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Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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Cover photograph: Philip Birch's 7W tourer, taken by David Ross at National SV Day.

Club Officials

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

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Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
Specialist Applications	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
Specials	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warks, CV10 0BZ E-mail: robert.daniels@ntlworld.com
100E/107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB

Area Groups

Local area groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00pm and 9.00pm ONLY.

Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Cambridgeshire	Brian Cranswick 01733 203776. <i>Please ring for details.</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday: new venue to be decided. Contact John Porter on Sv1172@aol.com</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
Glos, Hereford and Worcs	John Pole 01684 564829. E-mail: john@polej.freesevice.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: Bunch of Cherries, Hatfield Road, St. Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freesevice.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Mid Wales & Borders	Dennis Duggan, Rock Cottage, Brook St, Welshpool, Montgomeryshire, SY21 7NA. 01938 555574. E-mail: djduggan@supanet.com
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
North Scotland/Grampian	Raymond MacDonald 01340 831449. <i>1st Friday: Les Coull's Workshop, Main Street, Newmill. 7.00pm.</i>
Central Scotland	Robert Traynor, 01355 242260 (8-9pm), E-mail: upright59@aol.com <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Sussex	David Taylor 01323 845001. <i>3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.</i>
Surrey	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
Yorkshire	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

International Contacts:

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Editorial

John Porter (Chairman)

"New MOT"

I have recently put the Siva through the "new" MOT, where the garage is connected by computer to VOSA (the people who hold the records for the MOT and are connected to DVLA). As the Siva is basically an upright, the items tested (or the lack of them) has not changed. What is new is that the tester wears a tag around his neck (or some other part of his person) and inserts this into a card-reader in the office and whilst on-line, pulls up your vehicle's identity and details. The vehicle owner will need their V5C and the unladen weight for the brake-testing. That appears to be the only change in requirements. However, the system ensures that the vehicle test must last for an hour despite a lack of things to test like on a newer car. You will be asked for the full fee (no discounts anymore) and if your vehicle needs a re-test then you pay the full fee. This is no longer at the garage's discretion, although I cannot see them objecting to this extra money!

With this connection to VOSA comes the tying in of the brake-test results, emissions test and headlamp alignment! This will not all happen at once and will be phased in around the country. There may be a few issues with headlamp alignment with older cars, where a distinct pattern will never be clear. Also, where your car is tested on the "rolling" brake tester, there may be no latitude to take account of applying 21st century requirements to mid-20th century braking systems.

If you have a non-SORN vehicle, and therefore an old V5, the vehicle may not be on the system and one assumes that the garage will decline to test your vehicle? Please let me know of any difficulties that you have under this new system so we can monitor the situation.

Federation Newsletter

The Federation of British Historic Vehicles Clubs says in it's recent newsletter: "MoT testing: The computerisation of MoT garages seems to be late and fraught with problems. It is evident that VOSA's database is lacking in details for vehicles over ten years old and manual overrides are frequent. Some garages did not register for computer accessibility on Saturdays, an omission which can be corrected, but frustrating if no other day is convenient.

The actual requirements for the MoT have not changed, but there have been suggestions from many quarters that testers are blaming the new system for failing items that they had previously passed. PLEASE make sure we get to hear of any such instances".

Subscription Renewal

You will find the first membership renewal form inside this issue of the magazine. Please renew your membership early and save Jennie from having a hectic Christmas rush!

Membership Numbers

The membership numbers for new members of the FSOC are getting very large and giving a false perspective on the number of members within the Club. The Committee have decided to effectively 'shuffle the membership numbers along to fill all the gaps'. This means that members will see a new membership number on the membership label on the front of the envelope with this magazine. This new number will appear on the 2006 membership cards. Members should not worry if they cannot remember their new number as the membership secretary can do the translation from old to new number.

Some membership numbers have not changed due to the fact that the members have been in the Club for a significant time.



John and Pat Porter in their Siva at National SV Day

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Events

John Porter

Another season draws to a close, with just the large indoor events to take place before Christmas. It always seems odd that with our climate, we have such a large number of outdoor events.

The club stand at Beaumanor Hall this year was "damp" in the extreme, which affected the turnout of club cars. As an organiser of one or two events, I spend most of the time worrying more about the weather than anything else! Of course, when the weather is fine, an open air event is the best kind, but if the day starts wet then the organiser must feel like going home, as there is nothing to be done. Arriving at a rain-soaked field with grey skies over your head doesn't exactly excite the average enthusiast and the usual response is to leave the classic in the garage and watch a video instead. If you do brave the weather, or if the weather worsens as you get near, you have a day ahead of sitting in a steamed up classic watching the rain find the weak spots in the roof and glass seals. Perhaps we all need those mini marquees that fit over each car and we can then run from cover to cover around the showground!

You may not believe it, but England is a very dry country, with lower rainfall than many other European countries, so in the main you should find most events are dry..... you will note that I did not mention Scotland, Wales and Ireland because the weather in these countries is not the same as England. I was told this most emphatically while in the Perth area of Scotland this August, where for the most part the weather was unusually fine. The owner of a local printing shop complained that the weather forecast was not very useful for her as "they" just seem to do a blanket forecast for Scotland even though the country is about the same size as England!



A great line up at National Sidevalve Day

The main problem with indoor events is always going to be cost, with venues like the NEC and NAC (Stoneleigh) costing tens of thousands a day for each hall. The sheer physical area required for a large rally would be massive. I can't imagine the Health & Safety people being impressed with twenty odd steam engines in a covered hall! The sight of steam engines and caravans trundling up the M42 to the NEC would be interesting for the other road users. Many years ago, there was an attempt at a mainly indoor event at the NEC in the summer, and predictably the weather was sweltering and the public preferred to go elsewhere rather than pay the inflated indoor entry fees.

Events Diary

23rd October. 'Normous Newark at the Newark Showground off the A46. If you have not been to one of these autojumbles that are held on this showground every month then give it a try, as I have found it well worth the traffic queue! Telephone 01773 819154. Also on 20th November and again on 18th December.

30th October. Huddersfield Autojumble & Classic Vehicle Rally at the Old Market Building, Yorkshire. Contact 01773 819154.

30th October. National Restoration Show at the NAC, Stoneleigh near Coventry. There will be a FSOC stand so contact John Porter if you would like to exhibit your car.

4th - 6th November. International Classic Motor Show at the NEC, Birmingham. We have a club stand. Sidevalves (ideally upright Prefect E93A or E493A) needed for display - contact John Porter.

8th January 2006. Great British Autojumble at the NEC, Birmingham. Just the place to get the bits for the lump of iron in the garage!

28th & 29th January. Bristol Classic Car Show at the Royal Bath & West Showground, Shepton Mallet, Somerset. Opening from 10am - 5pm daily. There will be a FSOC stand, so contact Ivor Bryant to get your sidevalve on the stand.

Every month - South Midlands Monthly Classic Car/Bike Meet takes place on the second week of every month. Dates for the rest of 2005 are Sunday 13th Nov and Sunday 11th Dec, from 11 am till 3 pm, taking place in the grounds of the Britannic offices near Wythall, Birmingham. Telephone Andrew Lyndon on 01564 822800 for details. It says there are over 400 cars there in the summer and around 200 in the winter.

Scottish Ford Day

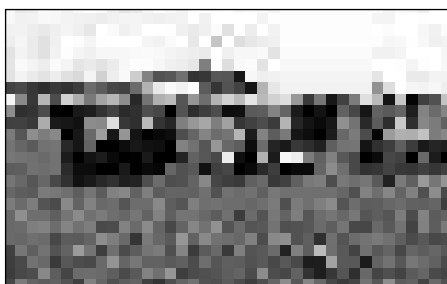
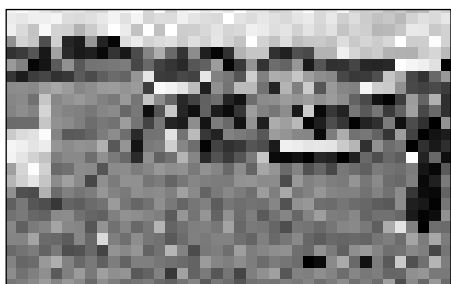
Rob Traynor

The FSOC stand at Bridge of Allan was well attended, but slightly down on last year.

Attending were new member Mike Tinson with his recently acquired 1935 Tudor Model Y, YJ 3023, and Jim Murray, also with a new

Ford model Y - Jim kept that one secret!

Danny Craig graced us with his 1946 EO4A Anglia. Jim Shade and Robert Cameron - non members (I am still working on on them, hint hint), who both have very fine 103Es, swelled the stand. We were looking forward to meeting Yvon Precieux again, but due to a bout of illness he was confined to indoors. Hope you are feeling better Yvon.



FSOC HOLIDAY 2006

Would you like to take part in next year's holiday?

it is
**Saturday 3rd June to
Saturday 10th June**

at

**The Virginia Court Hotel,
Cromer, Norfolk**

**Come for the week, weekend,
a few days, or just a daytrip.**

**Contact this year's organisers
Robin & Jennie
on 01279 659245**

**We look forward to
meeting anyone who
wishes to come along.**

Cambridgeshire Area

Brian Cranswick

Wood Green

The annual steam rally held at the Wood Green animal shelter, Godmanchester, Huntingdon, is a well-established show, now into its seventeenth year. It has a good selection of steam traction engines, tractors, stationary engines, cars, lorries and vans.

I arrived early on the Saturday, parking my 103E OLH 20 next to a white 100E Popular already lined up (no club badge showing). This is owned by John Beautyman from Wisbech. Following the club details given to John, he has now joined up, increasing the number of eastern members. His car is a very late registered 100E, complete with a steel period sun visor, it shows the original 'A' plate of LAH 42A. Another 103E, VUR 107, soon came along, driven by Alan Rogers, which he has owned for four years. I remember this car from some time ago, as it was restored twenty years back by then local Peterborough club member Rod Bolton. The car still looks very good today and is a credit to Rod's restoration. Rod was the previous area group organiser in Peterborough and arranged the National Rally in 1987 at Lilford Park, Nr Oundle, whatever happened to Rod?

Edwin Dickinson then turned up with both his 300E van, PER 413, and a 100E saloon,

UER 39, followed by his son in law in a 105E. Both Edwin's cars show the original Cambridgeshire registration number plates. The van being recently restored and returning to the road after being laid up for over 30 years. Norman Wedley arrived in his 100E Anglia, EFL 318, a very nice original local Peterborough Ford. This car was supplied by Peterborough Motors, the main local Ford agents, and has spent all its life in Peterborough, the first owner keeping a meticulous log of every journey he made, including the cost of the petrol he put in. Another Wisbech Sidevalver soon turned up - Michael Capps in his black Prefect E93A, TL9 150.

Also at the show within the vans, I noticed a beautifully restored green and cream E83W, FCL 638 signwritten as the Swavesley Village Garage, owned by Jerry Spink. This was a former Norwich Cooperative bakers van, on which Jerry has spent six years completing a full major chassis up restoration. He had let his club membership lapse and now intends to rejoin after knowing about the revival of this local group. Jerry, your van would look really great together with the other two local upright vans, those being Pat Swan's E83W butchers van and Jeff Lawrence's E04C van. What a photograph for the magazine this would make!

My wife found on one of the show stands, what could be almost deemed as a must-have for any serious sidevalve collector. We have

all got the Corgi/Dinky models of our cars and if you are lucky maybe a Somerville, well, to fully complete your collection how about a 'cross stitch' embroidery design of your Ford! This one being depicted from the same year as Ollie, my 1953 103E. I don't know if they are still available; showing on the package, which does not look that old, they are distributed by a local company in Wisbech. No other sidevalves are listed in their details, but they do show cars like the Mini, Minor, MGB, Anglia 105E and Zodiac, plus a few more!

BMC/BL Rally

Whilst attending another local show, the BMC/BL national rally at Ferry Meadows, Peterborough (which is mainly for BMC type cars, however over the years other makes have been allowed in), I came across a black 103E PTN (PXN?) 162 displaying a club badge. After tracking down the owner, Roger Searle, also from Wisbech, he informed me that he was not a club member, as the badge was from the previous owner. Roger purchased this car about a year ago as a non runner, the engine has been rebuilt and now returned the car back on the road again. I have provided Roger with a club application form and hopefully he will become another new member for the group. Wisbech has quite a number of classic car owners, including many Ford sidevalves, as they have a very active local Wisbech Historic Vehicle Club.

Beaumanor Hall Show

John Porter

The Classic Car & Transport Show at Beaumanor Hall, Woodhouse, Leicestershire in July turned out to be a very wet one! Despite the downpour, there were still some stalwart sidevalvers brave enough to turn up to put on a Club stand!

Club members attending were Geoff and Maureen Hammond with their E494A Anglia, John Hone and "Bill" in a model Y hot rod (a genuine kit-rod from the late seventies), myself and Pat in a wet Siva, and

Graham Carr parked among the commercials in his 300E van. There were also three other 100E/107Es in the general park.

Photo 1: The sidevalve line up
Photo 2: Graham Carr's 300E
Photo 3: 107E in maroon & grey
Photo 4: John & "Bill" enjoy the weather in a model Y!
Photo 5: 100E with all the extras

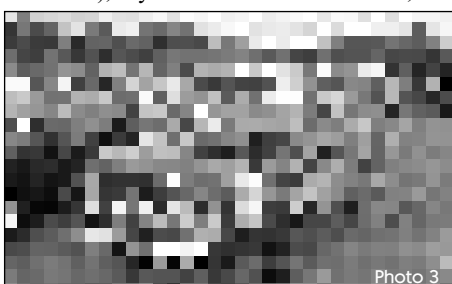


Photo 3

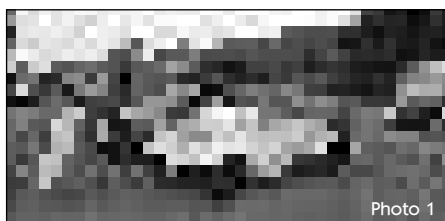


Photo 1



Photo 4

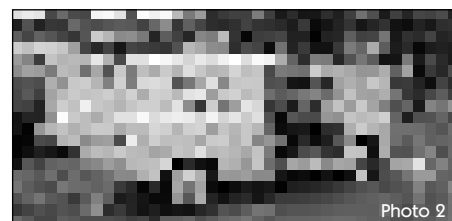


Photo 2



Photo 5

North London Group

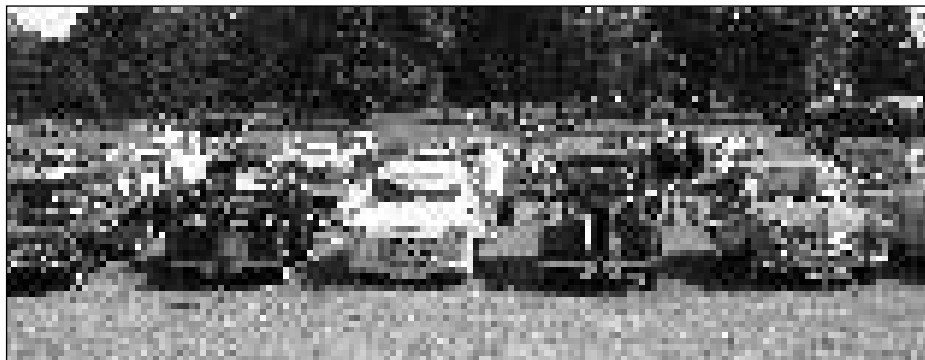
Robin Thake

On a hot sunny day in July we went to a newish show at Chiltern Hills and we had a good representation of sidevalves with Terry Tomlin, David Heard, Richard Healey, Stuart Cecil and ourselves there.

Locally we booked into two Wednesday evening shows called picnics in the park; at the first show at Harpenden it poured with rain all day, so it was off to the show in the Focus, thinking it would be a waste of time taking the Anglia because it would be cancelled, but on arrival, much to our surprise there were about 800 cars on show and we were put to shame as there were several sidevalves in attendance, including Ian Boyle and Richard White and family, who looked a little wet but had a good evening.

The next show the following Wednesday evening was at Croxley Green. There was plenty of sunshine, so the Anglia stayed at home because it was the turn of the Classic Motorbike to have a run. There were plenty of cars at this show, so the organisers must have been delighted because all the profits went to charity.

The poor old Anglia must be a little tired this year of all the long runs because in August it was off to the National at Cirencester; we were accompanied by Andy and Sara Westwood and Stuart and Laura Cecil, so we packed our bags and it was off to Didcot for



Woburn show sidevalve line up

an overnight stop, because 140 miles in one go is a little ambitious to arrive by 9.30am. The National proved to be a great day out in a lovely part of the Country. Andy Westwood in his white 100E picked up the runner up award in his class, which he was over the moon with. Our thanks go to Peter Williams for such a well organised event.

The annual trip to the Woburn Show this year was a little disappointing as the weather was very unpredictable, with sun and showers all day - usually as all the picnics were got out - but, as the pictures taken by David Heard show, there was a good line up of sidevalves belonging to him, Terry Tomlin, Richard Healey and John Perren before they all headed off home in the dry in the middle of the afternoon.

Our next trip out saw our group members going in different directions, Terry Tomlin and

David Heard were off to the Ford Show at Battlesbridge, while we went with Stuart and Laura to an Airshow at Rougham near Bury St. Edmunds which was a brilliant day - as well as the flying non stop all afternoon, there were 100s of classic sport cars as well as a large number of other classics and I was pleased to be pulled out as one of the best cars in my class.

I read with interest John Pole's article on a car failing to start after a long run. I have come across this problem myself and found it very difficult to sort out because if you leave the car for a little longer the problem goes away. The only conclusion I have come to is the petrol in the float chamber vaporises due to the heat transfer from the manifold. This problem is less likely on the 100E because of the thick gasket between the carburettor and manifold.

Bristol Area

Ivor Bryant

It has been a while since we reported from the area, but fear not - we're still here! Earlier events included the antiques fair and car show in the meadows of Berkeley Castle, at what it seems is becoming a larger and annual event, with another event of battle re-enactments inside the castle grounds, cannon fire etc. It was quite interesting to see soldiers in American civil war clothing amongst the jumble, cars etc. Sidevalves present included 100E's, a model Y, a rodded model Y (Lotus twin cam engine), Noddy, my upright Anglia and the bare chassis, without driver. I towed the chassis to the event with the Anglia as it was a local event but won't be doing that again. It towed reasonably but lacked the towing power of the 2 litre Vectra which we generally use.

A later event was the Chipping Sodbury run, 80 miles out from the town, around the lesser roads of the southern Cotswolds around Stroud and Cirencester. For those who know the area, this included the "W" at Nailsworth, a steep road with hairpin bends. I did the

run in Jack Russell's Model Y van, of 1933, almost pushed up the hill by a Cord, or was it an Auburn? Cars were sent out at half minute intervals, oldest first, we left at about 8.40 a.m. behind a 1927 A.C, Rolls Royce, Humber and others, the late cars being MGBs, Mustangs and the like, with local member Steve Hanley's 100E somewhere between.

The National Sidevalve Day at Kemble was well attended (see the report of the sidevalve contingent elsewhere). It was well arranged by Peter Williams, who must have been pleased with the support from the members. Not on our stand, but in the tractor display, was a Bean agricultural machine, self propelled cultivator, (see photo).

It was good to see new members (or at least members with cars we haven't seen before) at Kemble. Rob Palmer, who's aiming for the perfect 100E, from Stanton Drew, Richard Thornhill with the near-perfect 103E from Gloucester and Steve Hanley, again from Sea Mills, with his 100E, who I met on the Chipping Sodbury run, together with other local and distant regulars with and without their sidevalves.

At the end of August was the Great Dorset Steam Fair - it does what it says on the tin -

it's great, in Dorset, with more steam than you see anywhere else. There are relatively few cars at this event. Sidevalves present included a Pattison garden machine, water pump, OTA tractor, E494C van, Siva, two model Y saloons, model Y trials car, model Y special bodied tourer and an E83W truck.

We will have a stand for 2 cars at the Shepton Mallet restoration show on Sunday 13th November, and a stand for 6 cars at the same site on January 28th and 29th for the Bristol Classic Car Show. Please contact me or Peter Williams if you wish to exhibit your car or van or other sidevalve or can help on manning the stand. Don't be shy! Phone numbers inside front cover.

Meetings as usual, on the 3rd Wednesday at Horton Social Club with the Horton Historic Vehicle Club, which are well attended.



Yorkshire Group

Nigel Hilling

Apologies for not reporting much during the year, but it seems to have been yet another busy one and, despite what many people say, the weather has been generally kind for most of the events attended. We have a small group of keen rally goers who are out most weekends during the summer at all sorts of shows.

Stan the Anglia successfully completed the Lands End Trial at Easter, albeit without managing to win an award. He is pictured at the lunch halt with some rather more modified Pops that run in the Specials Class (photo 1). Stan clocked up nearly 1000 miles in 2½ days doing the event and getting to and from it and didn't miss a beat throughout. The Ilkley trial followed in May, which proved more successful as Stan took a class win (we won't mention the low number in class!).

With the trials season over it was time to give Stan a well-earned rest and get the Pop out for a change. First journey was in convoy with a friend in an F4 sidevalve Morgan to a rally at Sherburn aerodrome, which features aircraft as well as cars and came with glorious weather. The only disappointment was that we arrived too late to qualify for one of the free breakfasts, unlike Dennis Matthewman who must have been up at the crack of dawn so as not to miss out. The following Sunday it was across to Tatton Park to sample the hospitality of the Merseyside branch (photo 2) and more good weather, although the Saturday of the show had apparently been rather damp.

On returning from Tatton, a small pool of oil appeared on the garage floor, rather than the few drips that are normally present under the clutch housing where oil leaks past the rear crank flinger/catcher arrangement. The clutch plate is fairly well protected and higher than normal leakage can often be tolerated. There was no time to investigate further as it was the FSOC Peak Run the following weekend, where Gordon MacKenzie and I were joined by David Manterfield in his upright Prefect for the event which has been well reported earlier. Another pool of oil was evident on return, but still no time to worry about it as events were coming thick and fast.

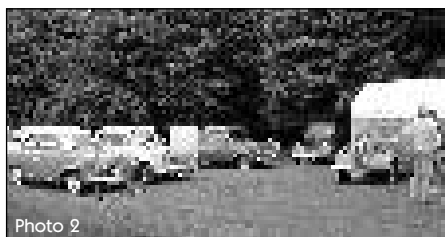


Photo 2

Beamish Run

The following weekend was the Beamish Run, a reliability and road safety run starting at Chester-Le-Street and covering some very scenic routes through Durham and the Dales. The event includes a number of steep hills and various checkpoints, where points are scored for answering assorted questions mostly related to motoring in past times. I set off early on the Sunday morning for the drive up but had gone barely 30 miles before the signs of clutch slip began to appear - so much for trying to ignore the pools of oil. We turned round and managed to make it back home by gentle driving so as to keep the clutch slip to a minimum. Rather than investigate the problem immediately, I decided to put my spare trials engine in and use that for the rest of the summer. The swap was completed later in the day.

Whilst I was cursing my ill luck, Gordon Mackenzie, ably assisted by Dennis Matthewman, reached Chester-Le-Street in Gordon's Pop and completed the event despite some overheating problems on what was a scorching hot day. The day actually ended with torrential rain and thunderstorms that caused the flooding in parts of Yorkshire that headlined the national news. Gordon was later to find out that he had won his class on the event - well done.

Hollowell

I couldn't make the Buckler Run the following weekend as it was time for a family visit, but the weekend after saw me travelling down to Hollowell in Northants for the Heavy Horse and Steam Fair reported by John Porter in the last SVN. I think there was then a week's rest before the next event, which was our only formal Yorkshire Area gathering with a club stand at Newby Hall, a massive classic car

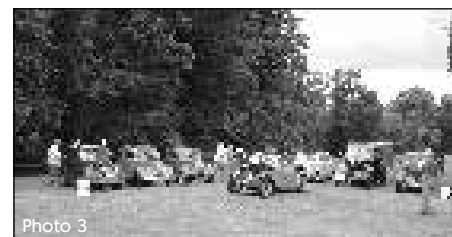


Photo 3

event and autojumble. We had a good variety on the stand (photo 3) and once again the weather was glorious, so much so that a number of the cars queuing to get into the event were boiling up.

National SV Day

August was soon upon us and so it was down to Kemble for the Sidevalve National. I went via Northampton to meet up with Kevin Upson and go for a beer with some of the Northampton Sidevalve section. I then followed Kev, who was in his Foden breakdown truck, down to the event on the Saturday. Many thanks to Peter Williams for organising the Sidevalve section at what turned out to be an interesting event with a good variety of exhibits. The return journey after the event on Sunday took the weekend mileage well past 400. There was still time left in August for another trip to Tatton Park to meet up with our Merseyside friends before resting the Pop and thinking about preparing Stan for the Edinburgh trial in October.

Our monthly meeting venue, The Black Bull, has been refurbished and is now very much food orientated so we will have to see whether this affects our presence there. We have welcomed a few new faces over the year to add to our usual motley bunch. If you haven't been, then do come along to catch up with what everyone else is up to.



Photo 1

Mid Wales & Borders

Dennis Duggan

The new area group for Mid-Wales was announced in the last issue of Sidevalve News. Unfortunately, at the time of writing there is just one member - me!

This is, of course, very disappointing, but perhaps not a complete surprise. I already knew there were very few Ford sidevalves

in the area, and this was confirmed when I obtained a copy of the register from Andy Main. There are only about forty vehicles in the whole of Wales, and maybe half a dozen or so in Mid-Wales. Of course, there might be others, as not every owner is a member of the FSOC, but, they are definitely thin on the ground. I therefore suggest we rename the group and call it 'The Mid-Wales and Borders Area Group.' That will bring in places such as

Oswestry and Bishop's Castle etc, and maybe encourage more people to join.

Chairman John Porter has advised me to remain positive, as there is always the possibility of sidevalves emigrating this way from other parts of the UK. I will persevere for twelve months, then, if there are still no takers, the group will be closed down.

My contact details are on the inside front cover.

Merseyside Group

Joe Wheatley

21 and 22 May - Kelsall Steam Rally

I was unable to attend on the Saturday - not too much of a disappointment, as the weather in the afternoon was a bit monsoon-ish. Frank Wells (100E Pop), Tony Ikin (100E Pop) and Alan Chapman (103E) made an appearance, but Bernard Ellicott had to turn back with carburettor problems in his 100E Pop. Sunday started out much better. I arrived at about 9.30 to find Bernard and John Green (100E Prefect) already on site. Frank turned up shortly afterwards, Tony (in his 103E today), Alan and Roy Barker in his 105E at about 10.30. The ground did not get cut up too much and we only suffered one short heavy shower over lunchtime. We all departed at 16.30, as black clouds started to come over. As Frank and I turned onto the A49 to head up to Warrington, the rain returned with a vengeance. Not just rain, but thunder, lightning and some very substantial hailstones. The road was like a river, so there was no chance of avoiding the deeper puddles, and visibility behind the vacuum wipers and unheated screen was very difficult. Freddy and I struggled on at about 30mph, with me hoping that Freddy would not impersonate most Minis and cut out due to water on the leads & coil. I'm please to say she behaved impeccably, apart from a leak under the dash soaking my maps.

4 and 5 June - Tatton Park Classic Car Show

Bernard, Frank and myself went over to Tatton on Friday afternoon to erect our marquee and cut the grass on our 'pitch'. (Frank took out the passenger seat on his Pop in order to get his petrol mower on site). Despite showers during the morning, the grass was reasonably dry and took a cut very well. Bernard had also been busy over the winter fashioning a stand for our banner that would not leave ropes for people to fall over and also some short poles to enable us to rope off our area. I must say that our pitch looked very professional as we left that evening.

The weather on Saturday was less than

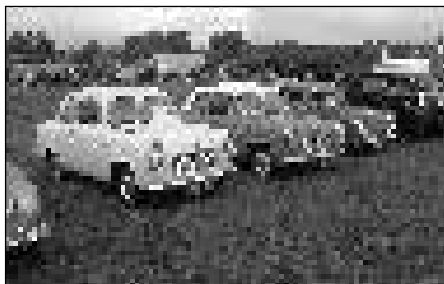


Photo 1: 100Es at Kelsall

kind. Showers on and off all day and a monsoon-like downpour at about 16.00. For once we really needed our marquee to keep off the rain. This poor weather kept the turnout of punters low and also discouraged several of our members from attending. We could only muster 5 cars - Freddy (my E493A), Frank and Bernard's 100E Pops, Chris Buxton's 105E and Rod Peters' 103E. (I think I may have forgotten someone here!). Roy Barker was on the nearby 105E club stand with his Anglia and is still hopeful that his 107E will be completed sometime this millennium. Ian Park (now 100E-less after selling his 100E Pop to Tony Ikin) also called in for a chat. We are trying to persuade him to get another Sidevalve this year!

The forecast for Sunday was not good, but we were fortunate. No rain and a little bit of sun in the afternoon ensured that we could put away the marquee while it was dry. It was a bit damp underfoot, but much better than Saturday. We were missing a few regulars though. Ron Taylor's E83W was out of action, as the replacement engine fitted the previous week turned into a mayonnaise factory, as the top of the block appears to be bowed, causing the head gasket to fail. Ron kindly drove my Mondeo to the show so we could bring back the marquee. Dave Broad was in the Isle of Man doing daft things on motorbikes. Tony and Jane Ikin were on holiday. Chris Toombs has yet to fit his petrol tank. Ernie Wilson (100E Anglia) and Dave Levay (Squire) may have been put off by the weather. We managed to muster a reasonable show though. In addition to Freddy, Chris's 105E and the two 100E Pops of Frank & Bernard we had two 107Es (Adrian & Ellen Smith & family from Southport and Carl Turner from Swinton),



Photo 2: Uprights at Kelsall

three 103Es (Bill & Adrienne Moore, Alan Chapman and Nigel Hilling & family.). Simon Rennie joined us in his 850 Mini because he has been having fun and games rebuilding his 100E engine.

First his 'new' crankshaft was found to be bent. Then he discovered that he needed +40 pistons, but had +60 in stock. Next was a problem with the con-rods. Simon's engine has been converted to shell bearing big ends, but the rods have the retaining groove for the shells on the 'wrong' side. He thus has to have the rods machined before the shells can be fitted (has anyone else had this problem?). Hopefully Simon will have the rebuilt engine together before the next Tatton show in August!

We also featured in the prizes awarded by the organisers. Bill Moore received first prize in the 'Two Door Saloon' category for his extremely original Pop. Freddy received first prize in a new category 'Pride of Ownership'. This was for cars in less than concours condition, but which were well maintained, were regular exhibitors and popular with the public. (I think of it as a 'long service' award!).

12 June - Peak District Road Run.

I persuaded my pal Don to navigate for me so we set off from Culcheth just before nine. It took us just under two hours to wind our way through the back roads to the start at the Peverill of the Peak hotel in Thorpe near Dovedale. I thought the turnout was a bit disappointing, with only seven sidevalves in attendance (where were you all?). Merseyside was represented by myself and Tony Ikin, in his ex Ian Park 100E Pop, with Alan Chapman navigating. We set off at about 11.30 and enjoyed the short first part of the route finishing at the Manifold (What a suitable name!) pub in Hulme End where we enjoyed an excellent lunch. Setting off again at about 14.30, we enjoyed the longer part of the route, which took us through many familiar places and along fondly remembered roads (I lived in Sheffield for many years and attended University there. I did a number of road rallies around Derbyshire in the early 70s in my 1956 100E Anglia, SGO 934. Happy days!).

Our glorious leader had done an excellent job of providing very detailed maps of the route and surrounding area. All went well



Photo 3: Bill Moore winning at Tatton Park



Photo 4: I pick up my award at Tatton

until halfway through the afternoon when our little convoy (E493A, 100E, Shirley Special & Freddy) turned into the road indicated to find an unsurfaced track (A 'white' if you are familiar with OS maps). After a bit of head scratching we all decided to have a go and bounced and wobbled the mile or so up the hill into Great Hucklow. Geoff Hammond in the Shirley enjoyed it so much he went around again to have another go unencumbered by Prefects! At the end of the day we all asked John why he had sent us up that road, whereupon he admitted that this had been an error and that he, Pat and the Siva had gone the smooth way round on the normal roads! Coward!

We finally arrived at Chatsworth House at about 16.30 having had a great day out, despite some drizzle and very little sunshine (at least the cars stayed cool!). Don and I set off for home at 17.00 and arrived back at 18.30 after completing 172 miles.

There was a full write up of this event in the last mag, so I'll finish there, except to say when is the next one?

13 June - Club meeting

All the usual regulars attended, most with some progress to report on their vehicles. Bernard Ellicott had to remove the front struts on his Pop, as the nuts on top of the piston rod were not tightened up sufficiently on the new inserts causing some unpleasant knocking noises. Frank Wells has discovered that his blue 100E has not enjoyed her rest while he has been using the green one. Most of the boot floor, rear spring hangers and chassis legs have dissolved over the past 12 months, making any resurrection a real challenge. Roy Barker has decided to pass his 107E on to a professional in order to get it finished, but in what colours? Dave Broad has bought lots of new rubbers, door handles, badges and other trinkets to put on his 300E. Mike Brocklehurst has a newly painted E493A. All he has to do is install the wiring loom, ancillaries, and windows and refurbish the interior and we will have another car on the show circuit. Bill Moore has found that a 103E rear hub puller will also remove the drop arm on a 105E steering box so that a new oil seal can be fitted. Ron Taylor is going to try yet another engine in his E83W this weekend and Chris Toombs has sealed his petrol tank and promises to reinstall it before the month is out. We should be able to muster a good turnout at the next Tatton show!

25 and 26 June - Haydock Park Steam Spectacular

Sunday 26 June was forecast to be warm and dry so my wife Jill (AKA t'Boss) came with me (she will only come out if the forecast is rock solid for sun & no rain). Frank & Bernard

(100E Pops) had been there on Saturday and were today joined by Roy Barker and Mrs B (105E), Bill & Adriene Moore (103E) & Tony Ikin (100E). Ron Taylor had managed to fit another engine to his E83W and surprised me by turning up too. This is the smallest of the steam fairs that we attend, so the selection of stalls etc was quite limited. However, as usual, there were an excellent variety of cars on show, my favourite being a 193? straight eight Packard.

2 July - Westhead Carnival

This was a small village carnival recommended by Bill Moore. Only Bill, Bernard and myself made it to this one. In addition to their Rose Queen parade, carnival floats, drum majorette competition and various craft stalls they also invite classic cars. Only about 30 or so turned up this year, but they included 5 different variations of Austin 7, Austin 12, 2 Daimler Darts (SP250), two MGAs (one twin cam) and more than I can remember.

The star of the show for me, however, was a recently restored E83W Utilicon owned by George Garlick of Preston. George has apparently restored about 50 cars in his time (a Bull Nosed Morris, now owned by a friend, won first prize in the pre-war category) and used to drive E04C vans when they were current (30,000 miles per engine and very easy to turn over he remembered!). Martin Walters built this Utilicon in 1956 as an ambulance. It was used by the Alcan Aluminium Company in Banbury until the early seventies, but was never registered for use on the road. This explained the very low mileage of 11,500. It was first registered in 1985 but does not do many miles and was stored for many years. It was finally sold to someone local to George, but the engine was ruined by its first drive up the motorway, so when George bought it in 2003 it had a reconditioned engine with it (photo 6).

The Utilicon has been the subject of a nut and bolt, body off restoration. The interior now boasts two front seats and one bench seat in the rear (a real people carrier!), beautiful new carpets & door cards etc and a fawn and brown colour scheme. The mileage is now 12,825! I will include some pictures with this report, as this is a very special sidevalve.

9 and 10 July - Cheshire Steam Fair

Another excellent weather forecast, so both Jill and Alex accompanied Freddy and I. As usual, Frank and Bernard were there before us, and Tony Ikin and Alan Chapman arrived shortly after in their 103Es. Dave Levay and his immaculate Squire were also in attendance with his son in his Morris Minor. A much wider variety of stalls than at



Photo 5: Freddy & I with the 'Pride of Ownership' award

Haydock This proved a bit expensive - two skirts, one camping stove, a new quilt cover and various tools! The Cornish pasties and farm-brewed cider were also too tempting to miss. Lots of interesting cars too. The Invicta Black Prince (one of 14 produced?) from Stoke was in attendance, two Berkley three wheelers (350cc Excelsior two stroke & front wheel drive), and many more. Ian Whammond was there with a friend's 1912 Peugeot. Two cylinders, two brakes and two seats. Despite a top speed of 35mph and a range of 80 miles, this car had just come back from a tour of Germany! Puts us sidevalve travellers to shame!

11 July - Club meeting

A disappointing turnout tonight, with only Frank, Bernard, Mike Brocklehurst and I. Mike has his E493A back from the painters and has been installing the new headlining. He has also recovered and fitted the running boards, door cards, glass etc. Once the new wiring loom is in we should have another upright on the road.

Chris Toombs was unable to come this evening, but he called round to my house last Saturday after his 103E Pop passed the MOT. The previous weekend he had found that his horn had died (I put it down to his age), but was able to get a replacement from Howard Buxton. All up and running at last, but sadly Chris will not be able to attend any of the August shows due to other commitments.

Howard's E493A is also progressing, with most of the paintwork completed. He would be further along, but an altercation between his finger and a rotary lawn mower has delayed things a bit. He is still hopeful of getting TPD onto the road this summer.

That's all for now. Hope you are enjoying this summer as much as we are 'oop north'!

Photo 6



National Sidevalve Day

John Porter

So, how did the National Sidevalve Day at Kemble Airfield turn out? Well, the weather was tropical, so no one had any reason not to fire up the sidevalve and come along. Peter Williams had done a sterling job organising entries, which ended up coming from far afield. After a good number of initial entries, the numbers looked like sticking at 20 odd but nearer the date the numbers swelled to well over 40.

As the awards and classes for judging depend on us knowing who are intending to come along, the late swell of entries threw the number of awards and plaques that were engraved. At the closing date we only had two 100Es, but thankfully on the day a good number turned up to give the unusually large upright entry a run for their money. The commercial class was made up of two entries - an E83W pickup and a Mercury lorry of the sort used in factories and around railway stations. Out on the tractor display was a rather fetching Bean Planter powered by Ford sidevalve. These agricultural and industrial



so much better every year, it really does make the job harder. This year the judges actually had to go back and re-appraise some of the cars, with the uprights proving extremely challenging. Restoring any sidevalve to the standards that now seem to be expected is not cheap and certainly not cost effective. One restorer rightly said that it costs much the same to restore a cheap Ford, Austin or Morris as it does a Riley, Jaguar etc. The values, when finished, are somewhat different,

Alan Summons' 7Y in green, all the way from Lowestoft. As there is nowhere further east, Alan won the furthest travelled and was a hair's breadth away from second in class.



Above: Alan Hart's Pop, winner of the 100E class



sidevalves are always an interesting diversion from the roadgoing sidevalve, and show how diverse the use of the Ford 8 & 10 was from the mid-thirties to the mid-fifties

The judging is always difficult, as the time taken makes it a large chunk of the day for the judges. In the case of this year, the large classes - 100E and upright - took the most time. With the quality of renovation getting

so in the case of our cars it really has to be a labour of love. It is always nice to see the plain black Pop or Prefect as much as the more exotic. This year the exotic was local boy, Philip Birch from Newent, with his recently completed 7W tourer and having seen the "before" photographs, it does show what a great job he has done with this car. Another car of note, although not quite as exotic, was



Above: Andy Westwood's Anglia, 2nd in the 100Es



Above: Frank Sanders' Mercury - commercial winner



cont . . .



Above: Mick Crouch's Field Mouse - specials winner



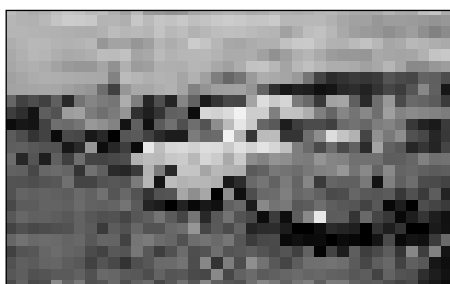
Above: Philip Birch's 7W tourer, - upright winner



Above: Danny Moody's Pop - 2nd in the upright class



Above: Lowestoft's Alan & Carol Summons - furthest distance travelled winners - with their 7Y



The prize winners were:

- 100E - 1st in class -
Alan Hart from Shipston with his amazing light blue 1962 Popular, with period Aquaplane equipped engine and over-drive gearbox.
- 100E - 2nd in class -
Andy Westwood - 100E Anglia
- Upright - 1st in class -
Philip Birch - 1937 7W tourer
- Upright - 2nd in class -
Danny Moody - 103E Popular
- Best Commercial -
Frank Sanders - 1951 Mercury Truck
- Best Special -
Mick Crouch's Fieldmouse (or Grasshopper as the commentator would have it!).



Technical Tips

Geoff Hammond

Distributor Shaft Greaser

A common problem with upright sidevalve engine distributors is that they seize into the cylinder head. This is caused by corrosion between the distributor spindle and the cylinder head. I have found that the fit, and hence the play, between the two parts goes from almost nothing to being sloppy in relative terms. Seizing is most common where there is almost no clearance, which allows the corrosion to bridge the gap and hence seize the distributor. Photo 1 shows a simple solution, which is to drill and tap the edge of the cylinder head and fit a grease nipple. The cylinder head at this point is solid, and being of cast iron is easy to drill and tap. The nipple allows grease to be applied between the cylinder head and the distributor shaft and reduce corrosion, hopefully stopping any seizing.

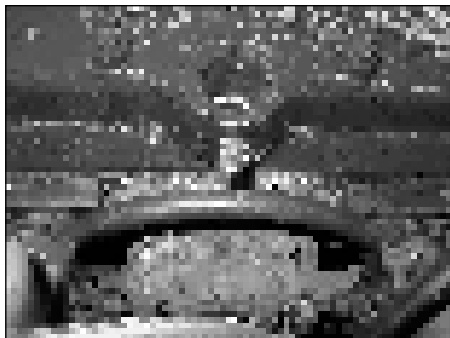


Photo 1

Bleed Screw for Export Water Pump

The export water pump has both its inlet and outlet pipe connections at the bottom of the unit, so when the radiator is filled there is the potential of an air lock in the water pump. This can cause the water pump to function inadequately and overheating can result.

Photo 2 shows that by again drilling and tapping a small hole on the top of the water pump body, a screw with an anti-vibration washer can be inserted.

This means that when the engine is refilled, the screw can be carefully unscrewed, almost to the point of removed, to let the trapped air escape and allow the pump to function at maximum capacity.



Photo 2

Repositioning of the Condenser

The designed position of the condenser on the distributor body can give rise to problems of removal of the number 3 cylinder spark plug and damage to the condenser - its potential failure causing the engine to stop. Photo 3 shows that the condenser can be repositioned anywhere where the body will make a good earth. A lead is then run from the distributor electrical connection point to the condenser.



Photo 3

Gearbox Found on Lismore

John Porter

This discarded upright gearbox carries out one last task on the Isle of Lismore off the coast just north of Oban (see photo 3). Pat and I came across this novel use of an old gearbox while on holiday in Scotland this summer. What was the use? It was nothing more than as a dead-weight to keep the roof on a cow-shed during the winter winds across the island. As I took the photograph, I was accosted by the croft owner who inquired as to my interest in her shed! It was not the easiest explanation I have ever made for my actions, and I felt that she was convinced that we were mad Sassenachs! The two sidevalve vans - Model Y and E83W (photos 2 & 1), I imagine, served the local shop and post office on the island to deliver provisions throughout the islands before and after the second world war. I wonder if the gearbox belonged to one of them?

With a population of only around 160, this beautiful Scottish island still has many Gaelic speakers and is ideal for a quiet, relaxing holiday surrounded by beautiful scenery, but very little driving is possible. Just 12 miles long and 1.5 miles at its widest point, Lismore is ideal for cycling (bikes can be hired on the island or in Port Appin - if you like cycling against the wind!) and offers many interesting walks with spectacular views of the sea and mountains.

Photos 1 & 2



The name Lismore comes from the Gaelic lios-mór meaning 'Great Garden' and occurs in Ireland and Australia. With its fertile soil, the island is blessed with an abundance of wild flowers and bird life. It is estimated that there are nearly 300 different types of plant on the island and 130 species of birds (including buzzards, herons and skylarks). There is only one piece of sidevalve however!

Photo 3



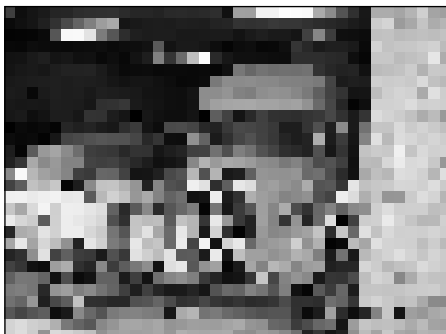
Letters and E-mails

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E83W Ice Cream Van

By e-mail:

Below is Bobby Peart's E83W van. He is an ice cream vendor who only uses classic ice cream vans to sell his wares. The chassis



number C487654 dates the van around May 1950 ? and was first registered at Cockermouth in Cumbria.

Robert Trantor (Scottish FSOC Group)

Where is it Now?

By e-mail:

I am trying to trace my dad's old car if still around. It was a 1959 Anglia, yellow and white, registration 624 UMK. Does anyone recognise the car? I have been working on my own 100E shown here.

Steve Swanson.

If anyone knows of the car's whereabouts then please let me know so that I pass on any news to Steve.



Hollowell Anglia

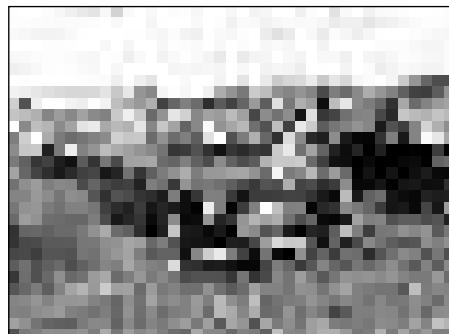
Dear John,

The Anglia pictured at Hollowell in the last issue is my car. It was registered in December 1955 and is a deluxe model.

I know that the headlight surrounds and the side chrome trim are not correct for this model year as I changed them for later ones when I rebuilt the car in 1986. I am not sure about the bumpers though - should they be the chrome fluted type? I purchased the car in the mid 1970's for £20:00 (good number plate then!)

The engine, gearbox, seats and steering column are out of my first car (purchased in 1970 for £5), a January 1957 Anglia deluxe. I still have the car - its totally rotten - but I can't bring myself to scrap it.

Roger Dudley



Decauville and Friend

Jim Norman

When I was a little lad (and shortly after the invention of the printing press), my Father would buy me the popular comic "The Eagle". No doubt other members have fond memories of this up-market periodical, with its very informative articles and cut-away drawings of cars, locomotives, aircraft and so on. They also produced books, and a colleague recently loaned me a copy of the "Eagle Book of Cars & Motor Sport" by Peter Roberts. It was published by Hulton Press in 1958 and contains the following photograph, with the caption reproduced exactly as written. Compare the Decauville's new price with that of the Model Y Popular of 35 years later! No doubt the Decauville is still extant, but is the Anglia still around as someone's pride and joy?

"Imagine driving a car like this one (on the right of the picture, of course). The 'Open to the Winds' engine is air-cooled, and so is the

crew. Steering is by tiller, and the carburettor is a wick type. But amazingly, the front wheels are independently sprung - a popular feature in post-war cars! This is one of the few cars lucky enough to have been in constant use all its life. Look at its number-plate (by the way, can you tell why it is called the 'Water-Baby'?) and then look at the number plate of

the other car! Major Fairhurst, seen here in the driver's seat, arranged this meeting of the old and the new, and provided an unusual picture. No need for a horn on this car - it can be heard half a mile away! For the Expert: Decauville, 1899, 3 h.p., two-cylinder engine, battery and coil ignition, pneumatic tyres. Price new £185".



From The Archives

Peter Williams

This time the snippets and little gems from *The Ford Times* are a bit more recent and mostly refer to the various 100E models.

A Handle for a Prefect

A very keen owner of a new Prefect in 1958 reported that he was getting his leg pulled by his friends because his new car did not have a starting handle. How about that for a sign of the times?

He sent in a very detailed report, together with drawings, of how he rectified the situation. The job involved getting a new dog to replace the bolt holding the bottom pulley and drilling a suitable hole in the front bumper. This might seem like a pretty straightforward operation, except that the radiator was now between the hole and the dog. This chap was not deterred, he proceeded to cut holes in the front and back faces of the bottom tank of the radiator and soldered in a length of 1¼ inch brass tube. He describes the soldering process in great detail, pointing out that the head of his soldering iron weighed nearly 2 pounds and was heated up on the gas stove in the kitchen. Clearly a very thorough chap - he didn't just throw the handle in the boot, but fitted 3 spring clips to hold it on the engine bulkhead.

Useful Tip for Owners

A reader asks how to change the bulb in the flasher warning lamp of his 1954 Prefect. The answer explains that the lamp may be gently prised from its hole in the dashboard, but goes on to offer a useful tip that modern owners may care to note. It recommends that as soon as the sleeve and bulb holder are just clear of the panel, a loop of wire or string is slipped around the sleeve. It seems that during the process of changing the bulb, the bulb-holder may fall back through the hole and to recover it the whole instrument panel must be removed. That would certainly be an 'awe spit' moment!

Readers' Enquiries

Lots of owners of newish cars still do their own servicing and repairs these days, but they are usually the keen types with a reasonable knowledge of mechanical matters. However, it seems that everybody was at it in the late 50's. Judging from the selection of readers' enquiries in *The Ford Times*, some of them didn't have much understanding of the most basic mechanical principles! See what you think!

Fanless in Winter

"During the winter a friend has advised me to take the fan off my 1956 Popular car. Is this likely to cause any harm and anyway, what is the purpose of running without it?"

No Adjustment

"I have recently sold my 1952 Anglia and now have a new Prefect. The stop light switch occasionally needed adjustment on the Anglia, but there seems to be no adjustment provided on the new car. Is this so?" (Must have been his first car with these new-fangled hydraulic brakes).

Blind Blade Ends?

"I have been asked why the outer ends of the fan blade on my Popular car are painted white. I must confess I can see no reason for this. Can you please enlighten me?" (This was probably written by the owner with several fingers missing!)

Misting Up Problem

"I have a 1947 Prefect which I have just bought second-hand. There is no heater or demister and I find the windscreen mists up when starting from cold. Is there anything I can do to stop this?" (The very brief reply advised him to open the window).

Alternative Brake Fluid?

"Why is the instruction book so insistent on advising that only hydraulic brake fluid is to be used in the braking system of my Consul car?" (Well, at least he had bothered to read the book).

Anti Antifreeze!

"I have recently bought a new Prefect and my friends advise me to use an anti-freeze in the cooling system. On my old car I used to drain the system every night in frosty weather and now seek your advice as to the advisability of using Ford anti-freeze." (I think some of these questions were 'planted' to allow Ford to push their products.)

Exhaust Leaks

One of the questions related to leaking exhaust systems, and because owners are still having the same problem today, I thought it would be useful to reproduce the answer in full so that you can see the method that Ford experts recommended.

Question: "I recently decarbonised my 1952 Prefect, removing at the same time the exhaust manifold and disconnecting the exhaust pipe which is clamped to the connecting stub at the bottom. There is now an obvious leak here, an exhaust 'blow', and although both clamp bolts appear tight I cannot cure this leak. Should a gasket be fitted here, or is sealer used? I did not notice anything of this nature when I dismantled it."



Peter with his E83W at National Sidevalve Day

Answer: "Sometimes owners do find it troublesome to make this joint gastight, but there should be no difficulty if you check the following points. First, remove the clamps entirely, noting as you detach them that the numbers embossed on the outside lower face should be downwards. If they have been installed so that one has the numbers uppermost and the other has had the numbers downwards the exhaust pipe flange has probably been cockled slightly at the gap between the clamps. If so, carefully planish this face flat, supporting the lower face with a suitable block of steel or iron. Also, check that the exhaust pipe meets the manifold stub squarely; if not, release the silencer and exhaust mountings and support this assembly temporarily whilst the exhaust pipe is aligned with the manifold stub.

Before fitting the clamps, first run the nuts on to the clamp bolts, which should be greased, and ensure they can be fully tightened up without binding. Sometimes these nuts bind part way down, giving the impression the clamps are tight, whereas in fact they are not firmly secured, and so may give rise to an exhaust leak for the reason above. Apply a film of grease to both faces of the exhaust manifold stub, exhaust pipe flange, and interior faces of the clamps.

Note these clamps have internal 'V' faces of unequal length, the longer 'V' is identified by the embossed numbers which must be fitted downwards. Fit the clamps around the exhaust joint, numbers downward and enter the nuts and bolts which must be equally tightened up, having equal spaces at the gaps at each clamp. When thus tightened up, bolt up the exhaust assembly, when a satisfactory joint should result.

Neither a gasket nor sealer are considered necessary at this location."

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

Note that all prices for FSO regalia and spares include VAT, postage and packing.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.75
Reprint Workshop Manual for 100E and 300E.....	£24.95
Reprint Parts Manual for 100E and 300E.....	£19.95
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.25
The John Howe Book of Cartoons.....	£5.00
Ford Motor Cars, 1945- 64.....	£7.95
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£19.50
Out In Front - The Leslie Ballamy Story by Tony Russell.....	£19.75

Stickers

Running In Instruction Sticker (Upright).....	£0.85
Running In Instruction Sticker (100E).....	£0.85
Window Sticker - FSO design.....	£0.60
Silver Jubilee Window Sticker.....	£0.60
Historic Ford - 'Keep off My Arse!!' sticker.....	£0.75
I Love My Sidevalve Sticker.....	£0.75
Register Sticker (state model) each.....	£1.10
SOC 30th Anniversary Sticker.....	£0.60

Magazines

Binder for Club Magazines (holds 2 years).....	£7.50
Following back copies of Sidevalve News available.....	£0.75
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, June, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.25
Running in booklet Anglia / Prefect (date 9/49).....	£1.45

100E and 107E Spares List

Front Brakes

100E - 2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£29.95
100E - 2018 - C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£29.95
100E - 2035	Front shoe return spring kit.....	£3.70
100E - 2038	Adjuster repair kit (front).....	£13.50
100E - 2061 - A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£35.00
100E - 2061 - B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E - 2062 - A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E - 2062 - B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E - 2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A - 2078	Hydraulic flexi hose.....	£13.25
100E - 2140	Master cylinder.....	£72.00
E66 - Z - 1	Master cylinder repair kit.....	£7.50
100E - 2207 - B	Dust cover wheel cylinder.....	£0.50

Rear Brakes

100E - 2041 - B	Snail cam (shoe adjuster).....	£0.50
100E - 2075	Connector (5 way brake pipes).....	£8.50

Models

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£6.50
Ceramic Cream Model of 103E Popular.....	£4.60
Limited Edition E494C FSO 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSO, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.10
FSO Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£9.50

Clothing

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

FSO black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSO Sweat Shirts embroidered in script.....	£15.50
<i>Sky Blue, Racing Green or Burgundy in SM/Med/L/XL/XXL;</i>	
<i>Red, Black or Royal Blue in Med/L/XL/XXL; Navy in Med/XXL; Jade MED;</i>	
<i>Raspberry SM</i>	
FSO Polo Shirts embroidered in script.....	£12.60
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

Model designs.....	£7.75
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White L/XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£5.95
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: White SM; Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED;</i>	
<i>Royal or Black MED</i>	

Other Regalia

Blue FSO Mug.....	£3.90
Tea Towel, All models design.....	£3.15
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.10
FSO Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£1.25
Licence Disc Holder.....	£0.75
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£1.25
Pack of two dusters.....	£2.25
Pack of three dusters.....	£3.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E - 2096 / 7	Rear shoe return spring.....	£3.60
100E - 2119 - B	Compensator (hand brake cable).....	£5.00
100E - 2220 - A	Rear brake shoes 7" diameter (up to Jan 1955).....	£16.50
100E - 2220 - C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£16.50
100E - 2261 - B	Rear wheel cylinder 7" (53-55).....	£14.00
100E - 2261 - C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only - old unit must accompany order.....	£35.00
100E - 2261 - D	Rear wheel cylinder 8" (57 - 62).....	£15.80
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E - 2295 - B	Hand brake cable.....	£31.50
100E - 2857B	Hand brake clevis.....	£1.50

Steering and Front Suspension

E55 - DB1	Top suspension mount.....	£40.00
E55 - DB1	Pair top suspension mount.....	£75.00
E55 - DB1	Pair top suspension mounts and 2 sets mount bearings ...	£110.00
	Mount bearings per side - 2 x E 38- DB1	
	plus 2 x E 37 - DBB.....	£23.00
100E - 1190	Hub seal 0.983".....	£7.00
105E - 1190	Hub seal 1".....	£7.00
105E - 1201	Hub bearing inner 1".....	£12.00
Y - 1202	Hub bearing inner 0.983".....	£20.00
Y - 1216	Hub bearing outer.....	£12.00
100E - 3073	Track control arm repair kit.....	£16.00

E - 20 - LB - 1	Stud and bush.....	£15.00
100E - 3063	Bushes per set (track control arm / cross member).....	£7.00
100E - 3078 - C	Track control arm right hand (exchange £10 surcharge *)	£27.50
100E - 3079 - B	Track control arm left hand (exchange £10 surcharge *)	£27.50
100E - 3289/90-B	Pair track rod ends	£22.00
100E - 3304	Drag link (exchange £10 surcharge *).....	£25.00
	Front suspension bush kit – 4 x E-10-DB- and 8 x 3063	£25.00
E - 10 - DB - 1	Bushes per set (track control arm / anti roll).....	£7.00

Rear Axle

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

Exhaust

100E-5250 /5225/5255	Stainless steel exhaust system, 100E only.....	£125.00
	Clamp (silencer outlet pipe).....	£1.35
	Van silencer – mild steel.....	£20.00

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040").....	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£35.00
E93A-6256-A	Cam shaft gear	£27.00
E93A-6270	Timing Chain	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025".....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve	£7.50
100E-6505	Exhaust valves (per set of 4).....	£26.00
100E-6507	Inlet valves (per set of 4)	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only.....	£4.00
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit.....	£7.00
E74-7580-A	Release bearing	£10.00
100E - 6068	Gear box mounting (exchange £10 surcharge *) fits 100E and early 107E.....	£18.00
100E - 7039	U / J repair kit	£9.00
100E - 7052	Front oil seal	£7.00
100E - 7086	Gasket tail shaft housing.....	£1.80
EOA-7107-A	Ring synchroniser blocking	£5.00
100E - 7111	Counter shaft	£10.50
100E - 7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.25
100E - 7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E - 7657	Rear oil seal.....	£7.00
100E - 7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£44.50
100E-17286	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.60
100E - 8115	Radiator drain tap (not original)	£3.50
100E - 8260A	Early top radiator hose, 100E only.....	£14.60
100E - 8260B	Late top radiator hose, 100E only.....	£6.75
100E - 8275	Water inlet tube.....	£8.20
100E - 8286	Bottom radiator hose, 100E only.....	£6.75
100E - 8501	Water pump, 100E only (exchange £10 surcharge *).....	£55.00
100E - 8507	Water pump gasket.....	£3.00
116E - 8575	Thermostat	£5.50
EOTA - 8620 - C	Fan belt, 100E only.....	£6.00

Fuel System

	Locking petrol cap	£22.50
	Petrol filler grommet.....	£12.50
100E-9627-A	Rubber (air cleaner)	£5.95
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9288	Flexible fuel pipe	£14.50
100E-9959	Gasket carburettor float chamber.....	£1.45
	Fuel pump	£36.50

Ignition System

7V - 12098	Nut H.T. lead distributor cap (set of 5).....	£3.00
100E - 12116	Distributor cap (D type).....	£17.50
105E - 12116	Distributor cap (round type)	£14.75
100E - 12199	Contact set (D type distributor only).....	£6.50
EOTA - 12199-C	Contact set (round type distributor only).....	£6.50
100E - 12200	Rotor arm	£2.75
100E - 12300 - B	Condenser (D type distributor only).....	£6.50
105E - 12300 - A	Condenser (round type distributor only).....	£6.50
100E - 12405 - T	Spark plug	£2.50

Electrical

EOTA - 10001- B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E - 10001- B	Dynamo, Popular only (exchange £10 surcharge *).....	£43.00
E93A - 10043	Brushes (EOTA Dynamo).....	£3.20
105E - 10043	Brush set.....	£3.20
E274 - CQ - 1	Pinion (starter motor drive).....	£11.00
100E - 10505 - B	Voltage regulator (push on terminals).....	£28.00
E0A - 10505 - D	Voltage regulator (screw terminals)	£28.00
100E - 11001 - C	Starter motor (exchange £10 surcharge *).....	£43.00
105E - 11057	Brush set starter motor	£33.00
204E - 13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
EOA - 13011	Headlight unit (Wipac, Lucas equivalent)	£22.50
E0A - 13480	Brake light switch.....	£6.50
E1050 - NC - 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E - 134641 - C	includes fixing screws.....	£15.75
50563 - S	Pair of rear red tail light lamp lenses	£26.50

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter.....	£20.25
100E - 17262	Speedo cable	£17.50
100E - 9627A	Air cleaner rubber, 107E only.....	£3.50
100E - 964280	Window winder handle	£5.15
100E - 7010128	Right hand side door sill	£35.00
100E - 7010129	Left hand side door sill	£35.00
100E - 7029744	Rear side window rubber per side (2 door model)	£15.50
100E - 7042084-B	Rear screen rubber - deluxe only.....	£29.95
100E - 7043504	Boot handle rubber escutcheon seal (Anglia / Popular)	£1.95
100E - 7303110	Front screen rubber - deluxe only.....	£29.95
EOA - 732003-B	Floor grommets - per set of four.....	£5.15
100E - 7322610	Interior door handle.....	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E - 4676B	Pinion oil seal, 107E only.....	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£135.00
105E - 9448	Manifold gasket, 107E only.....	£2.00
E258 - GD1	Clutch slave cylinder, 107E only.....	£25.00

E72 - Z1	Clutch slave cylinder kit, 107E only	£4.00
105E - 7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£26.00
105E - 7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£44.50
107E - 8260	Top radiator hose, 107E only	£6.95
107E - 8286B	Bottom radiator hose, 107E only	£6.95
105E - 8501	Water pump, 107E only	£40.00
105E - 8620	Fan belt, 107E only	£3.00
105E - 12116	Distributor cap (round type)	£14.75
EOTA - 12199-C	Contact set (round type distributor only)	£6.50
105E - 12300 - A	Condenser (round type distributor only)	£6.50
105E - 10043	Brush set	£3.20
105E - 11057	Brush set starter motor	£33.00
353000 ES	Core plug, 107E only	£2.50

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly	£6.90
B-1175	Rear Wheel Retainer (fits E83W)	£6.95
48-1190-A	Retainer (front wheel grease) assembly	£5.75
7W-1225-B	Rear Hub Bearing (fits all models except Models Y,C and E83W)	£28.00
	Rear Wheel Bearing Repair Kit (fits all models except E83W)	£150.00
68-1225-A and 68-1236-A YE - 2019A } CE - 2019B }	Rear Hub Bearing including outer race (fits E83W only)	£66.00
	Brake Shoes (set of 4 - all models – exchange £10 surcharge)	£45.00
7W - 2019 }		
7W - 2035	Spring (brake retracting) not E83W	£4.95
7W - 2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W - 2035	Spring (brake retracting) E83W only	£5.50
E83W - 2035	Spring (brake retracting) (set of four) E83W only	£19.95
Y-2035	Spring (brake retracting)	£5.00
Y-2035	Spring (brake retracting) (set of four)	£18.75
Y-2036	Spring (brake retracting) short	£5.00
7W - 2116	Front Brake Dust Covers (pair, fits all models except Models Y and C)	£7.95
7W - 2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£9.55
E93A - 2248	Rear axle brake plate securing bolts, long (each)	£5.05
7W - 2249	Rear axle brake plate securing bolts, short (each)	£5.05
Y - 2454	Brake Pedal (exchange £10 surcharge - remove rubber from old pedal)	£10.25
	Brake pedal return spring	£5.00
E83W - 2498A/B	Rear Brake Cables (Pair E83W)	£61.40
E83W - 2580/1B	Front Brake Cables (Pair E83W)	£20.25
7W - 2580/1/4/5	Set of Brake Cables (not E83W)	£59.95
YE - 2793	Spring (handbrake lever pawl)	£0.75
7W - 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W)	£16.25
E83W - 2853B	Hand Brake Cable (fits E83W)	£14.45
119276 - ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06

Steering and Suspension

E83W - 3032	Bolt (front axle to radius rod E83W)	£16.50
YE - 3290 - E } E93A - 3290	Track Rod Ends (pair) all saloons and 5cwt vans	£62.50
	Track Rod Ends (pair) E83W	£60.00
YE - 3304C	Draglink (Y model)	£69.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models)	£1.65
YE - 33111	King Pin Set, complete (Model Y)	£65.00
CE - 33111	King Pin Set, complete (Model C)	£65.00
7W - 33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans)	£51.50
E83W - 33111	King Pin Set, complete (E83W)	£59.00
7W - 3590 - A	Arm (steering gear) fits models 1937 to 1949	£20.00
Y - 3446	Front axle A-frame Bush (fits all models)	£4.95
YE - 3616B	Horn Button and Nut (Y model)	£5.25
E93A - 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.50
E493A 4050	Retainer (rear axle shaft grease)	£7.25
Y - 4217	Bolt (diff gear case)	£3.25
18 - 4217	Bolt (diff gear case)	£4.00
E93A - 4607	Pin (Drive Shaft)	£2.05
Y - 4636	Lock Washer (pinion bearing nut)	

Y - 4637	all models except E83W	£1.95
	Thrust Washer (pinion bearing) all models except E83W	£1.50
	Shock Absorber – except Models Y and C (exchange £20 surcharge)	£65.00
	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Front Shock Absorber Link to fit E83W	£25.00
	Rear Shock Absorber Link to fit E83W	£25.00
	Front wheel bearings (wheel)	£32.00
	Front wheel bearings (per axle set)	£60.00
	Suspension Buffer (fits all models except Model Y)	£14.25

Exhaust Systems

E83W - 5230-A	E83W stainless steel exhaust system	£85.00
E93A-5230/	Prefect and 7W stainless steel exhaust system	£115.00
	E93A-5255-C	
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system	£115.00
	E04A-5255-B	

Engine Parts

E493A - 18666-A	Pipe (cleaner outlet) assembly and	
E493A - 18666-B	Pipe (cleaner inlet) assembly	£44.70
E93A - 18670 }	Oil Filter Unions (pair) (fits all engines)	£8.25
E98T - 18672		
Y - 6038	Oil filter	£35.00
	Front Engine Mounting (exchange £10 surcharge - remove rubber from mount)	£7.99
	Front Engine Mounting bolt	£0.95
E93A - 6250A	Camshaft (Chain Driven)	£59.50
E93A - 6258	Retainer (camshaft sprocket) chain driven camshaft	£2.65
E93A - 6270	Timing Chain	£14.95
YE - 6280A	Washer (camshaft thrust) all engines from 1936 onwards	£3.50
CE - 6310	Crankshaft Oil Slinger	£1.85
E93A - 6310	Crankshaft Oil Slinger	£1.85
E93A - 6319	Starting Dog (fits all engines)	£4.50
Y - 6384	Starter Ring Gear (fits all engines)	£45.95
CE - 6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A - 6505F	Long Exhaust Valve (Can also be used as inlet)	£14.50
Y - 6513	Valve Springs (set of eight) (fits all engines)	£10.50
Y - 6520	Valve Cover (fits all engines)	£5.85
Y - 6560	Drive Bush (oil pump and distributor) (fits all engines)	£4.50
Y - 6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£3.95
Y - 6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.00
Y - 23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.75
Y - 6610B	Oil Pump Gear (fits all engines)	£4.50
YE - 6623	Oil Pump Screen (fits all engines)	£2.65
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£50.00
	Pre-War Piston Sets (8hp and 10hp)	£35.00
	E93A 10hp Piston Set (std, +0.010", +0.020", +0.030", +0.040")	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040")	£38.00
	3 - Ring 10hp Piston Ring Sets (+0.010", +0.020")	£15.00
	8hp decoke gasket set (1932-34)	£27.50
	8hp decoke gasket set (1935 - 1953)	£45.00
	8hp manifold gasket	£7.50
	10hp manifold gasket	£7.25
E15-Z-1	Decoke gasket set (E93A 10hp engine)	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine)	£25.00
YE-6051-B	8hp cylinder head gasket	£15.00
	10hp cylinder head gasket	£15.00
YE-24052C	Studs (Cylinder head) set	£29.95
	Used engines suitable for rebuilding available (collection only)	£70.00
Clutch and Gearbox Parts		
Y - 7015	Main Drive Gear (8hp)	£35.75
YE - 7015	Main Drive Gear (10hp)	£38.00
Y - 7040	Baffle (main shaft gear bearing oil) - rear	£1.25
7W - 7050	Retainer (main drive gear bearing)	£7.50
7W - 7052	Seal (main drive gear bearing oil) assembly	£2.95
YE - 7059B	Mainshaft and Bush	£35.50
Y - 7065	Bearing (main shaft) drive gearball assembly	£21.50
E04A - 7070	Retaining Ring (snap ring)	£0.99
E93A - 7085	Rear Bearing Retainer	£17.00
Y-7090	Universal Joint	£30.00
103E - 7114	Counter Gear (10hp)	£45.95
Y - 7119	Washer (Counter shaft gear thrust)	£6.25
CE - 7141	Reverse Gear	£24.50
YE - 7222	Selector Housing	£19.05
Y - 7523	Clutch return spring	£5.00

7W - 7533	Clutch linkage clevis pin.....	£2.00
Y - 7550	Clutch Plate - All models, except E83W (exchange £10 surcharge)	£25.00
7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge)	£59.50
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge)	£65.00
E74 - 7580A	Clutch release bearing - All models.....	£10.50
E70 - 7600 - A	Clutch Pilot Bearing.....	£4.50
C - 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W - 943070	E83W Gear Lever Gaiter.....	£19.95
	Complete Clutch Assembly – All models (exchange £20 surcharge)	£85.00
Y - 2454	Clutch Pedal (exchange £10 surcharge – remove rubber from old pedal).....	£9.95
Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£29.50
	Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

E0A - 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.80
Y - 8109	Radiator cap (brass screw type).....	£6.00
Y - 8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.25
	Radiator Hose (moulded - state top/bottom, type of radiator cap and model).....	£9.95
YE - 8606B	Fan Blade (11").....	£5.90
E93A - 8610C	Pulley (fan and generator 3.12" O.D.)	£5.90
E494A - 8610	Pulley (fan and generator 4.12" O.D.)	£5.50
E93A - 8620 - A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.95
E493AFS - 8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.95

Fuel System

E493A - 9030	Fuel Pump repair kit	£26.50
E04A - 9080	Locking Petrol Cap (fits all models including 100E).....	£22.50
7W - 9080	103E/E494A Petrol Filler Grommet.....	£12.75
BE-9288-A	7W / E93A /E493A Petrol Filler Grommet	£10.45
YE - 9355	Flexible Petrol Pipe (except E83W)	£15.00
YE - 9365	Fuel Pump Cover (all models).....	£1.50
YE - 9365	Fuel Pump Cover Screen (all models).....	£0.75
7W - 9425	Inlet Manifold (10hp).....	£17.00
YE - 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.95
YE - 9555	Carburettor Float (all models).....	£3.50
	Carburettor Gasket Kit.....	£5.05
	Rebuilt 10 hp Carburettor (exchange only)	£60.00
YE - 9660	Connector (Starter Valve) Assembly)	£2.00
48 - 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.55

Ignition System

E83W 12024A	6V Ignition Coil (All models - not original)	£38.50
YE - 12100B	Distributor - rebuilt (exchange £10 surcharge).....	£50.00
YE - 12116B	Distributor Cap (All models 1935 onwards)	£12.50
YE - 12135B	Oiler (screw-in type) All models 1935 - 1955.....	£1.35
YE - 12185B	Toggle (All models 1935 onwards)	£0.55
YE - 12199B	Contact Set (All models 1935 onwards).....	£6.50
YE - 12200C	Rotor (All models 1935 onwards)	£3.00
YE - 12300B	Condenser (All models 1935 onwards)	£7.90
52 - 12405A	Spark Plug, L86C (All models also 100E).....	£2.50

Electrical System

E494A - 10001	Dynamo - 2 brush, early type	£60.00
E494A - 10001	Dynamo - 3 brush, early type only (exchange £10 surcharge)	£110.00
E494A - 10001	Dynamo - 3 brush, late type only (exchange £10 surcharge)	£87.50
YE - 10160	Felt (dynamo drive end bearing).....	£0.55
E93A - 11001	10hp Starter Motor rebuilt (exchange £10 surcharge).....	£110.00
YE - 11001C	8hp starter motor (exchange £10 surcharge)	P.O.A.
7W - 11359	Spring (starter pinion retaining).....	£0.50
BE - 11450	Starter Switch.....	£18.00
E493A - 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A - 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.75
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models.....	£12.20
7V - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.50
CE - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.50
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....	£4.00
YE - 13081	Spring (front sidelight socket 1934 onwards except E493A)	£0.55
CE - 13101	Spring (headlamp focussing)	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) ...	£7.75

E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E - 13408B	103E Plate (Rear Lamp Base), please specify nearside / offside	£21.25
103E - 13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E - 13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.50
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.95
ET6-13465	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
40E-13466	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.30
78E - 13466	Panel bulb 6V 3W	£0.95
BE-13466-A	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£0.85
E83W - 13550B	Sidelight Bulb 5W CC (not E493A).....	£0.85
CE - 13740A	Popular no. plate lamp (E83W and 103E only).....	£21.50
38193-57	Toggle Switch (panel lamp).....	£2.50
E04A-118004B	Headlamp mounting bolts plus nuts (each)	£7.95
	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only).....	£20.00

Rubber Grommets and Seals

E68 - AD - 1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W - 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
81A-16754	E83W Bonnet Corner Pads (Pair)	£8.55
81A-16760	E83W Bonnet Corner Pads (Full set)	£12.65
E93A-17772 / 3	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
E493A-17772/3-B	Bumper (bonnet dowel locating) fits E493A	£3.50
E93A - 35184	Grommet - gearbox cover	£3.65
E83W - 111172	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.35
40-700546A	E493A Prefect Bumper Grommets (pair)	£21.50
48-702610A	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E04A-7040318	Opening windscreen rubber for E83W	£18.95
100E - 7043531	Blind Grommet (fits under 103E/E494A bonnet).....	£0.33
62E - 731942	Door post rubber bumper (one per door post 1937 onwards)	£2.35
7W - 940502	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.10
7Y - 940502-B	Boot T Handle Escutcheon rubber seal	£1.95
7W - 941480 / 1	E83W Door Rubber seal (enough for both doors).....	£13.50
7W - 970700	Opening windscreen rubber for Prefect and 5cwt van	£15.50
103E - 7025856	Front screen rubber for 103E/E494A/E04A	£13.25
	Weatherstrip door bottom (per ft) All saloons 1937 onwards.....	£2.75
	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£13.25

Miscellaneous Body Fittings

E03CF/A - 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E - 8213-A	Ford Popular Grille Badge (103E Popular).....	£9.10
E494A - 8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W - 8215 - A	E83W Grille Badge Mount	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE - 16750B	Bonnet Clip (Y model).....	£5.85
103E-17261 / 2-B	Speedo Cable (state model)	£18.50
C46412AR	Dovetail (female)	£4.00
CE - 17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included)	£49.50
E493A - 7022400	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A - 7022401	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£29.95
E93A - 7043500	E493A Prefect Non Locking Door Handle complete	£16.90
C - 943658	Locking Boot Handle, chrome plated, with keys	£11.60
7W961208-B	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
BE - 964280 - H	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£11.75
7Y - 949624	Window Winder Handle.....	£4.65
Y - 949967A	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)	£4.90
C - 949967C	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
	Striker Plate (C and CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.50
	E83W wing mirror	£15.00
	Reconditioned window regulator (please return old unit with order)	£45.00
	Radiator Muffs (E93A Prefect only).....	£26.60

Please note that all our prices

include VAT, postage and packing!

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

Model Y, first registered 23.05.1935. Black 4-door. Shell, doors, wings etc. stripped and re-painted, engine requires rebuild, upholstery requires renovating. Ready for assembly. £2,000 ono. Telephone: Richard Trevorrow 01752 402832, Plymouth, Devon. E-mail: richard@trevorrow6752.freemove.co.uk

7W, 1937, 4 door saloon with factory sunroof and original green leather seats. Restored 10 years, recent engine rebuild with unleaded seats. MOT April, full history in pictures, well-known car within club £3,950. Telephone: Philip Birch 01531 820575, Glos. E-Mail philipbirch@tiscali.co.uk

Post-War Upright for Sale

103E 1954 Popular, MOT June 2006, 32,000 miles, black, good condition, red interior, garaged, present owner since 1995, photos available, £2,300. Telephone: Jacqueline Hill 01793 538671, Swindon

E493A, Prefect 1947, black, TSY 769, 10 months MOT/TAX, very good condition, all original, £1,500 ovno. Telephone: William Wilson 01397 704428, Fort William, Scotland.

103E 1955 for sale in bits. Unfinished due to ill health. All parts there, many restored, plus some spares. Registration number logged @ DVLC. Telephone: Malcolm Poulton 01707 329278, Welwyn Garden City, Herts. E-mail: sullipoulton@btopenworld.com

1949 Ford Prefect, E493A, orig. log book, new MOT, original black/brown interior, history & documents, new tyres/battery. OIR £2,500.00. Telephone: David Mycock 0161 367 7577, Manchester.

E-mail: david@dcsexpress.co.uk

1954 Ford Popular, excellent condition, genuine 54,000 mileage, two door saloon, black with red interior, 1 previous owner, always garaged, plate 230 FTW. Telephone: John Smith 07769 667223, London.

E-mail: smudgers@tinyworld.co.uk

1953 E493A Prefect, black. Unfinished restoration, many new parts. Some body parts painted. Engine requires rebuild. Space required. Offers around £1,200. Telephone: Martin 07860 838693 or 01342 844334, Gatwick.

E-mail: service@milsservices.co.uk



E494A 1953 Anglia, very good condition, always garaged T&T. Bristol Fawn, stainless exhaust, new tyres, shown at NEC, £2,250. Telephone: D.Unitt 01926 492233, Midlands. E-mail s.unit@aol.com

1954 Popular, taxed and MOT, fitted with heater, needs a new set of tyres, runs well, in need of some restoration, best offer. Telephone: John Little 0797 661 0524, Edinburgh, Scotland. E-mail: littj326@aol.com

100E/107E for Sale

1960 100E Popular, one owner (father), 65,000 miles, service history, always garaged, not touched for many years, new exhaust not fitted, you collect. Offers? Telephone: Alan Faulkner 0178 425 6478, Staines, Surrey. E-mail: aefaulkner@btinternet.com

100E, Prefect. Gerd Dhonau, Köln, Deutschland.

E-mail: tugesin@t-online.de

100E Popular, 1959, Dragoon red, MOT, good condition, same owner last 25 years, £1,000. Telephone: Anthony Bendkowski 01795 842377.

E-mail implant@ukgateway.net

100E Popular, 1960, green, one owner since 1969, used until 1994 - last MOT. Garaged, engine/bodywork sound, original logbook and plates. £490 (ono) Telephone: Robin Pitt 01663 751846, Northamptonshire.

E-mail: robin.pitt@philips.com

1962 Popular, Non-runner, restorable, complete, original registration. Car in Croydon, owner in Worcs. Telephone: Peter Dickinson 0121 445 0924, Bromsgrove/Croydon.

E-mail: pgd.gnomework@virgin.net

1959 Ford Popular Saloon, 1172 cc, petrol, 1959, blue, 12 months tax & MOT, excellent condition. Price to include box of spare parts & tools. Some paperwork relating to history of the car. £1,500. Telephone: John Kirkham 01253 595695.

Specials for Sale

Shirley MK11 body on chassis for rebuild, all panels and some pieces, £600 Telephone: 07980 000729.

Wanted

Engine in good running order to complete rebuild of 103E Pop.

Telephone: John Pollitt 0161 431 4108, Northwest.

E-mail: loft-artist@tiscali.co.uk

Pair of E93A front stub axles for early Lotus replica. The steering arms are not needed, so stub axles with cracked or broken steering arms acceptable. Telephone: Peter Ross 01326 317789, Cornwall. E-mail: peterross@crystalengineering.fsbusiness.co.uk

Pre-war 7Y, 7W or model Y etc project or a good quantity of parts or rolling chassis etc, anything unusual considered, will travel. Telephone: Jeremy Corbett 01205 353059, Lincs.
E-mail: corbettboston@aol.com

Rear seat for 1958 Ford Pop. Telephone: Andrew Wilkinson 07812 791942, North Manchester.
E-mail: andrwilk7@aol.com

Trafficators for 1936 Model Y, long rad, also oval oil can for same. Plus any other 'Y' or 'C' parts. Ongoing restoration. Telephone: Rod Janes 01322 229656, mob. 07790 837856, SE London/Kent.
E-mail: rodjanes.94@tiscali.co.uk

Horn button/steering wheel retaining nut for taper & key column, 'Y' type(?). Telephone: W M Vincent 01280 704132, Brackley, Northants.
E-mail: william_vincent1@yahoo.co.uk

Pair of new front suspension strut top mounts for a 1958 Ford Prefect 100E. Telephone: Steve Edwards 07850 161301, Hampshire.
E-mail: chillednutter@hotmail.com

Prefect (39-53) steering wheel with self-cancelling trafficator and horn assy. Telephone: Stefan Maass +49 40 7383163, Germany.
E-mail: anglia@brenfan.com

Looking for a continental conversion kit for an Anglia 100E-105E 1960-65, to carry spare wheel on the outside of the boot at the back of the car, or any info. Telephone: A Carney 01827 330068, Midlands.
E-mail: andy.vespal25@virgin.net

Badge (luggage compartment door handle) for standard 1958 Ford Prefect 100E saloon. Telephone: Kevin Conway 0035 387 2795814 Co Cork, Ireland.

Good engine for 103E Ford Popular 1954. Telephone: Craig Sams 01833 660820, North East England.
E-mail: craigsams@aol.com

Complete interior for a 1948 Prefect. Telephone: Phillip Casburn 01189 770629, Berkshire.
E-mail: casburn@btinternet.com

Spares for Sale

Selection of road wheels for small fords from 1937 to 1967, in diameters of 13" to 18". Telephone: Tony Etheridge 01923 231699.

107E, 1961 engine, gearbox and many suspension parts available. All in good useable condition. Mileage unknown. Telephone: Kevin Church 07890 094141, Yeovil, Somerset. E-mail: kevinchurch7385@hotmail.com

1959 Ford Popular, complete vehicle, given up on restoration, bodywork corrosion, available for spares. 1952 Anglia, all parts; engine, transmission, body parts etc. Available for spares
Telephone: George Etherington 01282 862002, Lancashire,
E-mail: wickets@colne148.fsnet.co.uk

100E 1962 Popular deluxe, good chrome front bumper sensible price. Set of front and back seats in blue, good condition, sensible price only please. Telephone: J.C.Beautyman 01945 583499.

For Sale from 1953 E493A Prefect: pair front door Bakelite window trims with ashtray, no splits or cracks £10 each. Window winder mechanism 4 off, £5 each. 3 Radiators, early type with header tank, would also fit a Anglia or Pop - condition unknown, £5 each. Vacuum tank with regulator valve, could be used to uprate Pop wipers, £5. Front grille £10. 6 volt dynamo and regulator box, £10. Vacuum wiper motor and linkage, £5. Lots of odds and ends - window glass, door locks, handles, starting handles, wheels brace, wooden battery support, etc. Sorry no body panels Telephone: Ken Green 0121 352 0281, Birmingham.
E-mail: kengreen@landcrab2.freemove.co.uk

Cross flow radiator and separate brass header tank (SERC) suitable for special, £75. Remote WOOLER gear stick and gearbox top with reverse switch, upright or 100E, £70. Telephone: Philip Birch 01531 820575, Gloucester.
E-Mail philipbirch@tiscali.co.uk

Upright spares - Popular, 1953, back seat £60, 1959 vinyl back seat £60, back hub puller £30, front spring £20, gear box £30, engine £70, set of hub caps £15. Telephone: M.C.Capps 01945 464892, Cambs.

Pickavant valve guide remover. Brand new and unused in box (marked 7/6), £20. Telephone: Trevor Drabble 0114 271 2731 or 01226 759204, South Yorkshire.
E-mail: trevor.drabble@sth.nhs.uk

Assorted mechanical spares for 100E. Range of different wheel sizes and tyres. Aquaplane bits. Phone for full details. John Payne on 01502 741941, Lowestoft

Free to collect, 2 x 10HP E93a engines, stripped, Telephone: David Millard 01189 843975, Reading

Miscellaneous

Repair manual Anglia, Prefect, Ford Popular 5cwt and 10cwt Vans. Came with my second car 35 years ago. Any offer over £20 considered. Richard Collins 07776 185664, Northolt, West London.
E-mail: thisoner@hotmail.com

"ENFO" spare parts list. Came with my second car 35 years ago. 1932-1956 models. Any offer over £25 considered. Telephone: Richard Collins 07776 185664, Northolt, West London.
E-mail: thisoner@hotmail.com

Ford documents referring to the 'Popular', model Y, 1936 and 1937. Sales leaflet, repair charges (1936), Instruction book (1937), and instruction book (1936). All intact and good condition. Would any one care to make me a sensible offer? Bill Carter.
E-mail: billcarter@talk21.com





Sidevalve News

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

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

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

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

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

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

Name _____

Address _____

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You may photocopy this page if you prefer.

100E & 107E Register

Tony Lloyd

1957 100E Squire - TYH 565

Last issue I mentioned the restoration of a Squire by Tom Bowles of London and here is the rest of the story in Tom's own words (photo 1 shows Tom Bowles with the finished article & photo 3 shows TYH 565 before restoration in the 1960s, with the original owner's children).

In 1962 I had a Ford Thames 7cwt 300E van that was converted to resemble the Squire. This van had the original petrol tank removed and put at the rear, a proper footwell fitted and a fold down rear seat. Apart from the external trim and the rear doors, it was very close to the real thing. I was twenty five then, and I have always fancied owning a Squire to rekindle fond memories of our enjoyment with that vehicle on holidays and many miles of travel.

I have had many cars since then, but I have always been a fan of fifties Fords, as my first job, on leaving school at fifteen, was as a butchers boy working for R. Gunners in Goresbrook Road, Dagenham, which was just opposite the Chequers roundabout near to the Ford factory. I saw many cars coming out of the factory, so I have many memories of those days.

In 1978 I purchased a Ford Mk1 Consul (344 AMM), and I used that for shows and meetings, and in 1979 I purchased a Mk1 Zephyr (HBA 34), which needed a complete restoration. This was completed by 1982 and both cars were in regular use to Mk1 club events for a few years.

Then, in 1985, I was told about a 100E Squire that was in a very bad state, but was for sale for £50. I had a look at it. It was minus wings, bonnet and front panel, but everything else was there including the wooden trim (photo 2). Deal done, I trailered the Squire home, about five or six miles, and put it under canvas in front of the house. I began to take it apart and when it was just a rolling shell I

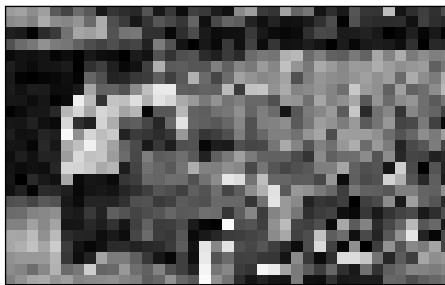


Photo 1

put it into my lockup.

Over the next 10 years it sat there while I was attending meetings and shows with the Mk1s. I looked for parts for the Squire at autojumbles, from advertisements and from other club members. I got many parts, some new old stock, like front and rear bumpers, Squire scripts for bonnet and tailgate and lots of other good parts. It would not be so easy now as good parts are scarce now.

In 1996 I sold both my Mk1s, a sad time, but I needed funds to get the Squire done. I was not getting any younger and it was getting harder to maintain three vehicles plus my every day car. The restoration of TYH 565 could now start in earnest.

With the Squire only a rolling shell, I got a member of the Mk1 club, Emlyn Bowlder, to do the body restoration and paint. His workshop, "Weldem", is in Stourbridge, West Midlands, so he collected the car on a trailer. A new nearside strut top had to be fabricated, and a new front panel welded in to replace the original battered one. The channelling for the side windows had rotted away so Emlyn fabricated new ones using the remains as a pattern. About three months later the Squire returned painted and ready for the mechanicals to be replaced.

I asked Emlyn to leave all the doors, tailgate and front end panels off, which would make it easier to do the engine bay, suspension and interior. I had to be very careful not to damage the paint work, as I was only working in my lock up garage in a very confined space. On fine days I could roll it out, but when it came to the front suspension, brakes etc, these had to be done with the car in the garage. The brakes were completely renewed, master

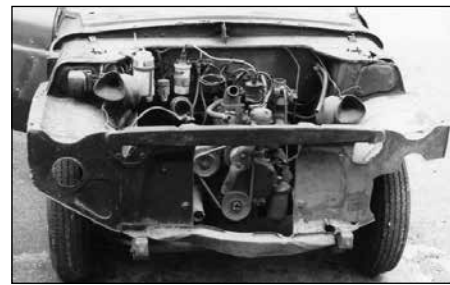


Photo 2

cylinder, wheel cylinders, all new pipes and flexi hoses.

The interior was not very pretty. I had to have the seats reupholstered and strip down the door panels, as these had been painted a sort of chocolate colour. The steering wheel was also replaced, as the original was well worn, a dead give-away as to heavy use. The engine, gearbox and rear axle were all checked and rebuilt where required. Most of the parts came from the club. As you can see from photo 1, the finished car looks the part and I am proud of what has been achieved.

More 107Es? - Never!

Two more 107Es have appeared out of the woodwork. I know that you cannot believe it, but it is true!

The first one is a black 1960 car, chassis number 156028, and is owned by Dylan Wyn Davies from Llanberis, Gwynedd. The registration number is SDB 838 (photo 4). This is one of a series that began to be issued in Stockport during April 1960. This car has been off the road since 1967! It was found in a basement in Conwy and is now under restoration. It has covered 65,000 miles or so in the seven years that it was on the road - not quite 10,000 miles per year, so it was well used during that time.

The second car belongs to Alison Knight of Burnham, Essex (photo 5). The registration of this car, JAS 987, is an age related replacement. Sapphire blue in colour, it has had eight previous owners and has covered around 97,000 miles. The engine was reconditioned around 30,000 miles ago and this will be handy, as Alison intends to use this as her everyday transport.



Photo 3



Photo 4



Photo 5

Anglia, Popular & Prefect Register

Andy Main

In the October 2004 mag, in my grumpy old man mode, I made reference to the condition of our roads and the potholes. On the 18th August 2005, insurance firm Warranty Direct reported that 28% of car breakdowns are caused by potholes, this being a 47% increase in suspension failures over the last five years. The problem is a shortfall in maintenance budgets, and a repair backlog that could take ten years to clear.

Whilst prisoners electronically tagged are released earlier into society, our cars may be tagged in future, if trials to be completed before Christmas are successful in an attempt to reduce car crime and fraud. The DVLA are to oversee the scheme, which involves roadside beacons picking up signals from registration plates embedded with microchip transmitters. Hills Numberplates are taking part in the trial and the life of a normal number plate is quoted as three and a half years! The e-plate will last ten years until the tiny 3-volt battery runs out. When vehicles had steel or aluminium plates they usually lasted the life of the vehicle, and many of our sidevalves plates have lasted fifty years or more. It must keep a large number of people employed producing all these modern, short life, plastic plates!

Off Shore Finds

The Scilly Isles lie approx. 28 miles off Land's End in the western approaches to the English Channel, and consist of a number of

photo 2



small islands, with St Mary's being the largest, and our holiday destination in June.

St Mary's is approx. 3 miles by 2 miles and has 9 miles of made up roads, which includes the circular A3110. For all this road infrastructure, full UK road tax is paid, which was introduced on 1st April 1971 - some April fool's day gift to the islanders! Vehicles that will not be driven on the UK mainland are exempt from the MOT. In June, petrol and diesel cost nearly £1.20 a litre from the one service station. Apart from a few white and yellow road markings, the only warning road sign on the island was this old 15 mph speed limit sign on the bend on the approach road to the airport (photo 2). The UK driving test can be taken twice yearly, when an examiner travels over from the mainland. With no traffic lights, the test involves pretending they are there and reacting to the examiners instructions! There are no roundabouts either, so that should be a bit of fun too!

I had hoped to find, with my rose tinted glasses, old vehicles including sidevalves dumped in gardens/fields, or better still on the road. I soon noticed that there were no dumped old vehicles and on enquiring was told that old vehicles used to be pushed into the sea at the end of their life. No longer allowed to do this, all vehicles for disposal have to be shipped back to the mainland. So with perhaps a few rusting sidevalves under the atlantic ocean and perhaps providing home to some sea life, none would be seen.

Whilst looking in an estate agents window one evening to compare house prices with back home, included in a photograph of a house were the rear lights and three numbers of the registration plate on a 100E. The 100E was located three minutes walk from our accommodation and was under restoration (photo 3). It is owned by enthusiast Gerry Twynham who made me most welcome. SLN 605 is a 1954 100E Prefect and was first owned by Henry Taylor of the Scillonian Steam Ship Company. Then sold to Matthew Lethbridge, Coxswain of St Mary's lifeboat, who was awarded bronze and silver medals for his services and who was involved in the Torrey Canyon supertanker disaster when coxswain. The Prefect was stored for 30 years, given to Gerry 7 years ago and last used in August

photo 3



photo 1

2004. The total mileage is 14,712. Gerry runs Katie, an Austin coach, on Heritage Tours, details on www.katiebustours.co.uk.

Popular Pair

Robert Marshall from Hucknall, Nottinghamshire recently registered his two 103E Populars.

SAU 190 was first licenced on 18th February 1954 (photo 1). The original logbook does not survive, but the continuation book from 1966 does. SAU 190 may have been sold new by Ford garage Hooleys in Nottingham, because of a Hooleys sticker on the dashboard. Robert's late father purchased it for £12-10-0 on 2nd March 1967, changed the worn out 10hp engine for an 8hp and ran the Popular for a few years. As a child, Robert used to play in it and over the years did occasional work on it until eventually getting it back on the road in June 2001.

Robert replaced the fabric roof and headlining - a cat went through both! He also replaced the windscreen and rubber, new ply floor, and changed some wings, but no major mechanical work, and retained the 8 hp engine. Early production Populars were fitted with the three spoke sprung steering wheel, sliding driver's seat (since replaced with an adjustable tipping seat), and registration plate/stop lights on the boot lid and since updated following the lighting legislation changes later in 1954. Now converted to 12 volt and fitted with flashing indicators for safety, used with or without semaphores. Regretfully Roberts's father died

photo 4



in 1990 so never saw the Popular go back on the road. Robert reports that the Popular runs well and he enjoys driving it, the first outing in 2005 was to the Crich Tramway 50's weekend on 27th March.

VNU 867 was first licenced on 11th May 1954 and sold by George Kenning, Vicar Lane, Chesterfield, Derbyshire to Harold Clement who lived in Chesterfield. The last known owner before Robert purchased it on 10th July 2001 was Derek Arthur from West Bridgford, Nottinghamshire on 4th June 1972.

A replacement engine had been fitted before Robert purchased it and it had been off the road for three years. Robert was told about VNU 867 being for sale whilst at a rally in Nottingham and could not resist it when seen. New headlining and a few small jobs have been undertaken and a stainless steel exhaust purchased from the club has been fitted. In the

summer of 2005 VNU 867 is photographed at the Derbyshire Preserved railway, Peak Rail, at Rowsley Station, a saddle tank steam locomotive is seen behind (photo 4).

Speed Cameras

They are everywhere on the roads and now the yearly road atlases show their locations. On platform 3 at Eastbourne Station, East Sussex in July, I photographed this speed camera sign! (see right). Now, railways don't have speed cameras and a train driver when leaving this terminus station would be travelling at quite a slow speed. A driver and vehicle, if able to get over the high steel fence, would soon run out of platform and discover the third rail electric! The sign was nothing to do with photographing trains, as around 500 of us had earlier arrived behind steam on a special from London.



photo 5

E83W Register

Glenn Bubb

By the time you read this, the summer will be over and the rally season with it. As I write this I am preparing to pack my bags for the annual pilgrimage to Beaulieu International Autojumble. However, every year we go we wonder if it is worthwhile. Last year I went with money in my pocket, unusual for me - especially after just moving house - and came back with some left. I am sure many of you have noticed that sidevalve spares are getting very thin on the ground at autojumbles.

Picture 2 was taken a number of years ago at Beaulieu and the keen eyed amongst you will notice a considerable amount of E83W spares on this stall. Amongst them are good secondhand wings, bonnet and radiator. I doubt if I will have seen such a stall this year, but don't forget, there are many secondhand spares available at the club stores, which it is not possible to include on the list that is included in the magazine. So why not drop Shirley and

Stephen a line if you are looking for parts for your E83W and remember that collection from the stores can be arranged for heavier items.

We were recently talking about what had become of some of the more unusual E83W's, and mention was made of the furniture van that was once rallied extensively by Ken Devine in the North West, registered as GSU 478 (originally LBA 896 - picture 1). I have looked it up in the register and found the last details I have to hand as showing GSU owned by Kidds Services of Bridlington, Yorkshire. The register includes a cutting from "Roadway", the magazine of the Road Haulage Association in March 1993 of Mr. Trevor Kidd receiving a certificate for "Investors in People" in front of the van. Where is it now - do Kidd's still own it?

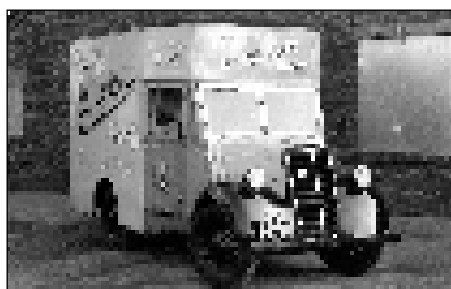
This reminded me of another van with a similar body, either a furniture van or gown van which I saw at Yeovil Festival of Transport in 1988 in the livery of Crewkerne Furniture Emporium (picture 3). 255 MHX is a June 1957 registration in Middlesex, but does not appear on the register. I am aware that London



Picture 3: E83W removal/laundry van at Yeovil in 1988.

Transport had a number of similar vans, which they classified as laundry vans, but this does not appear in their records. Where is it now?

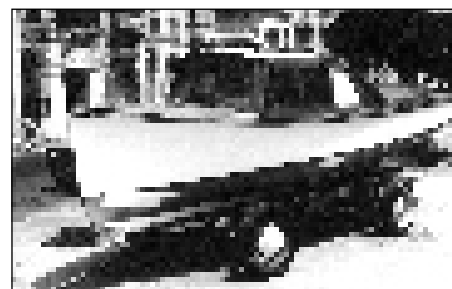
Finally, with regards to unusual E83W's, picture 4 shows an E83W chassis at Msida in Malta used for transporting a boat; at the same location there was also a pick up in use by fishermen. This was in 1986 and many of the older vehicles have disappeared off the roads in Malta, fortunately the presence of E83W's on Malta's roads has been maintained by my good friend Effie Pisani and his excellently restored pick up.



Picture 1: GSU 478, an E83W removal van when owned by Ken Devine.



Picture 2: Beaulieu Autojumble in the days when E83W parts were aplenty.



Picture 4: an interesting afterlife for an E83W chassis in Msida, Malta.

Pre War Register

Registrar's Comments:

Reading last month's "Sidevalve News", I would concur with our chairman, John Porter, on his comment on changing times. As a sidevalve Ford enthusiast for well over a quarter of a century, I do remember going to more shows, seeing more sidevalves and seeing familiar faces. Today, with those years behind me, I must admit that driving is more hazardous in an older car, especially on motorways/'A' roads, and that shows/rallies have changed somewhat, where, once upon a time, participants were given more of a welcome. As Registrar I must admit that I am guilty of not attending that many rallies, although my excuses have been formidable - from renovation of Cliff Lodge, to where I am located.

Recently I took the C van down to a rally at the Museum of Scottish Country Life, Kitchside, East Kilbride, organised by Avon Valley Vintage Power. Driving the van with one wiper in the pouring rain on unfamiliar winding roads needs that bit more care and attention, as with anything old and mechanical of 70 years of age. Driving the Model C, apart from the noise, strictly speaking, is no problem, but travelling towards East Kilbride to this rally, some individual in their wisdom decided to change the road number. Turning back to see if I had taken the wrong turning, I found no other roads which would take me direct and found myself back on the dual carriageway that I had just travelled. Returning back on the same route, only much further down the road was it made clear, with a notice from the DOT to say that the road numbering had changed. Why this was not placed at the beginning is incredulous and makes driving that more frustrating.

At the rally site Christine and I were each given a five pound voucher for - guess what - "refreshments", which on a windy, downcast day makes a saturated rally field infiltrated by the odd cowpat that bit more welcoming. The return journey was wet and windy by another route,

In retrospect, cars today offer the comfort and long periods between services, that cars of yesteryear just cannot provide. Tinkering with the car to get it going, give it more power and the yearly decoke is now out of the question and strictly speaking, a younger generation brought up with comfort and

photo 3



photo 1

reliability, assisted brakes and steering, two wipers with dual speed, electric wind up windows, halogen lights and flick on instrument switches, air conditioning and obligatory heater are really going to find any old car daunting to drive on the road, even on a summer's day. The benefits of driving an old car is nostalgic to the majority of us who drive old Fords, but convincing a new generation of nostalgic against "Street Cred" fast and fashionable will always be an uphill struggle, hence our numbers are dwindling. Keeping the car in the family and handing it down to sons, daughters and grandchildren may be the only way the enthusiasm for old cars can continue (see members profile), as for most of us that enthusiasm was kindled by being driven at a young age in some such car by our parents or grandparents.

Member's Profile

Michael Tinson from Perth, here in Scotland, owns a Model Y, registration YJ 3023. First registered on 15th November 1935, it is one of the numerous Model Y's painted black and has a chassis number Y 112542. The car was purchased as recently as this year in Dundee from George Mclean Automotive Distributors, although the history is obscure apart from detail that the vehicle has been owned by just two previous owners, a mother and then her daughter, and the fact that the car is known to have remained in the Forfar area of Scotland throughout its previous life. The car appears to have been kept in good working order and well maintained bodily, as little rust is apparent anywhere. Tim has had to replace the tyres, as the old ones on the car had cracked with age. Restoration work to date has included replacing the vacuum wiper motor and rear spring shackles, which had seized solid. The photos include the next owner of the car in a number of years time, his grandson (photos 1 & 2 taken by T Tinson).

Letters

Sam Roberts (Ford Y and C Model Register) wrote in to mention two visits made to (1) Sir Patrick Hennessy's daughter now aged 82, who lives in Ongar in Essex for which the final chapters of the biography of this motoring icon have now been completed and (2) An interview with John Potter, grandson



photo 2

of A H Potter Ltd, the Ford main agents for Suffolk during those heady days of the 1930's. Sam also commented on bringing out a book(let) on the C, CX and Eifel 10 hp models, hence my last Registrar's note on attributing the Model C tourer to Briggs rather than the Ford Motor company was enlightening. This information came from the late Bert Thomas when I was preparing an article some few years back now on the different type of pre-war engine block found on the Model C. Bert confirmed the detail was accurate and at the same time made the above interesting statement. Bert had retired from his home in Mychett to Crewe and, although quite poorly, was more than willing to still provide an expert point of view on anything "Old Ford".

From Sweden I received a nice letter from Borje Jernheim. Borje owns the immaculate Eifel that I try to get printed in the magazine every so often to remind members that there are other European variants that in my view are more subliminally exotic than the British equivalents (photo 3: credit - Borje Jernheim). Borje goes on to say that "in driving a German built Ford Sidevalve (Eifel 1938), I was very pleased to read the article about German production, as the cover photo shown is well known to me, as this was used for a show some years ago". As an addition to the detail quoted I have found some production figures from the Ford assembly plant in Stockholm, which may be useful and interesting to members. These are as follows:

Years	1932	1933	1934	1935	1936	1937
8HP	21	375	645			
Y				241	308	
21HP						288
C				697	1361	1457

The Ford plant in Stockholm assembled US cars up to 1949 when also the Vedette was assembled from parts. I am quite sure that all small cars were also assembled in the Copenhagen plant in Denmark. The photo is from some years ago when Ford Sweden was located at the site. Now there are other companies in situ, although for cultural purposes the main buildings purposely built by Ford have been saved. Today the Ford Sweden head office is located in Gothenburg as a part of Volvo. Borje sent further detail and some interesting photos of other vehicles - these will be printed in the next magazine.

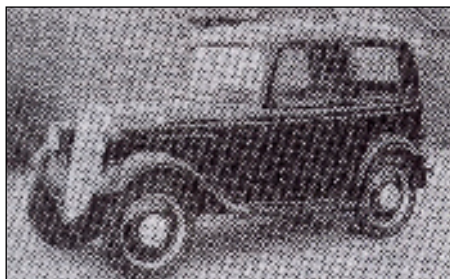


photo 4

Tech Talk

Speaking to a guy who owns a Ford Anglia and has a garage in Fairlie, a village not that far from here in Wemyss Bay, we got round to talking about engine performance and acceleration. The Anglia was appearing to dodder and was unable to pick up fast enough when the gas pedal was floored. With tests to engine compression and carburettor being normal, attention was drawn to the distributor. The points were bang on target, but the angle of the distributor appeared to be biased to the advanced side. Attempts to retard the ignition only resulted in the engine dying, and further dismantling was needed to identify this sequence of events. The distributor had been reconditioned according to the owner and from inspection of the innards revealed that this appeared to be so. The Bobweights were fine and the two springs intact, but there was one vital difference, the cam assembly, the bit that makes the contact breaker jump, had been fitted the wrong way. For those of you who may wish to check your own distributors, check the bottom of the distributor where it locates in the engine. You will find what is known as a large "D" and a small "D". With the larger D at the end of the distributor shaft pointing Left, the slot for the rotor arm in the cam assembly should be facing YOU. Very simple, but it just shows you that proper assembly is most important on car electrics.

Copycat Y

In the early period of the 1960's, when Japanese cars were being imported into the country, many laughed at the style and somewhat dated appearance. Provided with a myriad of accessories, the sales prospered and today we don't laugh at them anymore.

In 1934 the Japanese car industry was in its infancy. When Ford introduced the Model

photo 7



photo 5

Y, it revolutionised the small car makers, and the Japanese engineers like those at Morris purchased one, took it apart and simply cloned it to use as their own. If one looks at a Morris 8 as opposed to the Japanese version pictured, I think you would agree that Morris got it right. On reflection, the Japanese probably purchased the Morris 8 also and cobbled them together as the illustration is the prototype. Parts are certainly very similar to the Model Y and yet familiar with the Morris 8. The disc wheels were well ahead of their time, but not complimentary in this case (photo 4 - credit: Japanese motor archives).

I am pleased to note that Morgan/Ford enthusiast Jonathan Checkley intends to put my old Cheetah back on the road soon. I was pleasantly surprised to receive a letter from



photo 6

Colin Harris, F type technical adviser from the Morgan Club, on a technical matter about dipsticks and oil levels and two photos of a FSOC/MTWC member who owns an F type Morgan. As the answer to the questions pondered will take up more than my standard Register pages, I will reproduce the reply and information given to Colin in the next issue. In the meantime, please enjoy the merits of a Ford sidevalve powered Morgan in all its glory (photo 7 - credit: C Harris).

From the Archives:

Photo 5: Model Y drop head somewhere in Europe, possibly Germany (credit: B Palmer).

Photo 6: Dagenham Motors Ltd (DM Sports 2 seater) at the 1933 Cairo Motor Show.

Photo 8: (below) Ford Werke - Cologne assembly of model Y variant (credit: B Palmer).



Specials Register

Rob Daniels

Five specials at this year's national rally and around sixty again at the Specials Day, on two consecutive Sundays in August this year, was quite some achievement. The line up of cars at the National consisted of a Siva Edwardian and Runabout, "F" type Morgan, a Fieldmouse and my Rochdale GT. I would liked to have seen more sports type specials, but nevertheless we were certainly much better represented than just the two that turned up last year. Thanks to all those who made the trip.

Historic Specials Day

Historic Specials Day again totally amazed us all, and the line up of cars was again totally different, with a lot less Tornados this year and an all time record number of Rochdales. Graham Lyall even brought along the "F" Type Olympic. This was the first production Olympic out of the factory and one of the two survivors of the six that were built with Ford Sidevalve running gear.

Another highlight of the show must have been the Autobee Pacemaker. Yes, that is its name. Why they didn't just call it an Autobodies Mk3 I'll never know. The design was also a backward step from their previous two models in my opinion - one of these was pictured in the August edition - what do you think? Great to see it all the same. I had never seen a Tojero before this show, this one (photo 3) was TR3 powered and sported a very pretty aluminium body that was reminiscent of the Super Two at the back. Another first this year was the Millmor. This is the only proper 1172 racer that we have had in 16 years of doing the show (photo 1). Also making a first appearance was an 1172 powered Alexis trials car (photo 2).

Nice also to see the ex-Danny Moody EB 50 at the show again. There was a good range of Falcons, with a new Mk2 making an appearance, and what a brilliant surprise for the Buckler crew, with one of their members actually winning a prize in the concours. Is this a first in the history of Bucklering? I'm

photo 3



photo 1

sure someone will tell us and no, you can't include Best Special at the Midland SV meet back in 1984 Ken, you were the only special there!!

I think the overall conclusion was that that was the best turnout of cars we have ever had and a big thank you goes out to everyone who attended, making this one of the best shows in the motoring calendar. Some of the other marques that attended and not mentioned above are :- Ashley, Dellow, Siva, Super Accessories, Lotus, Markham Peasey, Microplas, Shirley and Hamblin. If you didn't make it this year, make sure you put the date in your diary for next. Second Sunday in August 2006. One car that will be expected next year must be the long awaited appearance of the Chairman's Nickri Spyder. Not too much has been written about the history of this company, but I have a comprehensive list of their many models on my website and it is reproduced here for those who are not yet on the web.

Nickri Laminates

Wyldberg Lodge Works, North Road, Havering, Romford, Essex. I'm not too sure when Nickri Laminates started to produce their Spyder, but it was the shell that new magazine "Car Mechanics" decided to use when they did one of the first serialised vehicle builds from September to December 1958 (photo 5).

Designed to fit the Ford 8/10 chassis and priced at £75 ex works, it came complete with full floor, bulkhead, wheel arches, spare wheel platform, occasional seat pans, rear bulkhead, dashboard and choice of colour. All edges were trimmed and flanged and it could be lowered onto your chassis in 30 seconds. Or

photo 4



photo 2

so the advert stated.

From September 1959, an updated version of the Spyder was announced, now with a more conventional headlight arrangement and a bonnet bulge. It was advertised as being also available for the longer 7'10 Ford chassis and would accommodate 2 adults and 2 children. The price was now up to £80.

Nickri's adverts were few and far between, but their advert in Practical Motorist from December 1959 stated that the now updated Spyder could be purchased for as little as £59 for the bare shell (photo 11). The list of extras also included this hideous hard top.

In April 1960 the Alpine was announced (photo 4). Priced at £89, the Alpine was more in line with what the other glassfibre companies were doing. It had a tubular steel mounting frame, radiator grille, dashboard, internal door pockets and, for an extra £10, you got the inner wheel arches, and a bulkhead with battery box and header tank platform. At the Super Accessories concours of May 1961 a Nickri Alpine came second behind a Falcon Caribbean, although Tony Bostock of Car Mechanics reported it as a TWM. An easy mistake, as the two do look very similar.

By May 1961 the Spyder had been updated again into the Challenger (photo 6), although

photo 5



Specials Register



photo 6

it was now only available for the 7'6 chassis. It could be bought for as little as £45. Also announced at this time was the Belford chassis (photo 10). Made from 2.5" square E.W. steel tube, 10 s.w.g., to fit all Ford E93A parts without any modification and priced at £27/5/0.

In 1962 Nickri announced the Champion (photo 7). This was a complete four seater shell for any chassis of 7'6 or 7'10 wheelbase. Specification was as the Alpine, with the addition of polished alloy window frames with sliding windows, quarter bumpers, badge bar and a chrome strip running along the top of the front wing line. The price for the Champion was £149 including the hard top.

Both versions of the Spyder are known, but no Challengers, Alpines or Champions are thought to exist. Or so we thought! January 2004 I had the great news that this Champion had just re-surfaced (photo 8). Also, yet another Spyder has come to light. There must be loads more Nickri's out there, please get in touch if you own one.

750 Special

Rob,

Excellent website. Thought I would send you some pics of my Special (photo 9, below).

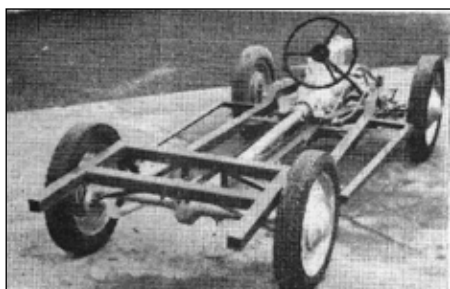


photo 9 (top) and photo 10 (above)



photo 7

Collected her yesterday from a chap in North Suffolk who had owned her for 35 years or so, and not taken her on the road since 1975! She starts and drives, but no brakes! He believed that the previous owner to him had raced her in the 50's (she has a Ford 8HP engine but with A7 gearbox etc) also, the story goes that she was built by some chaps who worked for Colin Chapman at Lotus. It would be great if someone recognized her and could fill in the gaps.

I have no intention of restoring her, just sort the brakes etc, MOT and drive. Probably do some trials with her later in the year.

Regards

Steve Minns

AKS Info Wanted

Dear Rob,

I wondered if you had any more info on the AKS, and if you could tell me if you know of any other owners of the AKS, especially the continental Mk2. I own a Mk2 myself and I am currently restoring it ready for my 19th, as I am learning my skills on the motor vehicle restoration course at Leeds Tec. Any information would be great.

Thanking you in advance.

Liam Crossley

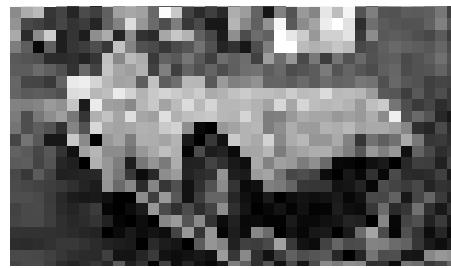


photo 8

If any AKS owners would like to get in touch with Liam, please contact him -tel: 01422 250663, mob: 07749 434060, email: Liamxley@hotmail.co.uk

Dante's Robin and Dan

Ian Clayton and David Armstrong of the Speedex Register are trying to locate Robin Read, founder of Dante (the sporting motorists agency) and, through him, Dan Taylor who did the castings for him and Jem Marsh at Speedex.

Jem says he last saw Robin at Dave Abbott's Funeral in 1999 but doesn't know his address. The last one we all have is High Street, Olney, but Robin doesn't seem to be there any longer. Does anyone have any clues for us to follow up on his whereabouts? If so then please contact me ASAP.

Two Great Days

There we have it, two great days in August, some interesting letters, great photos, and I bet you didn't know that Nickri produced so many different models. I hope to have seen many of you at the All Ford Rally and hopefully I will have some better quality photos - if I remember to put the camera on the right setting!

photo 11

416
PRACTICAL MOTORIST
December, 195



THE NICKRI SPYDER

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AGM Minutes

Shirley Wood

Minutes of the Fourteenth Annual General Meeting of the Ford Sidevalve Owners' Club Limited.

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 21st May 2005 at Steventon Village Hall, Steventon, Oxfordshire. 51 members were present. John Porter took the chair and welcomed the members to the fourteenth Annual General Meeting of the Ford Sidevalve Owners' Club Limited. He specifically welcomed Mr Dela Bandara from Sri Lanka.

1. Apologies for Absence

Apologies were received from Graham Bundy, Mick Crouch, Geoff Hammond, Ian Maddams, Neil Patten and Stephen Wood.

2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 19th June, 2004 at the Sparkford Inn, High Street, Sparkford, Yeovil. BA22 7JH were accepted by the meeting.

3. Matters Arising

There were no matters arising.

4. Annual Reports of Directors and Committee Members

a. General Secretary (Shirley Wood)

Shirley Wood thanked the members who had taken the trouble to attend the AGM. She was pleased to see that so many members had made the effort to attend the AGM as this was an opportunity for the members to put their views to the Committee. The members present were significantly higher than last year showing that location did affect the number of members attending the meeting.

Shirley reported that 2004 seemed to be a quiet year for the Club but Committee members again remained busy. The Club still continued to run its spares and regalia service and produce an excellent magazine despite the issues with this over the last year.

Membership had slowly declined over the last few years and 2004 was no exception with a reduction of 74 members over the year. This was a trend that many other clubs had seen and was believed to be a result of the trend for the younger generation to purchase younger vehicles as their classic cars. This reduction in membership affected everything that the Club did and the remaining members had to pay increased fees to cater for the lack of income. Jennie Thake, the Membership Secretary, would be reporting on membership later.

8 & 10hp spares continued to run well with a few new items produced, and Neil Patten continued to be the 100E spares secretary as well as being involved in remanufactured spares.

The main issue for the Committee in 2004 was the post of Editor. Fred Fielder had been Editor for a number of years and had given the Committee notice that he had other commitments, which made it difficult for him to continue with this post. Fred's last magazine was the June 2004 issue and Shirley thanked him once again for all his work on behalf of the Club. In June 2004 the Committee had a problem because nobody had come forward to take on the position of Editor. For the August 2004 issue of Sidevalve News the Committee decided to employ the skills of a graphic designer who could design the magazine and produce a template for use by any future Editor. The August issue was produced but the Committee still had no Editor. The Committee then approached Teresa Butler, a former membership secretary, to see if she would take on this role as a paid Editor. Teresa agreed to take on the position for initially a year as she had plans for a career change. Teresa had produced every issue of Sidevalve News since October 2004 and Shirley expressed her thanks to Teresa for helping the Club once again. Shirley also thanked all the Committee members who had put in so much effort on behalf of the Club by providing excellent articles for the magazine but special thanks were due to John Porter who had produced text for the magazine which it was felt unfair for Teresa to produce. Shirley felt that the content of the magazine since October had been excellent but she would be the first to say that there had been some problems with the production of good quality photographs and that was being investigated. The membership should remember that if they want to continue to have a paid Editor then something else could not be produced and by default this had to be remanufactured spares.

On the technical side John Pole had taken on the post of 8 & 10hp technical adviser and he was keen to get some enquiries from members about their 8 and 10hp sidevalve Fords. Tony Lloyd continued in his role of 100E Technical Advisor. Both John and Tony would be available to answer questions after the AGM.

Peter Williams had taken on the post of archivist after last year's AGM. He had spent hours trying to sort out the archive so that he knew what was there. Peter would be available to answer queries about the archive later in the day. Copies of the Sidevalve News index were available to members later in the day when they would also have the opportunity to watch a video of 'Sidevalves in action' that Peter had compiled.

Shirley reminded the members that the Registrars had been busy generating text for the magazine during the year and dealing with DVLA queries although these queries had reduced significantly over the last few years.

This year's National Sidevalve Day would be held at the Gloucestershire Steam and Vintage Extravaganza, Kemble Airfield, near Cirencester, Gloucestershire. The event was being organised by the Bristol local group. She encouraged members to attend the event.

The Committee worked hard to keep the running costs for the Club down but a recent postal increase would mean that costs would increase, especially when sending out the magazine. Club members could help with keeping the costs for running the Club down by ensuring that when contacting a Committee member that the correct address was used and a stamped addressed envelope was enclosed if a response was required. All these little things helped to make life easier for the Committee and kept the costs down.

Shirley thanked all the Committee Members and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. She also expressed her thanks to the families of these helpers as they had to put up with a great deal on behalf of the Club. Shirley reminded the membership that the Committee members were volunteers and they all had their own lives to live.

Finally Shirley thanked the membership for continuing to support the Club and the services it provided, without the membership there would not be a Club.

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b.Treasurer (Tony Young)

Copies of the Club accounts and a set of supporting notes from the Treasurer were distributed to those present. Tony Young reminded the members present that with the exception of the audited accounts, all the accounting details were confidential to Club members only. A copy of the full accounts could be obtained from the General Secretary.

Tony Young stated that the FSOC had to legally hold an AGM each year as it was a limited company, but this was an opportunity for members to ask questions about the running of the Club. The Club was run by the members for the members. Committee members did want to hear comments and receive feedback.

Tony took the members through the accounts. The accounts had received a full and thorough audit by Newby Crouch, a firm of chartered accountants. It was not necessary for the Club accounts to be audited but Tony believed that the audit protected both the membership, in that it showed that the Club had been operated correctly and it also protected the Committee from criticism by the members. The auditors were now familiar with the operation of the Club and any change to the figures in future years would prompt comments, which the Treasurer would have to explain.

Tony reminded the membership that the Club had to maintain financial stability and it did this by maintaining an adequate bank account at all times. This gave the Club the opportunity to remanufacture spares when it felt appropriate and also to purchase spares which became available. He reminded the membership that in the distant past the Club had almost run out of cash and that had caused severe problem. Over the last 20 plus years the situation had dramatically improved with good management of the Club.

FORD SIDEVALVE OWNERS CLUB LIMITED (A COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL) INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31st DECEMBER 2004

	NOTES	£	£
INCOME - Continuing Operations	2		54,883
Less: Cost of Sales			15,178
			39,705
Interest Received - Gross			<u>811</u>
			40,516
Deduct:			
Administrative Expenses		33,760	
Depreciation	1 & 5	<u>1,117</u>	
Total Expenses			<u>34,877</u>
SURPLUS (DEFICIT) BEFORE TAXATION			
- Continuing Operations	3		5,639
Taxation	4		<u>-</u>
SURPLUS (DEFICIT) FOR THE YEAR AFTER TAXATION			5,639
Surplus Brought Forward			148,727
SURPLUS CARRIED FORWARD			<u>£154,366</u>

There were no other recognised gains or losses in the financial year.

FORD SIDEVALVE OWNERS CLUB LIMITED (A COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL) BALANCE SHEET AS AT 31ST DECEMBER 2004

	NOTES	£	£
FIXED ASSETS			
Tangible Assets	5		85,580
CURRENT ASSETS			
Stock	1	136,045	
Debtors	6	6,001	
Cash at Bank and in Hand		<u>38,080</u>	
		180,126	
CREDITORS:			
Amounts falling due within one year	7	<u>1,751</u>	
NET CURRENT ASSETS			<u>178,375</u>
TOTAL ASSETS LESS CURRENT LIABILITIES			<u>£264,955</u>
Capital Reserves	8		110,589
Revenue Reserves - Surplus			<u>154,366</u>
MEMBERS' FUND	9		<u>£264,955</u>

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NOTES TO THE ACCOUNTS

1. ACCOUNTING POLICIES

The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the company's financial statements.

Basis of Preparation

The financial statements have been prepared in accordance with applicable accounting standards and under the historical cost accounting rules, modified to include the revaluation of certain land and buildings.

Depreciation

No depreciation is provided on buildings as required by Statement of Standard Accounting Practice 15.

The directors consider that the building is maintained to such a high standard that a depreciation provision is not applicable.

Depreciation is provided on all tangible fixed assets, at rates calculated to write off the cost or valuation, less estimated residual value, of each asset evenly over its expected useful life, as follows:

Office Equipment	-	over 5 years
Tooling	-	over 10 years
Club Equipment	-	over 5 years

Stocks

Stocks held at the 31st December 2004, which were entirely goods for resale, have been valued at the lower of cost or net realisable value by the directors or officials of the Club.

2. INCOME

	2004	2003
Sales of Spares, Books and Regalia	20,353	19,573
Subscriptions	33,143	32,428
Events & Sundry Income	<u>1,387</u>	<u>153</u>
	<u>£54,883</u>	<u>£52,154</u>

Income is stated net of Value Added Tax. Subscriptions represent monies received in the year.

3. SURPLUS BEFORE TAXATION	2004	2003
This is stated after charging:		
Directors' Remuneration	£ -	£ -
Auditor's Remuneration	<u>£ 1,158</u>	<u>£1,102</u>

The directors do not receive any remuneration for their services to the company. See note 14 for details of honorarium paid.

4. TAXATION

The company, being a mutual trading company, is not liable to corporation tax on its income, other than on interest received. The liability for the year is £Nil (2003: £7)

5. TANGIBLE FIXED ASSETS

	Freehold Property & Improvements £	Tooling £	Office & Club Equipment £	Total £
Cost:				
At 1st January 2004	83,302	23,429	16,159	£122,890
Additions	<u>-</u>	<u>1,389</u>	<u>621</u>	<u>2,010</u>
At 31st December 2004	<u>£83,302</u>	<u>£24,818</u>	<u>£16,780</u>	<u>£124,900</u>
Depreciation:				
At 1st January 2004	-	23,428	13,775	37,203
Provided during the Year	<u>-</u>	<u>139</u>	<u>978</u>	<u>81,117</u>
At 31st December 2004	<u>£ -</u>	<u>£23,567</u>	<u>£14,753</u>	<u>£38,320</u>
Net Book Value at 31st December 2004	<u>£83,302</u>	<u>£1,251</u>	<u>£2,027</u>	<u>£86,580</u>
Net Book Value at 31st December 2003	<u>£83,302</u>	<u>£1</u>	<u>£ 2,384</u>	<u>£85,687</u>

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6. DEBTORS	2004	2003
Prepayments	<u>£6,001</u>	<u>£5,827</u>

7. CREDITORS: AMOUNTS FALLING DUE WITHIN ONE YEAR

Taxes and Social Security Costs	513	646
Creditors & Accrual	<u>1,238</u>	<u>1,102</u>
	<u>£1,751</u>	<u>£1,748</u>

8. RESERVES

Capital Reserves	<u>£110,589</u>	<u>£110,589</u>
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9. RECONCILIATION OF MOVEMENTS IN MEMBERS' FUNDS

Opening Members' Funds	259,316	262,331
Surplus for the Year	<u>5,639</u>	<u>(3,015)</u>
	<u>£264,955</u>	<u>£259,316</u>

10. SHARE CAPITAL

The Club is a company limited by Guarantee not having a share capital. The liability of the guarantors, who are the members, is limited to £1.00.

11. POST BALANCE SHEET EVENTS

Since the Balance Sheet date no events have occurred which would have a material effect on these financial statements.

12. CAPITAL EXPENDITURE

At 31st December 2004 the Club had not contracted any capital expenditure (2003: none)

13. CONTINGENT LIABILITIES

At 31st December 2004 the Club was not aware of any contingent liabilities (2003: None).

14. TRANSACTIONS INVOLVING DIRECTORS

The Club pays an honorarium to A B R Young for accountancy services. The amount paid in the year was £960 (2004:960).

The Club traded mutually and did not sell to non members. This was a benefit to the Club as it did not have to pay Corporation Tax on any profits. As a result all the money that the Club made went back into the Club to benefit the membership.

The balance sheet showed that the Club was in a healthy position with a surplus of £5,639. However, after careful consideration it had been decided that the subscriptions needed to rise to £28.00 with effect from 1st January 2006 from the current £26. The reason for this 7.7% increase was to cover the costs of paying an Editor (currently £2,160 per year), anticipated increasing postal charges, significantly rising insurance costs and general cost rises. Tony pointed out that if the Club had a volunteer Editor the increase would have been £1 rather than £2 to maintain the status quo. This increase was unfortunate but secured the financial position going forward with known budget costs.

The Club had accepted credit and debit cards for a few years now and these could be used for subscriptions and spares purchases. The cost to the Club was currently 1.95% on credit cards and 29p per debit card transaction.

The gross profitability of the Club, that is gross profit on turnover before overheads was 73.8% (58.8% in 2003). The net profit was 10.3% of turnover (5.8% net loss in 2003). These figures were very dependent on the spares stock and during the latter part of 2004 a more accurate stock check had taken place of the 100E spares.

Page 13 of the accounts showed a breakdown of the overheads and members could identify the design costs of the magazine plus the costs of production and printing. Page 7 of the accounts showed the balance sheet and that the Club was financially healthy with a small reserve.

former Tony pointed out the large figure in sundries in the cashbook was from the sale of a 100E which was bequeathed to the Club by a member. The vehicle had been MOT'd and then sold to the highest bidder. The cost of insuring the Club and its property was continuing to increase and the payment for 2005 had been £5549.67 which had been paid in December 2004. Insurance companies were expecting prompt payments for insurance cover and renewals.

Ivor Bryant asked what legal advice the Club paid for. Tony pointed out that this was for advice on liability cover for the Club. Ian Woodrow asked what debtors the Club had at the end of 2004. Tony pointed out that the debt was the insurance payment which was paid in advance due to the Christmas break.

c. Membership Secretary (Jennie Thake)

Jennie Thake reported that she was still enjoying the job of Membership Secretary. She enjoyed keeping the records up to date and receiving correspondence from all over the world. At renewal time she had received a number of comments thanking all the Committee members for all their hard work and dedication. Jennie and Robin had also received Christmas cards from Germany and Sweden. Jennie expressed her thanks to Robin for all of his help with this role especially with computer queries.

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The total members for 2004 was 1390.

The current membership was 1,095, which was made up as follows:

UK	969
European	91
International	20
Complimentary	15
	1095

Jennie reported that the membership numbers were down but she believed that they would increase as normal during the summer season.

d. Spares Report (Shirley Wood)

Shirley reported that during 2004 spares sales had increased once again and therefore the Club had had two good years of sales after a really bad year in 2002. Shirley hoped this would continue. It was not clear why the sales continue to increase but she suspected that it was due to the fact that it was becoming increasingly difficult to find parts to fit the 8 and 10hp models at autojumbles. It was also becoming more difficult to find spares to fit the 100E.

A number of items produced during the year included a variety of brake springs for the various models and also the shock absorber links for the 103E and the E83W. The shock absorber link was a good example of how, when things are difficult in car production, companies are pleased to be able to make small amounts of spares for clubs such as ours.

The majority of time had been spent sourcing the MOT items that the members needed to ensure that their vehicles were kept on the road. The Club was finding that parts were increasing in price quite significantly and it was becoming more difficult to replace items such as clutch plates, starter motors, dynamos, etc.

Members of the Committee continued to purchase spares where they could find them from autojumbles but this was becoming more difficult even at events such as Beaulieu. The Club continued to purchase a quantity of spares from the autojumble at the Abingdon All Ford Rally which attracted the majority of Ford specialists.

Shirley continued to send out a number of parcels each week with at least one going overseas. Dealing with overseas orders was particularly time consuming as we provided a quotation on the list of spares required but it would be much easier if overseas members used credit cards when ordering parts from the Club. She knew that some overseas members thought that payment by credit card was less secure but in many ways it was more secure. Shirley reminded members to write clearly on the order form for spares and ensure that they included their full postal address on the form. It was surprising how many people managed to put an incomplete address on their form and then wonder why it took time for the parcel to arrive.

Shirley often received comments from people that the Club spares were very expensive when compared with other suppliers. However, when she explained that the Club spares included the cost of postage, packing and VAT then they proved to be either cheaper or the same as other suppliers. When the Club gave you a price for a spare that was the price there were no hidden extras and Shirley urged members to spread the information on this topic. The only area where the Club could not compete with other suppliers was if members wanted spares the next day as the Club turnaround was normally within a week but it really depended on where Shirley had been working during the week as to whether she had time to get all the paperwork done ready to send out the spares on the Saturday.

The stock of 8 and 10hp spares continued to be sorted so that she was able to easily find items but this was an ongoing exercise which would never be completed. She also spent a great deal of time at the end of 2004 sorting out the 100E spares and stock checking the new old stock with John Porter. They hadn't really started on the second hand stock.

Her thanks had to go to the remanufactured spares committee members of Peter Ketchel and Neil Patten, who had spent a great deal of time and effort working on a number of items which would come to fruition in the not too distant future, but these things took time.

Her thanks went to the faithful little band of helpers who beavered away behind the scenes to make the whole operation work and especially John Porter who had spent a lot of time counting bits with us in the stores. However, on a personal note she had to say many many thanks to Stephen Wood who had provided invaluable technical support to her and without whom the Club would not have a spares team.

If members wished to visit the store then we were quite happy for them to do so provided they made an appointment.

Finally she thanked all the members who used the spares service. In the majority of cases they had been very supportive and understanding when sending in their spares orders. She hoped that the Club managed to provide a reasonable service,

e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items continued just below the same level as last year. The main selling items continue to be the workshop manuals and parts books. The Club purchased the Ballamy book for regalia during the year which proved to be a good seller.

f. Chairman (John Porter)

John Porter said that the last year had seen a fundamental change in one aspect of the FSOC. For the second time the Club was employing a paid person to carry out one of the main services of the Club for the foreseeable future. The service was the editing of the Club magazine, Sidevalve News.

The concept was not new as over the years the Committee had discussed the prospect of paying for a stores person to deal with all the spares orders, both 100E and upright. Those discussions were brought about by the difficulties of finding a 100E Spares Secretary and the fact that Shirley was still multi-tasking being the General Secretary and Upright Spares Secretary. At the same time the Committee were not in favour of paying for what had always been volunteer posts.

The Club's last editor, Fred Fielder, came along at the exact moment when the Committee was wondering what the future of the magazine would be. The Committee was certainly thinking about finding someone to edit the magazine for payment as no one had stepped forward. As it happened, Fred's appearance ensured that the Club did not go down that route at the time.

Members should be aware that the Club had previously had to pay for membership to be taken care of when Mick Crouch gave up this

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position before Rod Pardy came forward to take on the role.

John explained what was involved in being the editor. He pointed out that Teresa was spending 4 to 5 days editing the copy and compiling the magazine using the professionally designed template. This template took care of the basic layout of different regular pages as well as the special feature pages. The template was revised after Fred's retirement by a graphic artist to make the task of editing the magazine as straight forward as possible. As to other tasks there was not really any need to deal with too many e-mails other than acknowledging receipt of copy nor meetings with printers. However, any Editor would have to be computer literate to take on this role. Photographs had to be produced in a high resolution format to be useable in the magazine.

To all intents and purposes the editor had the final say with regard to what went in the magazine. The vast majority of the material came in digitally, either by e-mail or disc. Before printing the magazine was sent to the proof readers on CD. There were two proof readers, Ian Maddams and Pete Williams, who checked the spelling, punctuation and grammar and how well the articles read. John also checked the content as did Shirley.

to The Pop shopper was typed up and edited by Geoff Hammond. It was not beyond reason for some registrars and regular contributors put their own copy into the relevant page templates. A new Editor could be eased in to the post.

The Committee met approximately every two months on a Saturday at the Club stores in Abingdon. The meeting normally lasted from 12:30 until 16:30 at the latest with lunch provided. All Committee members are required to attend the meetings. Expenses are paid for travelling, i.e. the cost of fuel or rail tickets as well as postage costs. It was not required for Club officials to use their telephone as members did not have Committee members' telephone numbers.

John said that there was no minimum or maximum term of office. Fred had taken on the post for two years and finally left after four years of excellent service as he had other commitments. Any future Editor was likely to set a finite term for their tenure.

The Committee has however come to the reluctant conclusion that despite requests the Club would continue paying for the Club magazine.

Fred Fielder asked if there was a template for each Committee member to type in their magazine input. John said the template had not been designed that way due to the other issues that would create. Jim Norman said that the Committee had discussed the payment of staff in the past but realised that the lack of commitment from members was due to the fact that they were getting older and younger volunteers were required.

5. Election of the Officers and Committee Members of the Company

The following Company Directors were elected unopposed.

Andy Main - Anglia, Prefect and Popular Registrar

John Porter - Chairman

Yvon Précieux - Pre War Registrar

Shirley Wood - General Secretary

Tony Young - Treasurer

The Management Committee members were elected unopposed and they were:

Glen Bubb - E83W Registrar

Robert Daniels - Specials Registrar

Geoff Hammond - Publicity Officer

Peter Ketchell - Remanufactured Spares

Tony Lloyd - 100E Registrar and Technical Adviser

Neil Patten - 100E and Remanufactured Spares

John Pole - Technical adviser

Jennie Thake - Membership Secretary

Peter Williams - Archivist

Stephen Wood - 8 & 10hp Spares

6. Re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35 37 Creek Road, East Molesey, Surrey, KT8 9BE to act as Auditors for the Company

Tony Young stated that it was up to the membership to vote for the auditors each year. Messrs Newby Crouch had been very thorough in auditing the Club's accounts and Tony was happy that the club continued to use them as auditors.

Tony Young proposed that Messrs Newby Crouch were confirmed as the Company's auditors for the following year. John Porter seconded this proposal. The motion was passed unanimously.

7. To authorise the Officers and Committee to fix the Remuneration of the Auditors

Tony Young explained that this proposal authorised the Committee to negotiate the auditor's fee for the current financial year. The fee for 2003 had been £1103 and Tony had expected a big increase for 2004 but it had only increased to £1,158. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the auditors. John Porter seconded this proposal. The motion was passed unanimously.

8. Any Other Business

Fred Fielder on behalf of the membership offered a vote of thanks to the Committee for all their hard work and he was extremely grateful to them. This was supported by Jim Norman and other members present.

There was no other business. John Porter thanked the members for attending the AGM. He then closed the meeting.



Publicity Update

Geoff Hammond

The Publicity Department has been busy looking at ways of promoting the club both to existing and potential new members, to do this we require the help of the membership: The classic car press often make contact with members to produce articles about their cars. If you are approached, could members please let me know so that we can place strategic advertising to accompany these articles.

NEC Promotion

We are exhibiting again at the NEC in November at the Classic Motor show (4th, 5th and 6th), the NEC are running a promotion, where members of exhibiting clubs get discount tickets which also earns money for the club - just get your ticket by phone or internet, then hand your ticket in to the SV club stand when you get to the show. Please see the advert (right) for details, phone, or go online at www.necclassicmotorshow.com.

Lubrication Points Poster

Finally, we have the opportunity to reproduce the Castrol poster for the Upright models. This shows all of the lubrication points with relevant service intervals. It is an invaluable aid when servicing your car. Any member who is interested in purchasing an A2 colour version, please let me know (details as for pop shopper on inside front cover), so we can gauge interest and possible costs.

SAVE UP TO £5.00 on each ticket!

CARS

Tickets on sale now!

CARS

Classic motor

11th-13th November 2005

NEC Birmingham

0121 717 4790

www.necclassicmotorshow.com

Tales of BOA

Jim Norman

All good things come to an end, and that includes summer holidays. Although the students are not, as I write, yet back, BOA is again trekking along the M62 between Wigan and Widnes five days per week.

Progress was made on the list of jobs mentioned last issue, but inevitably not everything was completed. I concentrated on the bodywork; I don't need another mammoth rebuild similar to last Easter's escapade (the story of which will one day be told), so the chain noise and oil leaks remain. I console myself with the thought that the leaking oil covering the undersides helps prevent corrosion; the stains on the drive do not help to maintain matrimonial bliss!

There have been no catastrophes to deal with, hence the concentration on things structural rather than mechanical. But the engine has always had a tendency to run rather hotter than normal, and this has recently been augmented by a tendency to lose water. The high temperature (overheating is too a strong a word), I felt, was due to a blockage within the radiator, possibly the result of the Radweld mentioned in a previous issue in connection with the weeping heater matrix, while the coolant loss was easily diagnosed by the very visible leak near the top of the radiator core. The same firm that repaired the heater was given a spare radiator, and the reconditioned unit collected and fitted a week later. The



removal of the original radiator showed very clearly that most of the blockage was external!