt. are "new" owners. The economy with which the van can be purchased and operated has brought the advantages of efficient transport within the scope of retailers and other business men to whom larger vehicles are not usefully to be described as economical. From this point of view, the introduction of the van proves one of the most far-reaching developments in commercial transport since the War.

In addition, the special advantages of the 5-cwt. vehicle have been recognised by many larger firms, who have discovered that a fleet of these units may in some cases be operated to far greater advantage than could a lower number of heavier vans, to say nothing of the fact that a speedy, manœuvrable, and ultra-economical vehicle is a first-class auxiliary to larger vans and trucks.

The first cost of the 5-cwt. Fordson is truly somewhat remarkable. Its price, fully-equipped, is £100 at works, the only extra charges being for such customary items as delivery, number-plates and special body-painting. Alternatively, any Ford dealer will deliver it, taxed, insured, and ready for the road in every detail, for a "down" payment of £25, which is an attractive proposition for the trader who believes in keeping his capital as fully as possible employed in stock.

IT IS OBVIOUS, however, that attractively low first-cost cannot alone ensure *lasting* success for any product. The economy of the 5-cwt. Fordson is essentially bound-up with its all-round efficiency and its special suitability for light delivery work.

The van is fitted with a fully-panelled steel body, the internal dimensions of which are: Length, 4ft. 3 ins; width, 3ft. 7½ ins; height, 3ft. 3½ins.

An Essex bakery firm who evidently appreciate the value of the £100 Fordson van, this being but one of several operated by the concern

The capacity is 50 cubic ft., and a body of this size meets the needs of many retailers exceptionally well. It can handle really big deliveries; in the grocery, bread or meat trades it will carry all the goods that a driver and a boy assistant can deliver in an average morning's work. At the same time, costs are so reasonable that, on quieter days, when the van is running light, or if it is necessary to "rush out" a special order, the Fordson is still thoroughly economical.

Practical points which will be noted about the body include the "clean" design of the interior. Small wheel-arches and freedom from unnecessary obstructions enable the full body-capacity to be utilised.

The floor is at a convenient height, the loading level being approximately 2 ft. above the ground, while the rear opening is almost as wide and high as the interior of the body itself, the dimensions

••••

This Fordson 5-cwt. van is used by the local authorities for the delivery of electrical appliances

being 3ft. 6½ ins. wide by 3ft. 0½ins. high. These points facilitate both the handling of heavy or bulk goods and the speeding-up of work, by enabling every part of the body to be reached easily, when loading or off-loading. Two sturdy, well-fitting doors, equipped with a lock, are provided at the rear, while any part of the load can also be reached from the driver's compartment.

THE ENGINE AND CHASSIS of the 5-cwt. Fordson provide ample margins of power and strength for its specified load. This has undoubtedly done a great deal to establish it so firmly, for the immediate result is a lively, willing performance which speeds-up work, while over a longer period the advantages are seen in trouble-free operation and minimum repair bills.

The power-unit is a four-cylinder side-valve unit of typical Ford sturdiness and simplicity. The capacity is 932 c.c., and 23.4 b.h.p. is developed at 4,000 r.p.m. As the unladen weight of the fully-equipped van is only 11 cwt. 3 qrs., the result is an extremely favourable power-to-weight ratio, which gives the van noteworthy acceleration and excellent top-gear flexibility. These are valuable qualities for light delivery duty, which usually includes constant stopping and starting, and considerable traffic-threading. They also help to explain the low petrol-consumption and long life which are good points of this van.

To the fishmonger dependable transport is essential. We leave the picture to tell its own story, mentioning only the fact that the van is a repeat-order

A sturdy, three-bearing counterbalanced crankshaft is a feature of the engine, which— a fine example of precision manufacture—is capable of giving splendid performance for long periods without expensive attention. Inlet and exhaust valves are of the special Ford "unit assembly" type. Wear is minimised by the design and material of the valves, and clearances, precision-set at the factory, require no adjustment between engine overhauls. A down-draught carburettor is fitted, with an easy-starting device which, if the engine is in average-good condition, ensures an immediate commencement of work on the coldest morning.

SIMILAR STURDINESS, SIMPLICITY and ease of maintenance characterise the chassis as a whole. The well-known Ford torque-tube and radius-rod construction is employed, to maintain axle-alignment, and to relieve the springs of both driving strains and braking stresses.

The suspension, transverse, and controlled by easily-adjusted shock-absorbers, yields quite remarkable riding smoothness, which has specially commended the 5-cwt. Fordson to retailers carrying fragile goods, and those carrying out deliveries on new estates, where roads are bad. Brakes are powerful and easily adjusted.

Not the least attractive feature of the van is the ease with which it can be driven. Probably no other commercial vehicle is so simple to control, and with a comfortable cab, handy controls, and a responsive engine giving effortless performance, the van is as attractive to drive as is any light car.

Synchronising mechanism, ensuring an easy change, is fitted between second and top gears of the three-forward-speed gear-box. Helically-cut constant-mesh and second speed pinions contribute to silent running.

THE DRIVING COMPARTMENT seats two in comfort. All modern instruments, including a clearly-read speedometer and an electrical petrol-gauge, are mounted on an indirectly-illuminated panel mounted in front of the driver. The horn button is mounted in the centre of the steering wheel, while the headlamp dimmer-switch is foot-controlled, being placed just to the left of the clutch pedal.

The safety-glass windscreen can be opened by means of a centrally-located winder, and is fitted with an efficient, suction-operated wiper. A rear-view mirror is fitted on the off-side.

The relatively short wheelbase of 90 ins., and the small turning circle (30ft. 6 ins.) add to the simplicity of control, and give the van great advantages in traffic, the narrower of suburban roads and country lanes. Its all-round compactness, in comparison with its generous dimensions internally, is a major advantage under present-day conditions, especially when the owner's headquarters happen to be located in a busy centre.

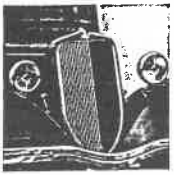
The Fordson 5-cwt. van is ideal for the speedy delivery of newspapers and magazines. This example bears on its side-panels a name known to everybody

Characteristic of the sensible and accessible design of the van as a whole is the location of the battery and tools, in separate compartments, under the bonnet, where they can be reached without trouble. The spare wheel is mounted on the near-side door.

Not only is the Fordson 5-cwt. van thoroughly well-designed and completely equipped, but it is generally agreed that its appearance makes it one of the most attractive commercial vehicles on present-day roads.

The "fashion" trades are enthusiastic about its natty appearance, which is important to all modern traders who recognise the publicity value of smart transport. A well-finished Fordson 5-cwt. van looks —as, indeed, it is—worth far more than its extraordinarily moderate cost.

CHASSIS SPECIFICATIONS



Chassis **£90**
Saloon **£100**
Saloon (Double-Entrance) **£112 10s.**

Leather Upholstery and Sliding Roof on Popular Ford, £10 Extra

POPULAR FORD (£6 TAX)

PASSENGER MODEL

Engine—Four-cylindered. Bore : 2.23 ins. Stroke : 3.64 ins. R.A.C. rating : 7.96 h.p. Brake horse-power developed : 23.4 at 4,000 r.p.m. Detachable cylinder-head. Cylinders cast integrally with upper half of crank-case. Engine is three-point suspended, with rubber supports.

Pistons—Aluminium alloy. Three rings are fitted above the gudgeon pins. Lowest ring controls oil-consumption.

Gudgeon Pins—Fully-floating, in piston and connecting-rod. Hollow, 11-16 in. diameter.

Crankshaft—Counterbalanced ; three main bearings. Diameter of main bearings : 1⅝ ins. Diameter of crank pins : 1½ ins. Material : Cast Alloy.

Valves—Special silicon-chromium steel, with mushroom-ended stems.

Petrol Supply—Carburettor : down draught-type, pump-fed from tank at rear. Visible petrol-gauge on instrument-board.

Exhaust—Ford silencer.

Cooling—Thermo-siphon. Two-blade fan. "V"-section fan-belt.

Ignition System—Ford battery and coil, with automatic variation of firing point.

Starter Motor—Ford.

Generator—Ford.

Battery—Ford, 6-volt.

Lubrication—Submerged gear pump, delivering oil under pressure to main, connecting-rod and camshaft bearings. Gudgeon pins and cylinder walls splash-lubricated. Dip-stick level gauge.

Lamps—Body-colour enamelled steel head-lamps, plated rims, anti-dazzle lenses, 6½ ins. diameter. Pedal dimmer switch.

Horn—Electrical vibrator type. Switch button in centre of steering wheel.

Clutch—Dry, single-plate.

Transmission—Gear ratios : 5.5, 9.71 and 16.89 to 1. Reverse : 22.08 to 1. Synchronised gear-change, on third and second speeds, ensuring easy, silent and certain changes, with helically cut silent constant-mesh gears.

Rear Axle—Three-quarter-floating, with spiral bevel drive. Gear ratio, 5.5 to 1. Roller bearings fitted throughout.

Front Axle—"I"-section beam. Caster 8° 45'. Camber 2°.

Springing—Ford transverse design, 8 leaves front, 10 leaves rear. Shock absorbers, easily adjusted and trouble-free fitted front and rear.

Brakes—Four-wheel, mechanical, internally-expanding : Diameter of cast malleable iron drums, 10 ins. Width of linings, 1¼ ins. Hand brake on rear wheels only.

Steering Gear—Light and positive : self-aligning.

Wheels—Ford electrically welded steel-spoked. Roller bearings in front hubs. Spiral roller bearings in rear hubs. Well-base rims.

Tyres—4.50 by 17 ins.

Bumpers—Fitted front and rear.

Wheelbase—7 ft. 6 ins.

Track—3 ft. 9 ins.

DE LUXE FORD (£7 10s. TAX)

Chassis **£110**
Saloon **£135**
Saloon (Double-Entrance) .. **£145**

Leather Upholstery £5 Extra
Sliding Roof £5 Extra

Engine—Four cylinders, cast integrally with upper half of crank-case "L" head. Bore : 2.5 ins. Stroke : 3.64 ins. R.A.C. rating : 10 h.p. Three-bearing crankshaft. Total main bearing area, 22 sq. ins. Detachable cylinder-head. Fabric camshaft gear. Aluminium alloy pistons. Engine timing pin fitted to cylinder front cover. Three-point suspension, on rubber. Mushroom-ended valve stems.

Petrol Supply—Diaphragm-type fuel pump operated from camshaft. Gauge on instrument-board.

Carburettor—Down-draught type, incorporating easy-starting device.

Cooling—Thermo-siphon. Two-blade fan driven by "V" belt. Tube-and fin-type radiator. Capacity 1¼ Imperial gallons.

Ignition—Battery and coil. Automatic variation of firing-point. Distributor accessibly mounted on cylinder-head. Firing order, 1, 2, 4, 3.

Lubrication—Full pressure-fed, by submerged gear pump, to main, connecting-rod and camshaft bearings, via oil-ducts cast in cylinder-block and drilled crankshaft. Gudgeon pins and cylinder-walls splash-lubricated. Dip-stick oil-level gauge. Sump-capacity, 4½ pints.

Clutch—Dry single-plate, spring-cushioned. Release bearings : heavy duty ball-thrust bearing.

Transmission—Three forward speeds and reverse. Gear ratios : 5.5, 9.71 and 16.89 to 1, reverse 22.08 to 1. Selective sliding : helically-cut constant-mesh gears. Synchronised gear-change on third and second speeds. Oil capacity of gear-box, 1¼ pints.

Rear Axle—Ratio : 5.5 to 1. Type : Three-quarter floating, with torque tube and radius rods. Spiral-bevel drive pinion and gear. Roller bearings fitted throughout. Oil capacity, 1 pint. Special Ford design of universal joint.

Front Axle—"I" beam. Caster : 6° 30'. Camber : 2°. Tapered roller wheel bearings.

Chassis—Double-drop type frame. Width of flange, 1½ ins. Depth, 4 ins. Length of frame overall, 122.78 ins. Three cross-members. Radius rods front and rear, electrically seam-and-butt welded.

Springing—Ford transverse design, 8 leaves front, 10 leaves rear, shackles steel bushed and lubricated by Tecalemit type nipples.

Shock Absorbers—Double-action adjustable hydraulic shock-absorbers on all four wheels. All link joints bushed rubber.

Brakes—Four-wheel, mechanical, internally expanding. Foot brake on all four wheels ; hand brake on rear wheels only.

Steering—Worm-and-nut type. Ratio : 10 to 1. Steering wheel diameter 16 ins., three spokes. Turning circle : 33 ft.

Wheels and Tyres—Five detachable wheels, concealed bolts. Welded steel-spoked type, with well-base rims. Rustless steel hub caps. Tyres 4.50 ins. by 17 ins.

Electrical Equipment—Ford generator ; normal charging rate, 10 amps. charging regulator, 3rd brush. Drive : "V" belt, easily adjustable. Electrical horn fitted under bonnet, operated from central button on steering wheel.

Starter Motor—Ford.

Battery—Ford type, 6-volt, located most accessibly under bonnet.

Bodywork—All-steel type. Synthetic enamel. Safety-glass wind-screen. Cloth upholstery. Cloth head-lining. Dash ventilator hand-operated from front-seat. Lock on nearside door ; other doors locked from inside. Foot-operated headlamp dipper. Rear view mirror, clock on instrument panel. Adjustable driving seat 7 ins. travel. Adjustable front passenger seat, in double-entrance saloon. In Saloon the front passenger seat is hinged to tip up and fitted with compensating spring. Front seats, bucket type. Tool box located under bonnet. Windscreen operated by centrally located control on dash.

General Equipment—Dual windscreen wipers. Head and wing lamps. Chrome-plated windscreen frame. Bumpers fitted front and rear. Tail and stop lights combined. Sliding roof and leather upholstery at extra cost. Body-colour tyre-cover, with rustless steel mould. Interior light. Electrically operated direction-indicators sunk in door pillars, and operated by self-cancelling switch on steering wheel. Rear window blind operated from driver's seat. Parcel net fitted to roof. Two ash-trays to rear seating.

Instruments—Mounted on belt rail finish panel immediately in front of driver. Indirect lighting, controlled by switch on belt rail. Large-diameter speedometer. Centre zero ammeter. Electrical petrol gauge. Glove compartment, with door, on passenger's side of dash. Combined ignition and lighting switch fitted centrally. Starter and choke controls also fitted centrally on dash.

Wheelbase—7 ft. 6 ins.

Track—3 ft. 9 ins.

NORTHERN SECTION

NEW YEAR SOCIAL

All members are invited to our New Year Social, 24th January 1981 at The Babylon, Upper Armley, Leeds 12. 8.00 p.m - Midnight. Dancing to Disco. Buffet Supper Spot Prizes.

Tickets £3.00 per person from :

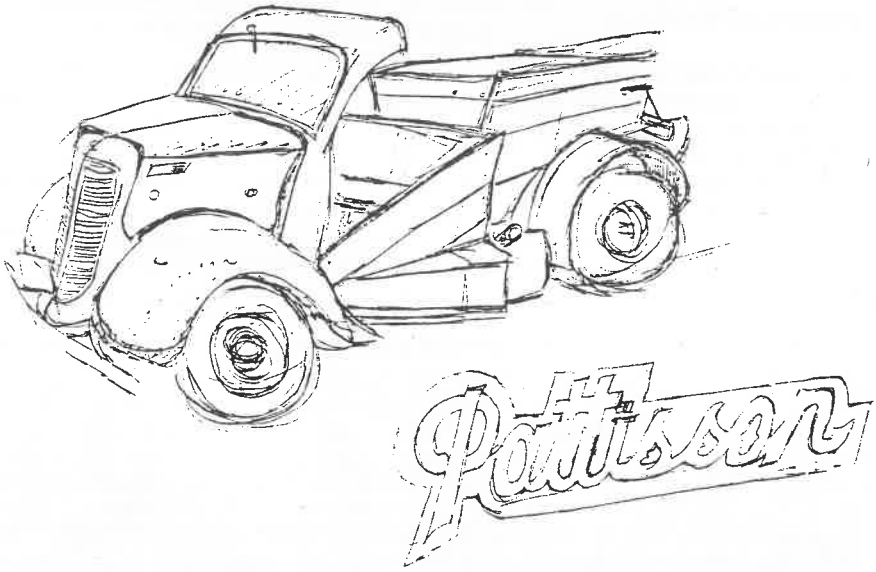
Steve Myers, 24 Kellet Grove, Leeds 12.

SIDE VALVE TRACTOR

A few months ago whilst visiting a farmer friend I noticed tucked away in an old milking shed an interesting looking pick-up truck.

On closer inspection I found it to be a Thames (E83W) sidevalve. I asked the farmer about it and he told me it was a "Pattison"tractor that was used on golf courses and estates. It looked to me to be a cut up bodge, but I was assured that it wasn't, that was how they had been designed.

The only thing I know about this vehicle is that it has a high and low gear and has worm drive. It is also very powerful and will pull alsmost anything! The owner is on the verge of getting it going again and I am doing my best to give him encouragement. If anyone has more information on the Thames Pattison I would be interested to here.



Angela Criss, 3 Chaldon Common Rd.,Chaldon, Caterham, Surrey

THE BRUCE PALMER PAGE

Classic Car Show at Earls Court.
I expect that John Skinner will have given a report on this event, elsewhere in this edition. But I would like to thank all members who so kindly gave of their time (and cars) to put on a first class display. Thanks also to Ford Motor Co for the loan of display boards. We even beat our friends in the V8 Pilot Club in ringing Fords asking to borrow these !

Rare Sightings

Some people will remember the old John Careter Ford rallies at Shottesbroke in the early 70'a. At that time there seemed to be far more "rare" cars around which have since disappeared from the rally scene or the club's register, presumably to so called collections. Chris Saunders of the Pre-50 American Auto Club recently sent us some photos of some of these rarities which, at least to me, revealed some cars that I didn't think had survived at all. Eg. does anyone know the current whereabouts of Model C Fordor BOV 423, or pre-war E93A DRP 557 ? Similarly Y Van BAH 592, Y Short Rad DHCoupe DL 8773, 2 door 7W EXR 473, 7W 4 door DJH 237. Rarest of all 7W tourer DYW 411, the only known survivor of its type. *Editor's note, there's a 7W tourer in a scrap yard in Ivory St, Leeds, burnt out in a garage fire some 3 or 4 years ago and now subject to an insurance argument, but slowly rotting away in the open. What a waste, and the 'owner' who knows me will not, cannot or does not want to sell it. there are no plates on it.*

We are trying to trace 1947 Ford Taunus G73A. German 2 door, Prefect mechanics. Seen at Battersea Rally earlier this year. Does anyone know of any surviving 2 door E93A Prefects? Yes, Ed., Oistein Bertheau in Norway has one.
We are now researching the unusual models for our next publication. Any members with access to Swansea Computer may be able to run a trace on the numbers quoted above. If you know of any "strange sidevalves" do please let me know.

SIDEVALVE DAYS 1981

We have already run into problems finding a site for Southern SV Day 1981 as Thorpe Park have cancelled our booking due to damage to the ground by buses at Showbus 80. All vehicle rallies stopped until further notice. We are looking for a **private** site preferably with attached pub or cafe, somewhere between Aylesbury, REading & Epsom, for Sunday 28th June 1981. Anybody got any ideas ? We have been offered a site at the Leicester Museum of Technology for a 1981 Midlands SV Day. The site has space for 40 cars in addition to the various museum exhibits. Would anyone in the area like to organise this event. The Club will be willing to meet legitimate expenses of course. Contact John Norris.

In the meantime, Club members are invited to the museums"Steam Weekend"on 20/21 December 1980 from 2pm to 5.30pm.

CLUB NEWS

Stolen Car: In the last news I mentioned the theft of member A J Haynes 103E. I am pleased to report that following a letter in Custom Car, a tip off was received from a custom club in the Thames Valley and as a result the car was located and the thief arrested. Unfortunately the car had been customised beyond hope of restoration. So, if anyone want a customised Pop, contact Mr. Haynes (address per Karen). He would like to buy another 103E to replace it. Any offers ?***Again, be warned, these cars are easy to break into and steel, so fit a Krooklock.***

The Museum of London LOndon Wall EC27 5HN

This museum recently acquired a Model Y via the Ford Motor Co for display. An enquiry brought the following reply.

Dear Mr. Palmer,

It was delightful to receive your letter and booklet about the small 8 and 10 hp. Fords. We are very proud of ours and we acquired it as a result of a long search, starting from my determination to effectively represent private motoring in the inter-war period.

The Ford or the Austin 7 were both candidates but since the Ford was London made it was by far the most suitable exhibit, and with the help of Ford's at Dagenham we eventually found an ideal vehicle which they, Fords, very kindly renovated for us.

It seems entirely proper that we should join the club, but I hesitate to do so since I am not sure yet whether there are individual members of our staff who would be able to spare the time to participate more directly. It is not that we are not interested. We are very interested. But the car is, of course, only one of many hundreds of items with which we are concerned here and we are very over-stretched with the very small staff we have. I wonder whether there might be a possibility of our organising a group who would like to assist us in bringing our car up to roadworthy standard and maintaining it? This, I think, would be an interesting approach to the problem of care and maintenance, and I will be looking into it.

I am very glad that you got in touch with us and it will, I think, be important for us to keep contact with you and the club. I will probably be in touch again soon.

Yours sincerely,

Colin Sorensen

Colin Sorensen
Keeper - Modern Department

Would anybody interested contact our Y & C Registrar, John Russell.

WHERE ARE THEY NOW ?

A Model Y van BAH 592 (only one other known in the south-east - do we have ANY in the club ?) And E04A based "Woodie" estate EG 9469. This type of vehicle was produced as the "Brackenran" and capable of seating 6 people in the 5 door version. For a price of £195 complete on 10 hp chassis (7W based on 7'10" wheelbase) one aquired a vehicle "ideally suited for the transport of Household goods, hampers, petrol cans, domestic staff to shop station or cinema, garden produce to show or market, guns, gamekeepers, dogs and all shooting material, hunting equipment - this is the ideal stable truck" - Yes, those were the days!

EXPORT POPS AND MODEL NUMBERS

My coments about Jan Stroomer's 104E brought a reply from Peter Greenwood, who enclosed copies of the 'service managers' information sheets', confirming that the 104E was indeed the left hand drive version of the Popular. Sidevalve models listed are:-

RHDrive	LHDrive
Anglia saloon 1939 - 48 933cc EO4A	EO4A-F
Anglia saloon 1949 - 53 933cc E494A	E494F
Anglia Saloon 1953 - 59 100E	101E
Prefect saloon 1939 - 48 1172cc E93A	E93A-F
Prefect saloon 1949 - 53 1172cc E493A	E493A-F
Prefect, Pop 100E	101E
Prefect 997cc OHV 107E	108E
Popular 1953 - 59 1172cc 103E	104E
5cwt van 1940 - 48 993cc E04C	
as above 1949 - 53 993cc E494A	
as above but 1172cc E4930-C/B	
300E & 307E vans 1961 OHV	301E & 308E

any of these rarities in the club ?

INTERNATIONAL SIDEVALVE DAY - HOLLAND

Mike Dawes has kindly offered to organise this - main details in the Feb 81 News - queries in the meantime to Mike at 25 Dundas Gardens, East Molesey, Surrey - remember the date August Bank Holiday 1981.

A HISTORY OF SMALL SIDEVALVE FORDS

Glowing reviews received in "Practical Classics" "T + C" and (hopefully) "Old Motor" - get your copy now - essential readily for all sidevalve owners. ALL profits to club funds. Orders to John Skinner.

Watch out for an article on restoring a 103E in "Practical Classics" in 2 to 3 months time.

BLENHEIM PARK AUGUST 30/31

Due to the very late appearance of the "News" very few members saw the clubs display at this rally. Nonetheless it was a credit to all involved and many thanks to those members who drove up from London twice in very poor weather conditions to attend on both days. We fielded a 'Concours' selection Messrs Prior and Dawes with their showroom E93A and 100E especially - not forgetting the E04A which I look forward to seeing at other rallies in the South next year - many thanks again gentlemen!

THE RALLY SCENE

Down South we seem to be turning out 2 or 3 cars to each major rally, however we do seem to see the same people time after time - a few new faces would be very welcome. This does worry

the club committee a little as we can't understand why members who keep their cars as a hobby don't turn out more often - if you don't attend rallies what do you all do with them? Don't feel ashamed to enter - most rallies listed in the 'Club News' have been checked to see whether they will accept sidevalve and any restrictions are noted. Basically, nowadays anything other than a rusty 100E will get to 75% of rallies so get out there and enter for 1981!

EVENTS OFFICER

Whilst on the rally scene the club needs an events officer to replace Anne Thompson - who resigned. An ability to write lots of letters, think a year ahead, keep a fixtures diary in ones memory and to think "nationally" would be an advantage! A very essential job, however, all applications (don't everybody rush!) to John Norris.

BRANDS HATCH

Didn't get to this event but I hear that some 25 sidevalves were let loose on the circuit together - quite a sight! Did anyone get photos we can use in hte News? I believe that somehow the 'pace' car got mislaid and a few cars had an 'interesting' couple of laps - one very well known Southern perpendicular owner learnt a few lessons about the handling (or non handling) of his car!

Our **Dagenham Day** this year was a bit more subdued than last year as we couldn't arrange the Brentwood visit, however, I understand that a couple of Ford Executives turned up in their pre-war V8 model 22 and the club Vice-President aquired a black eye demonstrating how to start it on the handle!

Congratulations to a member from Ashby-de-la Zouch who turned up to win the "Furthest - travelled - to - the - event" - award in his 1933 "Y".

PARTS TIP

WIPAC are a very helpful firm indeed. They do 103E headlight reflectors and bulb holders complete - brand new as the part is currently fitted to JCB excavators and was fitted to the BSA 'Bantam' bike. Price complete is less than £6 each - contact them by post addressed to "WIPAC, Buckingham".

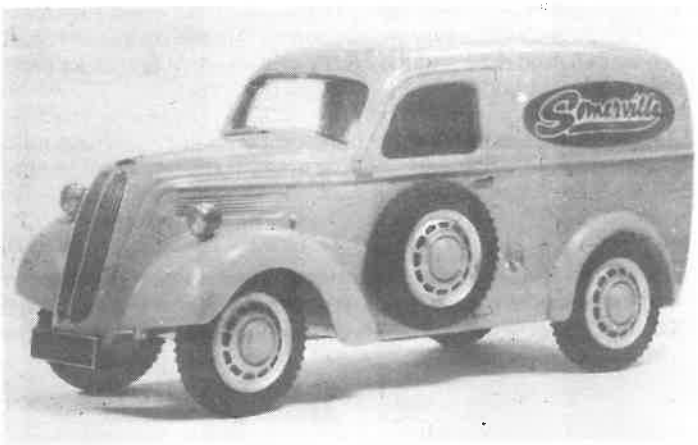
Motor Insurance

Once again the renewal notice arrived a couple of weeks ago. With my acquisition of an E493A, the fully comp cover on my two cars came to a wacking £212, from being £70 two years ago. Being a pessimistic sort I keep both my SV's fully insured all year, but £212 is ridiculous, even with a 60% ncb. However, I remembered the firm Steve advertised on the back of a mag a while back, Llewellin Kelly of Skegness and I contacted him. their classic car policy proved ideal. Provided you own a pre-56 car (they seem to have bent it for my 59 103E) and undertake to do less than 2000 miles yearly, their quote was **£59** for the whole year, agreed values but with **no** option to go onto fire & theft during the winter lay up. This seems to be an ideal policy unless you use your car as everyday transport. I do not know how they stand on post 56 100E's nor in those cases where you have a few endorsements. However, subject to the usual disclaimers (no backhanders given to me etc..)I can reccommend them.. Contact them on 0754 67766.

Cheers for now, Bruce.

Johan van den Berg sent us this photo taken at the first Dutch Sidevalve meet. Many members attended, whose cars are at present undergoing restoration.
Get them finished for next summer!

A new model from Somerville Models.
Somerville Models are bringing out a model of an E494C van, to complement their excellent 103E featured in Sidevalve last year. *Incidentally, your editor is still waiting for a sample that they promised...hint...*There are a few alteratons to be made to the illustrated model before it goes into production early next year.
Somerville Models, Westfield House, 104 High St. Billinghay Lincoln LN4 4ED



Raymond Farley from Birmingham has sent in two photographs of his 1957 100E Anglia.

At Sandwell Historic Vehicle Parade.

100E Limousines !
Raymond's Anglia and two 100E Populars lined up for the procession to Mark Harris' wedding

JIM NORMAN OF ABRAM NEAR WIGAN, *WRITES .....*

Dear all,

I'd like to comment on the article by R. F. Resch about the Wickham rail trolley. From about 1969 on, for several years, I was a regular member of the rival (friendly ?) Seven Valley Railway, more particularly the 8F Preservation Society. (The founding members of this latter were two students, Alan Wilkinson and Bruce D. Palmer, who used to arrive in a 1959 103E, proudly telling everyone it was one of the last built). The SVR's trolley at that time was very crude and was powered (?) by a Jap engine. These are 2-cylindered, usually adorning the front end (In front of what would normally be the radiator grille) of a three wheeled Morgan and, as with most air cooled units was extremely noisy. Drive was through two large flywheels, set at ninety degrees, and which could both slide up and down their axis. The engine flywheel slid rearwards to contact the rim of the other, thus providing a clutch. The other wheel sliding away from the centre of the first provided the gearing. Reverse ? you took the drive off the other side of the engine flywheel !

Then came the new trolley, Ford powered and very sophisticated. It even had electrics! The engine/gearbox were standard car units with the auxiliary box as described by Mr. Resch. I seem to remember the radiator being standard too, but have visions of a huge 4-bladed fan. A second trolley, bought as spares, was cut down to a truck and dragged around by its sister.

The vehicle was reputed to have a top speed of about sixty miles per hour, but not with me aboard.

Last time I was a Bridgworth it seemed to be out of use; it wasn't on the rails anyway. Next time I'm down there I'll have to ask about its well being.

I have since heard that there are now two of these trolleys in regular use, with a third awaiting restoration.

SIDEVALVE SPECIALS *Mike Dawes*

(In two issues of 'Sidevalve' in 1972 I detailed a number of manufacturers of specials based on the Ford engines. New information has recently come to light and the original work has now been updated).

Introduction

In the mid to late fifties a number of companies emerged to create an industry out of recycling old Ford parts into sports cars, or at least in some cases vehicles resembling sporting models. There had been since before the war a small number of people in business to modify the Y & C chassis and bodies, but it was the arrival of the post 1938 chassis that gave the necessary foundation for the production of a wide range of fibreglass or alloy bodied cars.

The choice available to constructors for the basis was either Austin 7 or Ford. Austin would be avoided if more than two seats were required, which left one with a choice of either pre 1938 Ford or post 1938 using either the 7'6" wheelbase chassis of the 8 hp or 7'10" chassis of the 10 hp. Potential constructors were warned off the early chassis due to poor braking, weak axles and difficulty in obtaining parts (to quote a 1960 constructors' guide). The most suitable arrangement was to use the 7'6" chassis with a 10 hp engine. Ford of course produced such a layout with the 103E Popular (1953-59) though fortunately for a subsequent generation of preservationists virtually scrap Populars were rare even by the time the specials boom expired in 1961/2.

Having established the basis for the new vehicle, the constructor would then have the choice of either using a Ford chassis, suitably boxed to preserve rigidity, or using a proprietary chassis. Whilst the latter would increase the cost of the project, is would offer the advantages of a lower seating arrangement and, usually, all the work necessary to convert to independent front suspension already carried out. Where the original chassis was damaged through accident or rust, or where as in the case of Rochdale the chassis was available bonded to the body, the constructor had little choice.

The next stage would be to decide on the body required : the choice was mainly between open two seaters, though fixed-head coupes, fastbacks and even an estate car were also available. In the second 'specials' period a decade later the styles were 'Edwardian roadster', utility Jeep style and hot rods. When considering the choice of body the customer had to take into account the wide variance in standards of finish - some shells were merely that with bulkheads and inner wheelarches and fittings being regarded as extras. If no available body suited the constructor he would create his own, usually out of wood and aluminium. One such vehicle known to the Club is General Secretary, John Norris' "tank", though in the main these vehicles tended to revert to their natural component state even faster than the commercial kits.

Finally consideration should be given to the number of manufacturers who offered complete vehicles - whether finished or in component form. These companies, such as Morgan and Lotus tended to offer a more professional vehicle than ever the body-only suppliers could ever hope to achieve.

Chassis Modification

With either a Ford or proprietory chassis the constructor would have faced a wide variety of options. Firstly the suspension would require attention, with a body several hundredweight lighter than the original. The simplest solution was to remove two or three leaves from the front spring and three or four from the rear (choosing intermediate leaves). More preferable was to convert to independent front suspension (IFS). And IFS unit gave better response and reduced the unsprung weight to improve roadholding. Several systems were available, each bolting in place of the original front axle assembly. The most sophisticated system was supplied by Bowden though the L. M. Ballomy "Supersprung" and Buckler systems apparently worked equally well. Whilst considering the suspension, Woodhead - Monroe/ Raymond Mays offered a "fluid cushion" suspension kit to provide telescopic shock absorbers front and rear together with a specially rated rear spring. Such a set-up could be used in conjunction with the Bowden IFS unit.

Due to the weight reduction gained by the new body it was not always considered necessary to tune the engine, particularly if a 10 hp was used. However, improvements could be made easily to the compression ratio of the 10 hp engine by using the 8 hp head and different gaskets :-

6.2 std 10 hp head with std Ford copper/asbeston gasket
6.5 std 10 hp head with Buckler C/A gasket
6.7 std 10 hp head with LMB steel gasket
7.6 std 8 hp head/10 hp engine with std C/A gasket
8.6 std 8 hp head/10 hp engine Buckler C/A gasket
9.0 std 8 hp head/10 hp engine LMB steel gasket

Further improvements would result from the use of high compression cylinder heads, of which Aquaplane supplied in great numbers. Twin 1¼" SU carburettors on an Aquaplane manifold with an exhaust manifold from the same supplier were also recommended. Double valve springs would increase the revs. from 4,000 to 6,000 per minute, whereas a higher compression ratio and twin inlet manifold, together with a better exhaust manifold and cleaned up parts would probably increase the revs. up to about 6,500 rpm. These modifications gave an increase of about 30% at 5,000 rpm, the power dropping off at revs. in excess of this figure. At this stage a super charger, a Willment OHIV conversion or even

reversed-porting. The latter, banned incidentally in 1972 formula racing, immensly improved induction with one port per cylinder, though the siamesed exhaust ports must have caused havoc to the exhaust system. A light alloy flywheel with a steel faced insert was available for those concerned with loosing weight, the loss being 11 lbs from the standard 21 lb flywheel.

The standard gearbox was considered reasonable for normal use, though this did not prevent a number of close ratio boxes from reaching the market. Buckler produced a number of different ratios, with their type 'D' being used mainly for road use in specials: their type 'T' was preferred for otherwise standard saloons (including 100E). Further modification could be achieved through changes in the rear axle ratio and wheel diameter. However, a 4.4 : 1 axle ratio was not advised with 17" wheels, and in general the 4.7 : 1 axle was preferred. By using a Buckler type 'D' box the following overall gear ratios would be achieved:-

	C/P	Top	2nd	1st	Reverse	(Maximum top speed)
Std Ford Ratios	5.5 : 1	5.5	9.71	16.89	22.08	(82.9)
Buckler 'D' Ratios	5.5 : 1	5.5	7.98	13.87	18.13	(82.9)
Buckler 'D' Ratios	4.7 : 1	4.7	6.82	11.65	15.49	(96.9)
Buckler 'D' Ratios	4.4 : 1	4.4	6.38	11.09	14.50	(103.5)

The maximum top speed figure is based on an engine speed of 6000 rpm and 4.50 x 17 tyres. Further variations in gearing could be achieved by the use of an overdrive - manufactured by Handa and Murray. It is highly unlikely that any special ever had fitted the Newton semi-automatic arrangement available for a short time on the 100E models.

In keeping with the sporting image of the vehicle, a low fronted area would require a crossflow radiator to keep the water cool. The constructor therefore needed a header tank and a 10 hp export water pump. The pump bolted direct onto the front engine mounting and was driven by belt from the crankshaft pulley. Whilst considering the cooling system, the constructor would fit an oil cooler if the engine was in a fairly high state of tune.

The steering system required no modification except that in probably all cases the column needed to be lowered by elongating the existing holes in the top flange of the chassis frame and a simple wedge inserted.

For normal purposes the original Ford braking system was found to be adequate (unless a pre 1938 chassis was used), though for the more adventurous two alternatives existed. Firstly there was the LMB lockheed brake conversion which was a hydraulic system for the front only; the original Girling rear brakes being considered sufficient for their purpose. Secondly, and presumably for those who did not believe LMB's claims, Bowden produced a fully hydraulic Lockheed brake system for the front and rear and this system only was also available for the Model Y chassis.

Bodyshells

Most bodies were based on the 7'6" chassis, though a few used the earlier Y & C chassis and the 7'10" version. Seating capacity was not usually generous, and those that advertised four seaters were really only offering two full size seats with childrens, or 'occasional' seats to the rear.

A.K.A. (Auto Kraft Shells Ltd, Hertfordshire)

Bodies available were the Continental Mk I at £89 (extra for wheel arches, screen and hood) for an open two-seater or a Mk III 'four seater' saloon at £160 complete. The company has survived by manufacturing replacement fibreglass panels for modern cars.

Ashley (Harlow, Essex)

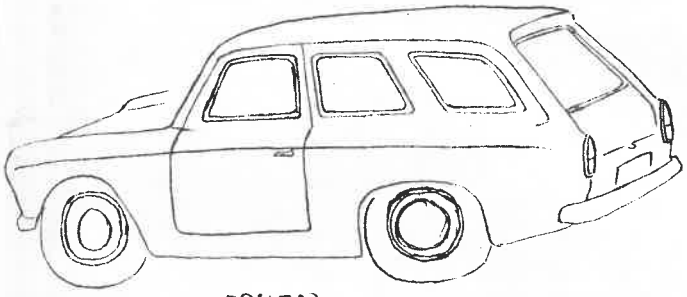
The Sportiva 2 + 2 coupe was available at £182, with their own chassis at £85. Kits were also available for BMC based vehicles. Production ceased in 1961 though the company continues to make fibreglass panels.

Ausford (Manchester)
Between 1947 and 1948 a trials special was offered with a 10 hp engine in an Austin 7 chassis. An LMB IFS unit was used.
Buckler (Reading, Berks)
Production ran from 1947 to 1962 and commenced with the Mk V. Although one such model achieved a standing 14 mile in 19.8 seconds and could exceed 80 mph, the same car also won the first mobil economy run at 91.03 mpg. Buckler developed a number of multi-tubular space frames and were also one of the first manufacturers to use glass fibre.
Buroche (St. Albans, Herts)
Messrs. Burgess and Roche produced hand beaten aluminium bodies mounted on a light tubular framework. They quoted varying styles as available from the traditional open bodywork with cycle type wings, to the modern ;fully enveloping shell (1959). They apparently offered a shell for £66 and could also build bodies to individual requirements. Buroche also manufactures at least three different chassis of their own.
Cannon (Tonbridge, Kent)
Included here because their trials cars used 10 hp engines, though none appear to have been available for road use.
Cheetah (Watford Sports Cars Ltd)
A two seater sports car for £130 - hard top and screen were extra.
Concord (Barking, Essex)
A two seater convertible shell for £90 in standard form, or £131 de luxe.
Conversion Car Bodies Ltd (Epping, Essex)
A four seater estate car was introduced in December 1960.
CRS (Footscray, Kent)
Apart from offering their own chassis, CRS also marketed the EB Dobonair body between 1960 and 1961.
Dellow (Birmingham)
Messrs. Delingpole and Lowe started with a trials special which evolved in the first production model in 1949. The original car had an aluminium 2 seater body with cut-away wings and no doors. The chassis was tubular 'A' shaped. On the Mk II doors were optional, as were twin carburettors at £13 or a supercharger at £80. The Mk III was a long wheelbase four seater car. 1956 saw a new company and a new car - the Mk VI with a full-width glass fibre body. Very few of the latter were made and the firm ceased production in 1959.
EB (Stoke on Trent)
A two seater fixed headcoupe for £98 was available. Apparently a shell alone could be bought for £39. It seems that the body was also marketed under the names of CRS and LMB.
Elva (Bexhill)
The firm started production in 1955 with a tubular frame, standard front suspension, 100E rear axle and an OHV Weslake conversion. By 1958 the company was using coventry climax engines. Production ceased in 1964 but raced with McLaren for a number of years later. In 1969 a Ford 3 ltr engined coupe appeared though if this model went into production it did not survive for long.
Falcon (Epping, Essex)
The Mk II shell was available at £65 in basic form; its styling owing much to the D type Jaguar. More sophisticated was the Mk III "Caribbean" 2 + 2 at £115 with a detachable hard top as an extra. The company survived until 1964, producing a variety of vehicles powered by OHV Ford and BMC engines.
Ginetta (Woodbridge, Suffolk)
Production commenced with the G2 in 1957 which used Ford components. The company continued up to the mid-seventies though with a variety of Chrysler and OHV Ford power units.
LMB
N ntent with producing his own light weight ladder type chassis and IFS system, L M apparently marketed the E B Debonair under his own name.

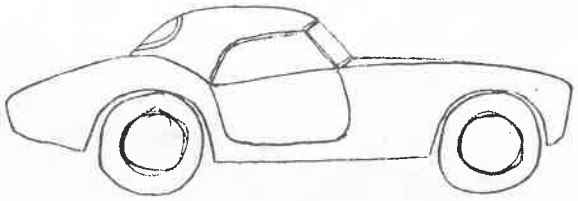
Lotus (Norwich)

The first Lotus was built in 1949 with an Austin 7 engine. It was refitted with a Ford 1172 cc engine and was successful in hill climbs and speed trials. In 1957 the Mk VI became available as a two seater sports car with multi-tube frame aluminium body and IFS. The original engine was a short stroke Consul unit though it was also available with a Ford 10 or Coventry climax engine (as was the Mk VII - a doorless 2 seater for roads or racing). The Mk VI was also available in kit form. The Mk VII continues in production, albeit much modified from its original form, as at 1980 under the name of the Caterham Super Seven. Lotus itself is also still in production.

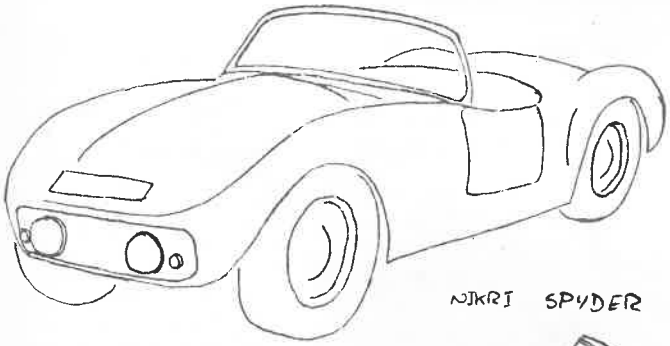
To be continued



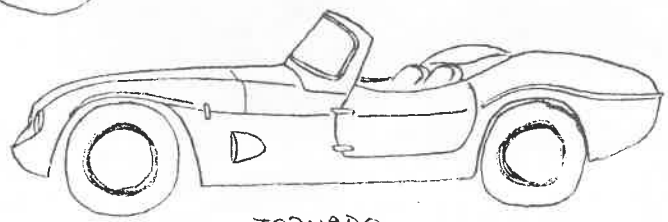
CONVERSION CAR BODIES - ESTATE CAR



EB 60



NIKRI SPYDER



TORNADO TYPHOON

Cyril's pride still has that showroom shine

Mr Cyril Rogers with his black beauty.

When you first see Mr Cyril Rogers' 25-year-old Ford saloon you would be forgiven for thinking it was one of those rare cars that have spent most of their life behind garage doors covered with a dust sheet, and that it had led a cosetted and artificial existence.

The jet black bodywork glistens even when the sun isn't shining on it — which is most of the time. The wheels are unblemished, the chrome plating bright and untarnished. In fact, it's doubtful if there is a better example of a 1955 Ford Prefect to be found anywhere.

Yet it has covered no less than 93,000 miles!

Mr Rogers, a retired health authority administrator, says he covered 36,000 miles on the original side-valve engine and 47,000 on the Cortina engine and four speed gearbox he fitted 12 years ago.

But the rest of the car is absolutely original, and there is no sign of rust, which is the kiss of death for many cars less than half the age of the pristine Prefect.

What's the secret of its long life? "It seems to be that it was a good, basic car, and that it did not have rust built into it," said Mr Rogers.

"It has only ever had water on it, I have not applied polish. But every time it has been out in the rain I have cleaned it," explained Mr Rogers who was in the RAF and worked on Spitfire airframes during the war.

The Prefect was brought out in 1953 and Mr Rogers bought his, new in 1955. He was going to fit a Ford Anglia engine, but decided on a 1500 Cortina unit. It dropped in easily, except that the accelerator linkage needed modifiying.

A member of the Ford Side Valve Owner's Club, he has won several awards in the modified class, the most recent being the Southern Concours at Epsom on Sunday, July 6. Last year the car won the Northern Concours at Leeds. The two awards are among the trophies on the bonnet.

If anyone is interested in joining the club — established to keep the early post-war Fords alive and running — Mr Rogers, of 12 Lillington Close, Lillington, will be pleased to supply details.

Morning News. Leamington . 18·7·80

THE DICK PETERS FLEET.....

Dick's immaculate E04C van. Well known in commercial rallies

All Dick's cars and the van are painted in a similar shade of red. The 103E & the van have a very smart silver flash around the radiator grill.

Many thanks Dick for sending us these pictures .

Jim Norman writes on .....

..... Caravaning with a 100E

Our holidays this year was to consist of a tour of the Orkney Islands, travelling there via the Scottish West coast and home down the East. What made it different was our intention to tow a caravan.

Now I've dragged one of these things before; in 1978 we toured Ireland with one, but then we were using my 107E Prefect, complete with 1500 GT engine. This car, "Queen Maud", is now out of service and is the subject of a complete ground-up restoration. Her place has had to be taken by "Princess Elizabeth", a 1961 100E Popular, still with Sidevalve Engine and three speed box.

Modifications to the car consisted of electric wipers, a la 105E (essential) and an extra leaf inserted in each rear spring.

The caravan was hired in Liverpool, and the trip home to Wigan showed where the problems were going to be. Steep hills ? No problem. Gentle hills ? They are something else. Speed would drop down to 30 - 35 m.p.h., - too fast for a change down, too slow for other traffic. But even the longest hill comes to an end. if you start off heading into a head wind, its there for the rest of the day.

We started the actual holiday on a cloudy Monday. The car had developed a slight rattle which was hard to identify but could have been bodywork. We would hear more of this rattle later.

The first days journey went fairly well. Shap was climbed with full throttle, top gear and a steady 30 mph on the clock. The summit was celebrated admidst clouds of steam on the hard shoulder while a gallon of water went in the radiator. Beatock summit was climbed in similar fashion with similar results, - another gallon of water was quietly consumed, after which we pressed on and made camp on the shores of Loch Lomond, 240 miles from home.

On Tuesday, the weather changed, - it was pelting down. Grateful for the electric wipers (at those revs and throttle opening, I doubt if vaccuum ones would have left the parked position!) we headed for the Kyle of Lochalsh, where we arrived without incident.

The following morning, we again headed North with the wipers still working overtime. As far as the Kyle, the roads are quite good, but from here on they revert to single track with many "mini-lay-bys" to permit oncoming vehicles to pass each other. Nor are they very straight or level, and the road North leaves the Kyle at a gradient of 1 in 7. First gear was necessary, but she'd make an easy 15 mph - better than expected.

The scenery here is beautiful - we know because we saw it four years ago. This year we saw nothing but fog and rain, so when we came to the junction, instead of turning left for the North, we turned right for Inverness. We parked the caravan there about lunch time. The clouds immediately parted and the sun came out! The rest of the day was spent touring right round Loch Ness (no monster visible) and Thursday we aimed for John O' Groats, leaving the caravan at Inverness. This was a distance of 142 miles each way, so an early start was made. Again we arrived about 12.30 p.m.

If you have never been to John O'Groats, you have not missed much. The land drops gently down to the sea, no mountains, no cliffs, no breakers. The place consists of an hotel, a restaurant (this we needed, but it was shut) four souvenir shops and a caravan site. No town, no houses - not much of anything. Again, we already knew this; we had photographed "Maud" there in 1976, but we wanted a photograph of "Elizabeth" as well. Our original destination, the [illegible]neys, were clearly visible bathed in sunshine, missed out because of the rain. Oh well! [illegible]t's life.

We headed back for Inverness, but had only made about six miles when that mysterious rattle intervened. During the previous few days, it had become louder and could be located at the front of the engine. Removing the fan belt made no difference. I've heard many timing chain rattles, but this had to be the worst ever. Now it suddenly reached a creshendo which lasted about two seconds. This was followed by a very loud bang and silence. "Oh hell, the chains snapped" was the first thought, but we were maintaining speed aginst the hill. A dab on the throttle produced more power, so the chain was proven innocent. The culprit was the fan pulley which now sat lazily on the water pump spindle, its centre having completely disintegrated.

While not as drastic as if the chain had gone, the situation was not good. We were 500 miles from home and 135 miles from the caravan, which contained all our gear, and was the other side of two hills steeper than 1 in 10. Even if we made it to the caravan, there was no hope of towing that very far. It was, of corse, the cooling system that was the problem; the battery was big and new and would last for days.

The situation was saved by a group of gentlemen at a garage - cum scrapyard - cum farm near Wick. They had nothing suitable themselves, but one of them insisted on driving us miles around Wick to various places where he thought there may be an old 100E. We came close to success several times. One car we found had once had two engines, but both had been BURIED!!!! We eventually found an Anglia and a 300E van on the same farm. The Anglia's water pump was missing, but the 300E was the salvation. The pulley was fitted and we were mobile.

Our benefactor, who had gone to much trouble on our behalf, would accept the money for a drink only after he was offered violence as an alternative. Who said Scotsmen are mean ?

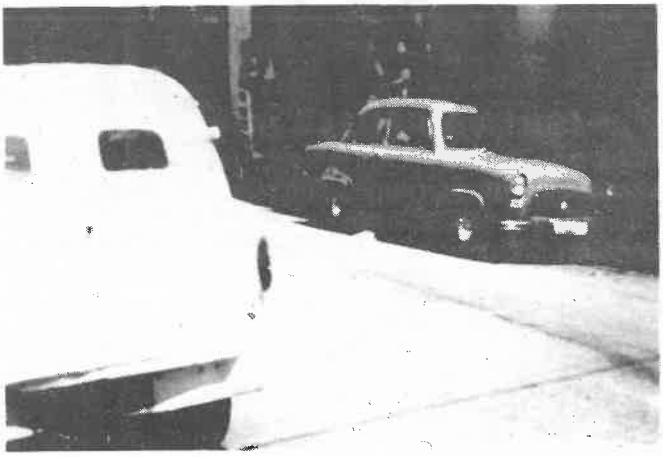
We were late getting back to the caravan, but it was the end of the adventures. Friday we made an easy trip to stay at relatives in Grangemouth for the weekend, returning to Wigan on Monday. The wind was blowing strongly from the South West, there were times when we had to change down going downhill. These last 210 miles took seven hours.

Despite the pulley incident the car did well. She used a lot of water when climbing with the van, but otherwise used little. She had covered 1341 miles, of which about 1000 was with the caravan, but had used only 1½ pints of oil. Fuel consumption when towing was about 22 miles per gallon. All the same, I don't think I'll try again until I have the 107E back.

VALUES

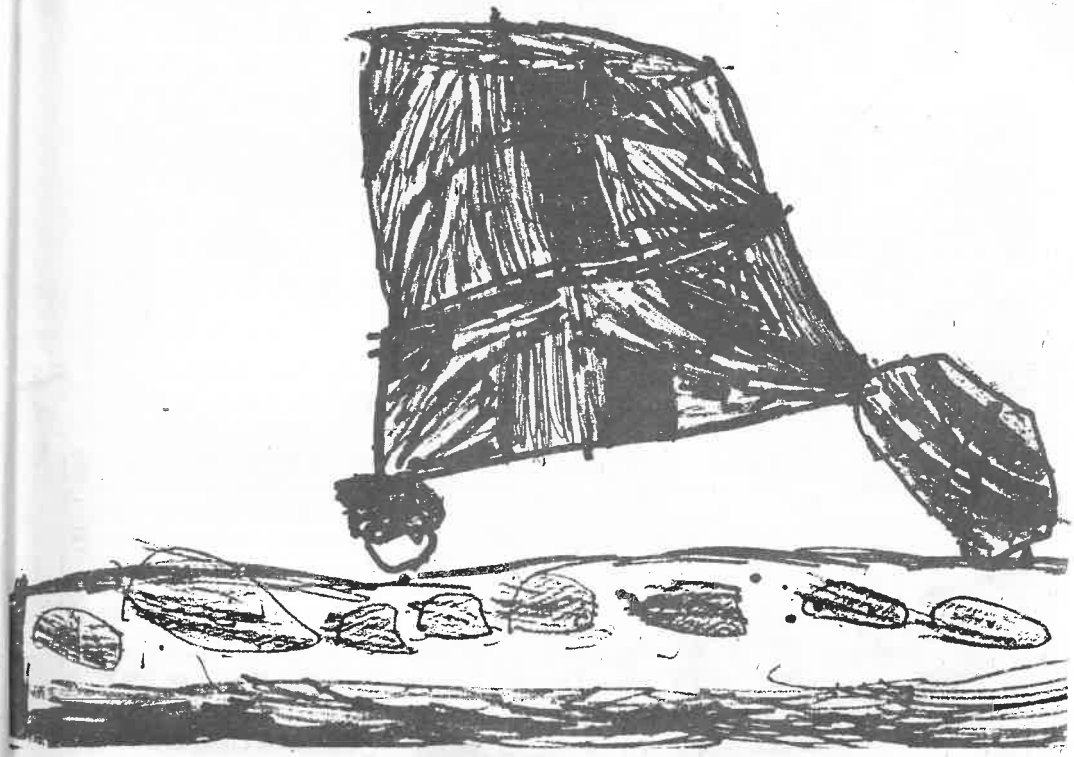
Club committee, particularly Bruce, J.N. and myself are often approached, usually by non-members, and asked how much is their Ford Pop. etc worth. Often the car is glowingly described but turns out to be no more than a restorable runner (just). These folk also think that we (the club) have a secret fund ;used to purchase Ford Sidevalves! it is difficult to put these people off without offending them, but as we all know the club does not deal in cars. All we can do is to advertise their car in our magazines and trust that someone, somewhere will buy. And what is the value of their cars ? Fortunately, for the true enthusiast, prices of "our" cars are not very high, so the speculators don't often touch Ford SV's, we see many 100/107E's advertised at prices from £1200 downwards. Things being as they are, recession etc they are not selling so now is the time to get a decent 100E at a sensible price (£100 - £400). The older types, 103E/493A's are obviously worth more. How much more depends entirely on condition, and, how many customers are queuing up for it. A good 103E, in concourse condition ought to be worth £1000 - think what modern car could be got for that price - a nasty 4 year old Escort? But try getting £1000 in the present economic climate. Pre war models are worth much more, if good, but again we are faced with demand being far less than supply.

The true enthusiastic club member is not too bothered about values. We are only interested in keeping and using good sturdy Sidevalve Fords (or OHV 107E's).



Street scene in Malta. Apparently there are lots of 100E's there.

John Norris's daughter Lavinia has been busy drawing Sidevalves !

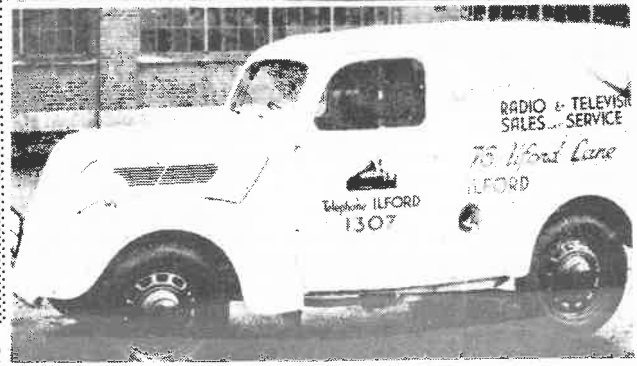


LONG TERM CARE OF PAINTWORK
by Professor Blosser.

The average thickness of paint on most cars is no more than 5 - 8 thousands of an inch. So, religious use of commercial car polish will eventually mean you have gone through to the base/undercoats. Hence the number of "piebald" old cars seen at rallies. You can tell a polish which removes the surface by the discolouration on the cloth. It is a gross contradiction of facts for a car polish to include a cleaner (i.e. abrasive). If your paint is past its prime, then use only pure wax polishes such as traditional Simoniz or Limousine Wax Polish. If the finish is really thin, it may be best to have a professional re-spray. Then, when paint has fully hardened - 4 - 6 months at least, give it a mild "cutting" with T Cut or Pre-lim, to get a good smooth surface. Then, the donkey work, apply the heavy wax. (Limousine Wax is very good). Your car should now only need leathering off after a wash or rainstorm. Do not repolish for a year or so.

Seen the claims for those polymer glass coat polishes, rekens to put a diamond hard coat onto your paintwork. What a con! They contain a cellulose-type solvent to remove the surface grime, a slight abrasive to help and dissolved silicones which are supposed to give you that everlasting gloss. Once again notice that the one liquid is trying to do 2 jobs - clean and polish. If these polishes were honest, they would supply 2 separate liquids. One the solvent/cleaner, one the silicone sealant. I suppose someone will think of it sooner or later. I have tried them, they are easy to apply and do give a good gloss. But the fact that they contain a cleaning additive makes the gloss break down after only a few weeks. So, there's no getting away from hard work if you want a good gloss that lasts.

Our van-ished past



By Neil Anderson

THE Tin Lizzie, E 83W or Model A may not mean a lot to you — but they were just some of the milestones in Ford Motor Company's long history of panel vans.

They were strangely suited to our way of life — because of the climate Ford transformed their famous Model-T car into a light goods van for the English market.

And the Tin Lizzie, as it was affectionately known became the first of a whole host of Ford vans which have since been commerce's smaller beast of burden since it's introduction in 1912.

The story of the Ford panel van from it's inception to present date is now being told in a Transport Series book released by Hornchurch publisher, Ian Wilkes.

Written by Len Cole under the Ian Henry Publications banner it takes a comprehensive look at the Ford van development with many old and new pictures to illustrate.

An interesting read, even for those who may not be so motoring-minded and should now be available in local book shops.

If not it can be obtained by sending a cheque or postal order for £3.55 to Ian Henry Publications Ltd., 38 Parkstone Avenue, Emerson Park, Hornchurch, Essex RM11 3LW, which includes postage and packaging.

Romford Observer, week ending October 10, 1980

E83W Driving Impressions - *Steve Waldenberg*

You've got to know how to start a 93A on a cold morning. Tickle the carb first, that is if your pump has a primer. Full choke no throttle (keep your feet on the road!) and pull on the starter. Hopefully your battery (6v of course) if fully charged and wiring in good order. So, the engine turns over, menacingly slowly, but '- 10 secs she bursts into life. A few more seconds, then gently dab the throttle - it's the one in the middle on our '43 Utilecon and ease the choke in halfway. Well, that's what I do on the club van. Even after its been stood a week or more, she has never failed to start - easily. I am very impressed with the engine, so skillfully rebuilt by Mick Cassidy a few months ago. Although the E83W is quite a heavy vehicle, the low gearing makes it quite agile. O.K. - its not fast, but she will cruise happily on the level at 40 - 45, 50 is the absolute maximum. I suppose the fairly high engine speed gives a false sense of going fast. Hills of course are something else, I don't need to say much about a S-V Ford's performance on a hill do I ? Suffice it to say that even with a full load she'll climb anything - given time!

Comfort - well those of us who have had the "pleasure" of driving the club van all seem to have ended up with aching backs and sore bums. The drivers seat leaves much to be desired. You get a good view of the road from up there tho - compensation indeed. This winter I shall take the seat out and either have it re-upholstered or get a 100E seat modified to fit. The passenger seats are also to be re-covered. I'll probably take the old spring units out (you bounce about too much on them) and replace with foam. Being perched on 15 leaf springs, every bump in the road feels like a chasm, the whole body shakes. I hope to be able to replace all the rotted woodwork this winter - swapping my spanners for chisels for this restoration task. The (outer) metalwork is basically sound but we must invest in a professional re-spray in the spring. The chassis, like all open channel jobs is sound. Another dose of waxoyl should adequately preserve it.

The dimensions of the E83W are ideal. Good loading height, good internal size and not too bulky a vehicle. Why Can't U.K. manufacturers do a 10/12 cwt van with similar proportions today ? Leylands Mini Van is too low, Fords Escort van is O.K. I suppose, but loading height is again quite low and its cubic capacity is not too great. Transit size vans are great load carriers, but they are quite big. The 83W is just the right size for town work. Easy to park too - its got a good lock. Easy to load and you can fit quite bulky items into it. Pity its only 1172cc SV powered. A modern engine/box in this size van would be a winner. Those Japanese 10 cwt box vans are the nearest to E83W dimensions - no wonder they are selling so well (Honda - Suziki).

Using an "upright" Ford always brings lots of admiring glances, using a commercial is no exception. Most middle-aged plumbers, decorators, builders etc., etc, had a Fordson 5 or 10 cwt van when they were younger. "By gaw - had one of them in 19??, Best van I ever had etc., etc". Was it "the best van ?" I often ask myself. It was probably a heap, untidy and a pig to start every morning, but, time dulls their memories and as ours are mainly pampered vehicles, they see only the quality. Far be it from us to spoil their happy memories. Most commercials were, still are, run into the ground then scrapped. So, the survivors are few. We don't have very many in the club. Certainly ours is the only Martin Walter Utilecon that we know about. If we could get a few more commercials along to our rallies we could have a separate class.

I hope that if the body is presentable we shall be taking the E83W to Holland next summer. It should make a good tender vehicle.

FOR SALE
1959 Ford Perfect. Excellent condition. original. No rust having been stored for a number of yeats.
Miss J Key, 125 Gates Green Road, West Wickham, Kent.
phone: 01 462 6579.

FOR SALE
Ford Popular Deluxe 100E. May 1961. One owner. Mileage 54349.
Mr A.G.S. Potter, 216 Grafton Road, Dagenham, Essex, RM8 1QP.

FOR SALE
Popular 1960/1961. Has a spare engine.
Mr D Pettett, 41 Poynings Drive, Hove, East Sussex, BN3 8GR.

FOR SALE
Popular 100E 1960. 50,000 miles. No rust or blemishes, immaculate inside. (engine has partially seized. MOT until May 1981. Offers invited.
Miss Cheryl Horton, 1 Penhurst Close, Hampden Park, Eastbourne, East Sussex, BN22 9ED.

FOR SALE
100E Spares, both body and mechanical, from dismantled Anglia.
All parts cheap.
D.I. Mason, 1 Conway Drive, Shepshed, Loughborough, Leics.
phone: Shepshed 4687.

FOR SALE
Ford Anglia Prefect 1957. 40,000 genuine miles. Excellent condition. One previous owner. £500 ono.
M Ryan, 69 Mowcroft Road, Hartcliffe, Bristol, BS13 OLT.
phone: Day 290285. Night 641967.

FOR SALE
Lotus 6. Reg No. SZ9119. Reg 1958. Engine Fordsidevalve. Gearbox and R/axle believed E93A. Body type Two seater tourer, aluminum panels, on tubular steel frame. Mileage unknown. The vehicle is in need of a complete enthusiastic restoration. The vehicle is complete i.e. all the parts are there, but engine is out of chassis. £325 ono.
S.C. Goddard, 195 Latimer Road, Eastbourne, East Sussex.
phone: Polegate 5348.

FOR SALE
E93A radiator, engine and electrical parts, also V8 valves and guides and prewar Austin car.
Pete Oakley, 3 Bay Tree Hill, Liskeard, Cornwall.
phone: Liskeard 43010.

FOR SALE
1953 E493A Prefect. Good original condition. only 15,000 miles since 1965 when new engine fitted. No MOT (worn kin pins) but OK on everything else. New tyres. Offers in excess of £325.
Mr R A Bark, 30 Castell House, Crossfield Estate, Deptford Church Street, London SE8.
phone: 01 691 2550.

WANTED
Spares for recently acquired 1939 "7Y".
David Curtis, 3 Norbury Place, Hampton Drive, Hereford, HR1 1UD.

FOR SALE
1955 Ford Popular. 10 months MOT. Very good condition. Offers in the region of £600.
phone: Midhurst 6481.

100E engine reconditioning service. For members on the south coast, Ken Tingey offers this service.
Telephone Poole (02013-79258)
Northern area members - for all model recon. service
S. V. Tate, Leeds 692832

FOR SALE
E493A Prefect in spares
P. Norrington. 13 Hylands Road, Epsom, Surrey KT18 7ED.

FOR SALE
E93A Recon. engine, rebored/reground etc. No pistons £50.
Gearbox, clutch plates, axles, steering box plus other odds & ends.
Offers to M. Stephens 021-471-1194

STEEL SILLS FOR 100E's
Still available at £4.31 each + postage and packing from:
" Smith & Deakin ", 292 Tollacline Road, Worcester. Tel. 0905-20873

GLASS FIBRE WINGS FOR 103E's
Front £19.00 each, rear £19, delivery £4 each front, £3 rear.
They also offer fitting and spraying service.
Honeyborne Mouldings, Eclipse Trading Estate, Birmingham Road,
Alcester Wilks. Tel. 0789 - 762071.

Peerless GY special fitted E93A mechanics. £600 ono.
Brixham 51241.

1934 "C" phone 0421-36481. £650 ono.

FOR SALE
2 Aquaplane heads £60 each (brand new)
V. W. Derrington. 159 London Road, Kingston, Surrey. 01-546-5621.

Misc. Ford parts (now).
Jack Whitland, 247a Southlands Road, Bromley, Kent. 01-460-7382.

Distributer caps for 100E (both types available) £3.25
Condensers for 93A types £1.25
100E oil filters £1.25
100E pistons, various sets o/s £25.00 set (regular price £39.00)
100E Main brg. shells, various u/sizes
also some big end shells promised.
100E brake shoes £8.00 set of 4
Clutch pressure & driven plates, gasket sets etc., always available for all models.
Orders/Enquiries to respective spares secs.
Cheques payable to club. Enquiries SAE please.

CLUB STORES

1959 Ford Popular De-Luxe 100E in excellent condition apart for the bulkhead which has been cut out to accept a bigger engine.
107E X-Member.
100E Axle, propshaft, struts, shocks', chrome plated H. lamp surrounds, (Brand new from Newfords). Chrome plated rear lamps, wheels.
Offers (together or split) to:
Paul Bescoby. 59 Thatch Leach Lane, Whitefield, Manchester.
Telephone 061-766-7478.

FORD E93A PARTS

2 doors c/w glass and winders etc.
1 bonnet assy and front panel & grills
Set of spare windows - wiper van motor
Wheels and hub caps
1 cylinder head
starters/dynamos & distributor
2 gear boxes
2 stering boxes
1 radiator
1 fuel tank and line
1 starting handle
+ dozens of smaller items

OFFERS

FOR SALE

1957 Ford Prefect 100E, family owned since new, good running order, NEW struts, battery, tyres, re-ringed, together with some spares.
£200 or best offer.
Tel. Twyford, Berks 345382.

RELUCTANT SALE

E494A Anglia (1951)
Excellent condition, MOT'd until October 1981.
MUST go to good, loving home as it will be like losing one of the family. Sale due to financial circumstances and to the fact that as a female I am not a qualified motor mechanic !!! Up to time of sale the car has been maintained to high standard. Many spares can be bought as extras. Must be seem to be appreciated. OFFERS
Jean Kanpton. 16 Pennine Way, Great Eccleston, Nr. Preston.
Tel. Gt. Eccleston 70621 (evenings only)

FOR SALE

7Y radius arm with bushes (new)
2 spring bushes new
£8 the lot
T. Brandon. 12 Middle Street, Naxeing, Essex EN9 2LD.

FOR SALE

Tow bar and ball hitch
1 pair brake shoes
starter motor with Bendix (new)
3 wheels with s/h tyres
all for 100E
Harry Lawler. 16 Gortland Pk, Gilnahirk, Belfast BT5 7NU. N. Ireland.

WANTED
Steering box for 1955 Prefect 100E (right hand drive) to assist restoration of my 1955 Lotus Mk8.
Dr H Kelley, 405 Ridgeview Drive, Blacksburg, Virginia, USA 24060.

WANTED
Pair of Front Bumper Overriders, 100E 17996 Type C preferred. Good or= suitable for rechroming, undersling spare wheel carrier E129WP1, Windshield Washer 18293 (Manual) Kit Complete.
ED Ingold, 11 Chapais Crescent, West Hill, Ontario, Canada, MIC 2C4.

OVERSEAS MEMBERS
Please ensure that your cheque, money order, postal order or bankers draft is made payable to the CLUB in Pounds Sterling. Failure to do so results in high bank charges for the Club and a long delay in dispatching your order.

FOR SALE
Popular 103E 1954, black, one owner from new. engine needs rebuilding.
phone: Eric Smith 01 551 5386.

FOR SALE
Popular 100E in good condition. Lack of money forces sale to a loving new owner.
Catherine Mason, 61 Folds Crescent, Sheffield, S8 0EP.
phone: David Kay - Sheffield 581211,

OTHER MODEL KITS of sidevalves are:
4mm (1/76 scale) Model Ys from Malvern Models.
4mm 100E Prefect from Midget Models
4mm E93A Prefect from MS Models,5 Manor View, Selsey, Stroud, Glos, GL5 5LR
1/43 Model Y/V8 Pilot from Jum Varney Models.
2mm (1/160)scale E493A from Midget Models.
For full address see the Magazine "Auto Modeller" or your local Model Shop.

FOR SALE
103E Inner Wings (LH&RH) as new, plus 7Y and 103E grilles from Autojumble Mr N.L. Cato, phone Medway (kent) 61861.

MG fittings inc rubber parts - Many seem suitable for perpendicular types eg clevis pins, rubber grommets, mats available from N.T.G. Services, 21 St Margarets Green, Ipswich, IP4 2BN, phone)473-211240.

FOR SALE
1958 Ford 100E. £60 ono.
Mr R Kempston, Beverston, 13 Florence Road, College Town, Camberley, Surrey.

FOR SALE
Ford Popular Saloon Deluxe. Grey. 1961. (originial engine) 75,000 miles plus 3,500 after reconditioning. Very good. six months MOT to run. Various s/h spares included. Selmar battery charger. £435 or best offers. (owner emigrating).
G.W.J. Skipsey, 9 Jubilee Court, London Road, Thornton, Heath, Surrey, CR4 6JL.
phone: 01-689-3429.

FOR SALE
Ford Prefect. Reg No. 6929MP. Maroon/grey. Needs restoring.
J.R. Spance, 15 Northumberland Gardens, North Walbottle, Newcastle-on-Tyne, NE5 1PT, Tyne & Wear.
phone: Lemington 676545

FOR SALE
1959 100E. Needs restoring, spare parts include, wheel bearings front and rear, brake shoes front and rear, wheel cylinders front and rear, 1 pair sills, flexible brake and clutch pipes, track control arms, track rod ends, and various other bits, tyres, radiators, spare bonnet etc.
D Gordon, 7 Warren Court, St Ives, Cambs.
phone: 0480 67768.

FOR SALE
1955 100E Ford Anglia. Green. Engine, gearbox & back axle sound. Needs sill and outriggers for MOT. Brakes relined. Tyres good. Reg No. RGT 630. Three owners. £100 ono.
Also the following spares for sale.

1	Inlet manifold
1	Exhaust manifold
4	Carbs
1	Top Hose
1	Bottom hose
1	Starter motor
1	Fan belt
1	Air cleaner
2	Wing mirrors
2	Oil filters & filters
1	Distributor
2	Rear brake drums
2	Rear brake backplates
1	Speedo drive gearbox
1	Speedometer
2	New waterpumps
1	Complete back axle
4	Brake shoes
1	Petrol pump
1	Workshop manual
1	Spare Parts manual. The lot £30 ono.

Apply: D.C. Hammond, 421 Tonbridge Road, Barming Heath, Maidstone, Kent. ME16 8NJ.
phone: Maidstone 27074.

FOR SALE
1957 Anglia 100E. 70,000 miles genuine. In good running order but needs new steering box, sill, brakes etc for MOT. Come, look, make an offer.
Mr T Seymour, 114 Eltham Road, West Bridgford, Nottingham.
phone: 816953

FOR SALE
100E engine. Fitted with four ringed pistons and rebored to 20, new valve guides and valves , springs, new timing chain and new clutch plate. £70.
E.F. Moore, 41 Reville Road, Worthing, West Sussex, BN11 1UX.

FOR SALE
Air Force Blue Popular 100E 1954. Tax until Feb and MOT until June 1981. Has been used daily. Engine completely rebuilt a year ago. Bodywork and interior need attention. Owned by present owner for 10 years. £300.
Mr G Hassell, 248 Camden High Street, London NW 1.
phone: 01 385 8072 evenings.
01 734 4764 days.

FOR SALE
Ford Prefect 107E Dec 1959. Good mechanical condition and no rust. Offers.
Mr K J Anderson, 13 Holden Way, Upminster, Essex, RM 14 1BP.
phone: Upminster 23793.

FOR SALE
Ford 100E. Rebuilt but needing a respray and brakes relined. Open to offers.
T Burke, 5 Westwardho, Milnrow, Rochdale, Lance.

FOR SALE
Available via A.E. Jenkins, Saratoga, Pensarn, Carmarthen, Dyfed, SA31 2JV.
Piston ring sets for E93A standard and +020 (ref No. 512)
+030 (ref No. 106/104)
+040
+060
Also sets for 8hp 1935/39 +030 +040 +060
)these are available via an exchange service operated by Mr Jenkins- if you wish to dispose of items (piston/liners/engine/parts - non sidevalve!) they can be included in his list which I believe is circulated to the main motor clubs/autojumbles etc).

FOR SALE
Anglia 100E 1959. MOT failure. required wheel cylinder replacement. Quick sale required to prevent last journey to breakers yard.
Offers to: A.J. Spencer, 1 Silverspring Close, Erith, Kent.

FOR SALE
Popular 100E 1961. Fairly good condition mechanically. Five Radial tyres fitted. Requires attention to steering box and chassis. Offers of around £100 to:
Simon Godrich, 5 Lodge Road, Locks, Southampton, SO3 6QY.
phone: Lockheath 2342.

FOR SALE
Model Y 1936, Fully restored. £1500.
Prefect E493A 1952. £250.
Popular 103E 1956. £200,
Also a lot of spares for these models.
Apply to: F Eley, "St Helens", 82 Lickhill Road, Calne, Wilts, SN11 9EZ.
phone: 813286.

FOR SALE
1956 Popular 103E. Excellent unrestored condition. 68 thousand miles on clock. Used daily and MOT until July 1981. Spare wheels and Gearbox.
Mike Green, 13 Grove Park, Liverpool, L8 0TL.
phone: 051 734 1434.

FOR SALE
Popular 100E 1961. with cacuum overdrive, body & engine in good condition £100.
Trevor Nowell.
phone: Yateley 875301.

FOR SALE
Prefect 100E 1957, black, no MOT, some front end damage requires attention. Offers.
Mr Watts, 1 Woodville Close, Teddington, Middx.
phone: 01 977 1278

FOR SALE
100E O/S Rear Body Panel.
A Perkins
phone Felmersham (Beds) 781993

FOR SALE
Car Clock for 1937 Model C. Offers.
Graham Willmott, 74 Coopersale Common, Epping, Essex.
phone: 77528.

FOR SALE
4 Wheels for Model Y. Offers.
J Ellis, 42 Narcissus Road, London NW6.
phone: 01 794 3669.

FOR SALE
Spares for 103E/100E Populars.
phone: Mark, Walter on Thames 28765

FOR SALE
New inserts for 100E Front Suspension Struts. £8 each.
R Renshaw.
phone: 01 733 2061

FOR SALE
3 Gear Boxes £10 each
1 pair Struts & Top Mounds £10 each
2 sets Track Control Arms
TR Ends
Back Axle.
Tony Griffiths, The Knack, Rugby Road, Brandon, Coventry, CU8 3JE

FOR SALE
White Ford Anglia Saloon, Sept 2958, 100E Engine, 30,000 miles. Bodywork in good condition, has been kept in garage. Original log book, all service bills from 1958. £650 or any sensible offer.
Peter Cunningham, 40 Davenant Road, Oxford, OX2 8BX.
phone 0865 58996

FOR SALE
1955 Ford Prefect 100E (black). Non runner needs restoration. £40.
Paul Botting, 13 Derwent Park, Wheldrake, York, YO4 6AT.
phone: Wheldrake 446.

FOR SALE
1956 Prefect, 4 door saloon D/L. Black & Chrome. Reg No. 787GMD. 1,200 miles on rebuilt engine. Overdrive on all gears. New front struts & rear shocks. New front wheel bearings and back axle oil seals. Almont new tyres. Undersealed. No Rust. Spare engine, Radiator 6th wheel & tyre, windscreen, back window & loads of odds & sods: MOT October 1981. 52,000 genuine miles. Almost prime condition.. £550 ovno.
Mr J Edmonds, 4 Mosul Way, Bromley, Kent. BR2 8JL.
phone: 01 462 8045.

FOR SALE
1946 Ford Prefect 10hp. Completly restored apart from 4 wings, 4 doors and boot lid which have to be painted and assembled. Car has been completly rewired, reupholstered, rechromed, new floorboards & mechanically overhauled. Tyres have 90% wear left. There is spare wheel, jack, starting handle, boot key, original handbook & old type logbook. Owner now living & working in Germany. Offers around £900.
Mr R Marris, Cortes, Anchor Road, Tiptree, Essex.
phone: 010 49 2234 1023 (West Germany)
Tiptree 816784 (home) Mrs Marris
Tiptree 815407 (work)

FOR SALE
Ford V8 30 new valves guides &springs, about six of each 38 brass rad for E93A & an earlier 1172 engine, starter and generator. Sell or swop Austin 7 bits.
Peter Oakley, 2 Manley Terrace, Station Road, Liskeard, Cornwall, PL15 4DW.
phone: Liskeard 43010.

WANTED

Steel sun visor, chrome trim for door, handles etc for 300E van.
Colin Harcus, 21 St. Catherines Place, Kirkwall, Orkney.

WANTED

for 1947 E93A Prefect.

Front screen complete.
Drivers seat in light and dark brown
Good front bumper (rechromeable)

Sell or exchange 2 front over-riders, early cylinder head
(with dynamo mounting)

Ken spencer, Newcastle on Tyne 642589.

Running boards for 493A's Member D. Archer has been in tough with Shepherds Grove Service Station. They would be prepared to make these up if 30 orders were forthcoming. We don't seem to get much response, club-wise, from these people, but non-the-less perhaps members needing running boards would contact them. There may be enough demand for them to do a making.

FOR SALE

Engine & Gearbox (E93A)
Front & Rear axles C/W brakes
Wheels, steering column and all other running gear parts.

Any reasonable offers accepted please contact

Mark Yeadon, Knowle House, Church Street, Boston Spa, West Yorkshire.
Telephone Boston Spa 842360.

Re-conditioned 93A engine (no pistons) + 40 thou

Front axle from a model Y and hubs etc now £6

Stan Thorpe (3 wheel Morgan club)
26 Wood Crest, Blackburn. Tel 0254-49522

Ball for end of 'A' Frame. A squash ball does the job nicely.
Peter Fawcett.

Model Y Front axle with hubs £6
Stan Thorpe, 26 Wood Crest, Blackburn. Teo. 0254 49522

1953 E494C complete for restoration
Cranbrook Garage, Mickleton, Campden, Glos. Tel. Mickleton 212

FOR SALE

2 E83W Chassis's 1 partly restored, 1 rusted, want wheels, brakes, steering gear torque, tubes and axles attached. Engines and gearbox, one radiator with numerous parts available. Sorry no bodywork. Any offers.
Peter Colburn, 2 Old Chester Road, Debington, Wirral, Merseyside.
Tel. 051-645 9684.

FOR SALE

1953 E494C in need of restoration but complete even down to badging.
Cranbrook Garage, Mickleton, Campden, Gloucestershire.
Tel. Mickleton 212 (Mr. Coldicott)

CLUB GARAGE CLEAROUT

To make space for new stocks, the following items must be cleared.
If not sold we regret they will be scrapped.

1) Sack of Model Y/C brake parts (links, leavers etc.) £1
2) Prefect torque tubes £1 each.
3) Popular (103E) drive shaft (axle) £1
4) 100E Radiators. Condition unknown but look O.K. £2.50 each.
5) Complete 103E chassis £20
6) Front and back axles C/W springs, A frame etc £5
7) 2 decent 4.50X17 wheels/tyres & rubbers £10.00
8) 7" pre-focus headlamps (100E or 493A) £1

Fair stocks of 6 & 12v bulbs
24/36w 60 h/lamp bulbs 5BC. 50p
36w SCC & Bosch spotlamp bulbs 50p
also some 48w bosch 6v bulbs.
24/36w 6v BPF h/lamp bulbs 65p
18/3w 6v tail/stop bulbs 40p
6v 1.3w screw in bulbs 15p
also fair qty sim bulbs in 12v for other vintage cars or converted electrics.

CLUB STORES

93A oil filters £3.50 each post free
100E drag links £6.50
93A drag links £17.50
100E track control arm repair kits £6.50
Q5k 40 bush kits for 100E's £9.00
100E front suspension top ball race sets £6.00 pr.

93A KING PIN SETS £5.75
VINTAGE SPOT LAMPS £12.50
De Coke sets £17-50 (10 HP)
+ MANY OTHER ITEMS

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4 100E gearboxes working order £30 each ono.
R. Hussey WAT 29659

FOR SALE

1956 Anglia 100E. Failed MOT (Steering). Decent body.
Any offers: Mrs. J. Squires, 11 Plantation Road, RAF Cranwell, Sleaford. Lincs.
Any offers, don't want to break - too good.

1955 100E Anglia. All original, low mileage (Floor needs attention)
Could deliver in Nottingham Area.
Mr. Hallam, Nottingham 256645 anytime.

FOR SALE
103E engine, Gearbox, Prop shaft, Front suspension and all the usual "ex-customier" odds and ends.
Mr Hall phone: Thakham (Berks) 68119.

FOR SALE
Model Y bits:- chassis, wheels, engine, gearbox, brakes, 93A chassis, rear suspension, shock absorbers.
WANTED
Rear crossmember.
David Hodge, 11 Hamilton Road, Bexleyheath, Kent.
phone: 01 304 0162.

PARTS TIP
E493A Prefect windscreen wiper blade fitting still available as Unipart GWB 128 (fits early MGs but needs cutting down 2").

Also Lucas are withdrawing stocks of obsolete parts - so buy now.

FOR SALE
Ford Anglia 100E 1958. Very good mechanical condition. Good body. Offers.
Also Ashley Special on 1942, 7W "Naafi Van" Chassis (very rare). Special suspension, Tuning equipment etc. Offers.
Y Precieux.
phone: 01 699 2879(home) or 01 837 3300 (ext 2529) (work).

FOR SALE
1955 103E Popular. 90% restored plus rolling (working) chassis. Offers.
L W Sheppard, 15 Main Street, Palterton, Nr Chesterfield, Derbys.
phone: Chesterfield 823088.

FOR SALE
Ex 1172 Formula Special. Approx 10,000 miles since completion by present owner in registration year 1965. 4½dia tubes form main ladder chassis. Swing axle IFS with IMP stub axles and rack & pinion. 4.4 escort axle (new located by 3 trailing arms and panhard rod. Coil/koni suspenders, Ford E93A C/R box with open drive to axle. Engine compartment vacant, but with space and cooling system for something interesting. GRP all enveloping body (markham Peasey) with well engineered bulkheads and panelling of aluminium. A GRP hard top is fitted with detachable side screens. Complete car is tarnished only as it has been preserved in a dry enviroment. £250.
Bob Vickers, 7 Canada Road, Woolston, Southampton.
phone: 449880 home, 442622 ext 6 business.

FOR SALE
Very sound and working 1172 SV Engine (from 1953 Prefect).
Good chrome Grill.
Radiator (first class condition).
Gearbox, carb etc all mechanical parts.
Mike Gardiner, 5 Wells Close, Haslingfield, Cambridge.
Tel. 871130.

FOR SALE
Cheetah GT Special. Fibreglass Body, Tubular Chassis, E93A, running gear, 10HP engine with four-branch exhaust, requires attention to cooling system and electrics. £140.
Julian Kember, 16 Orchard Rise, Richmond, Surrey, TW10 5BX.
phone: 01 876 5192.

FOR SALE
Ford Squire 100E 1957. Long MOT. Excellent original condition. very reliable. Due to shortage of garage space price slashed to £350.
A Rayner, 84 High Street, Ryton on Dunsmore, Coventry.
phone: Coventry 306108.

Telephone 0254-830343

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