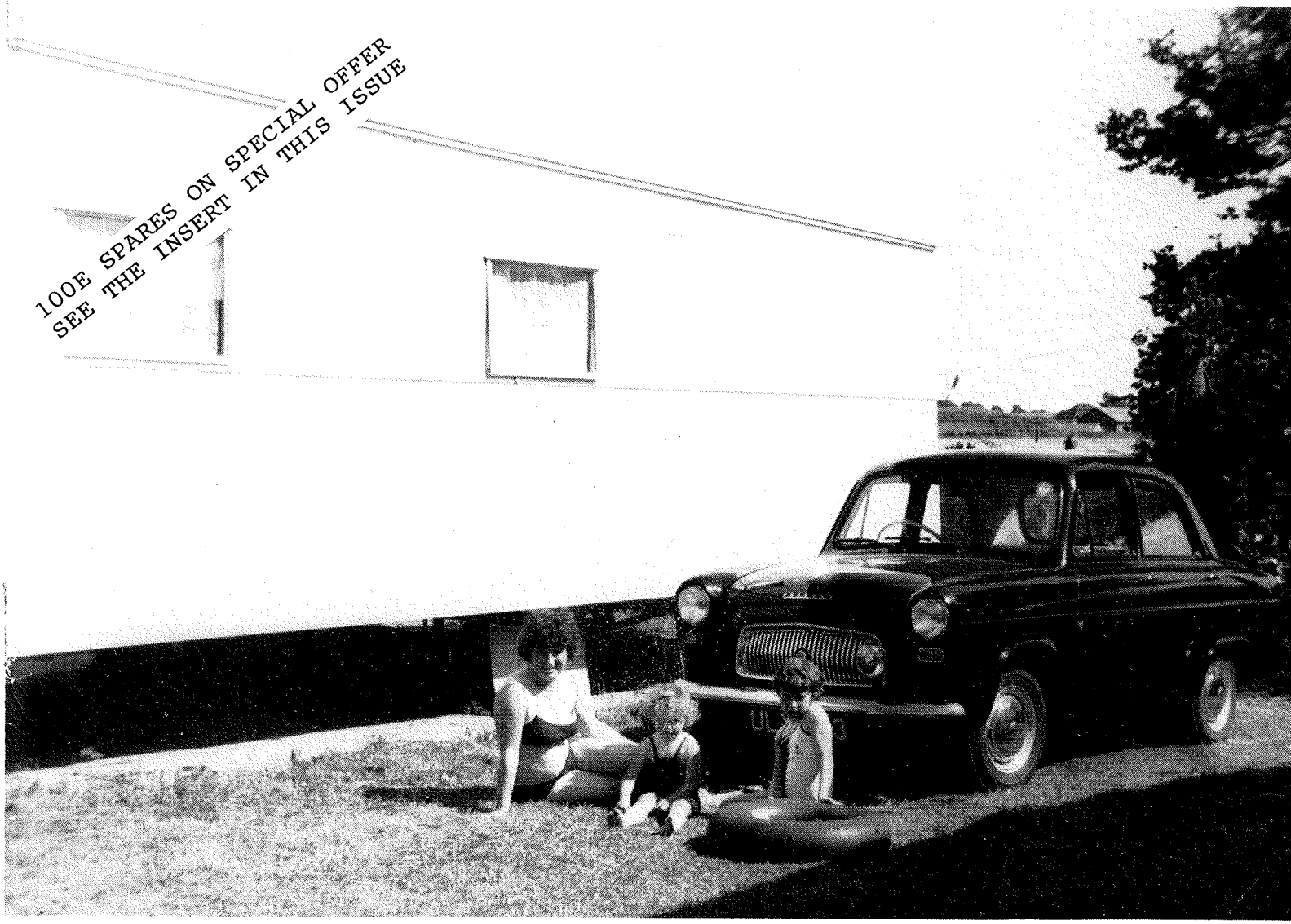
SIDEVALVE News

FEBRUARY 1985

100E SPARES ON SPECIAL OFFER
SEE THE INSERT IN THIS ISSUE



PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB

FORD SIDEVALVE OWNERS' CLUB

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VICE PRESIDENTS - David Burgess-Wise & Roger Palmer

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POPULAR PREFECT - Bruce Palmer, 13 ST. Bernards,Chichester Rd,Croydon, CR10 5UL
"SPECIAL" - Martin Ortell-Shaw, 157 Winkworth Road, Banstead, Surrey,SM7 2JP.
100E - Mel Smith,"Springfield",The Ridge,Epsom,Surrey.
107E - Dave Simpson, 150 St. James Avenue, Southend-on-Sea, SS1 3LN.0702 582051
PRE-WAR - Yvon Precieux, 12 Firs Close, Forest Hill, London.

MONTHLY LOCAL GROUP MEETINGS

AVON&SOMERSET-Meetings underway again - third thursday every month at The Pelican, Chew Magna
BERKSHIRE-Andy Fayers, Slough 42317.
BUCKINGHAMSHIRE - Mike Furse,Chesham 774885.
DEVON-Neil Crook,Exmouth 712253.
DORSET-Roger Hide, Bournemouth 528499. Every 1st Thursday 8pm at the Horse&Jockey,Wimborne Road,Bournemouth.
ESSEX-Dave Simpson has taken over from Martyn Babb, contact him on 0702 582051
GREATER LONDON-SOUTH EAST Yvon Precieux 01-699 2878. Plough P/H, Barry Rd Dulwich
GREATER MANCHESTER- Bill Ballard, 061-681 0051.Every 1st Wednesday 8pm at the Tame Valley Hotel, Park Rd, Dukinfield, Cheshire.
HAMPSHIRE- Mick Crouch, Southampton 692359. Every 3rd Wednesday 8pm at the Village Inn, Swanwick(on A3051).
ISLE OF WIGHT-Ian White,0983-66887.Every 1st Wednesday,8.30pm at the Star Inn, Wroxhill, Nr Ventnor
KENT Mark Carrol, 87 Copenhagen Rd, Gillingham 0634 407311 ex277 (work) for details of monthly meetings on 4th Fridays
LEICESTER- Stuart Crooks, Leicester 609324, 1st thursday, 8pm, Horse&Groom, Queniborough
MERSEYSIDE-Mark Prescott, Aughton Green 423977. Every 3rd Monday, 8pm, at La Barbacoa, Mersey View, Waterloo, Liverpool.
NORTH YORKSHIRE-Martin Hatfield,203 Ashlands Road,Northallerton.
NORTHAMPTONSHIRE-Danny Moody,Northampton 810095.Every 1st Thursday,at the Griffins Head,Mears Ashby.
Notts & District, various meets, contact Paul Bainbridge, 100 Bagnall Rd, Basford, Nottingham, NG6 0LB. 0602 782413

TECHNICAL ADVISORS
MODEL Y&C- Graham Game, "Orscroft", Rectory Road,Orsett,Grays,Essex.
ALL 8&10HP TYPES- John Charlton, 138 Middlewich Road,Sandbach,Cheshire,CW11 9EA.
100E & 107E TYPES- Jim Norman, 7 Chaucer Place,Abram,Wigan,Lancashire. Phone 0942 861043 BETWEEN 6pm TO 9pm ONLY

FORD SIDEVALVE SPARES LTD.,Reg.No. 1647548.
Secretary- Eileen Saunders.

SPARES SECRETARIES.
PRE-WAR TYPES- Yvon Precieux, 12 Firs Close, Forest Hill,London.
ALL 8&10HP TYPES- Steve Waldenberg, 39 Winding Way,Leeds LS17 7RG.(Leeds Club Stores,71 Commercial Road,Leeds.Open to members 9am-5pm,Mon-Fri.Personal callers only).
100E&107E TYPES- Tony Saunders, 45 Winscombe, Bracknell, Berkshire, RG12 4UE. PHONE 0344 425886 BETWEEN 6pm TO 9pm ONLY

REMANUFACTURED PARTS-
Andy Main, 52 Windermere Drive, Gillingham, Kent ME8 9DX.

ENQUIRIES-When writing to the club please quote your membership number,and enclose a stamped addressed envelope(International Reply Coupon for overseas members) if you would like a reply.

MONTHLY GROUP MEETINGS

OXFORDSHIRE GROUP Teresa Wheatley 3146. Every first Wenesday 8pm, The Lamb, Little Milton
PETERBOROUGH Rod Boulton on Peterborough 71603
SOUTH YORKSHIRE - Robert Taylor, Sheffield 749573.
SURREY-Tony Russell,Reigate,21578.2nd Tuesday every month,8.30 at the Parrot Inn,Shalford(on A248 near Guildford).
WEST MIDLANDS-COVENTRY Steve Hancock, Coventry 334680. Meetings 2nd Tuesdays, 8pm,Queens Head, Meriden.
WOLVERHAMPTON Kevin Sharman, 021 353 7756, The Sir Robert Peel, Bell Lane, Bloxwich
WEST SUSSEX-John Skinner, Worthing 67971. See 'Area News' for Local Meetings.
WEST YORKSHIRE-Steve Waldenberg, Leeds 780616 (work) FSOC members welcome to meetings of the Thoroughbred Car Club, every 2nd Monday, at the Grove Inn, Wakefield, and at meetings of the MKI Club, every 3rd Sunday, early pm, at the Little Chef, Huddersfield - Wakefield Road(A652).

AUSTRALIA - Gordon Cowley, Box 42, Greenacres 5086.
CANADA - Ed Ingold, 22 Chapais Crescent, West Hill, Ontario, M1C 2C4.
IRELAND - Colm O'Neill, 29 Allen Park Drive, Stillorgan, Dublin. Every 3rd Tuesday at RIAC, 34 Dawson Street, Dublin.
NEW ZEALAND - David Green, 7 Okato Place, Masterton.
THE NETHERLANDS - Roel Hoekman, Meeuewenstraat 10, 7471 Hg Goor.
USA - Hayden Shepley, Box 171, Toughkenamon, PA 19374.

HAVE YOU MOVED? PLEASE INFORM THE MEMBERSHIP SECRETARY.

PAUL AND LYNNE EDWARDS
166 Ferrier Road
Stevenage
Herts
SG2 OPD

SIDEVALVE NEWS, Vol. 2, NO.1 FEB. 1985

EDITORIAL

Well we've been doing the magazine for a year now and I think we have to say that we have enjoyed it. Indeed a few thanks to our contributors seem to be a good idea. The letters from the Area Organisers are so friendly and enthusiastic that we feel we know you all quite well. It's only a shame that we can't get to attend some of your meetings, looks like we are missing out on some enjoyable evenings to say the least!

Yvon, Jim, and Bruce have never let me down and help to ease the paranoia every issue when I think I'm going to have 24 blank pages! In particular Bruce never fails to amaze me, both with the depth and scope of his contributions. Many thanks.

To the various members who have sent us articles our thanks as well. It is these individual contributions that help to make the magazine as varied as we like to feel it is. By the way we need some more Sidevalve Sagas!

The one thing I haven't done, and which I should do, is credit the various photos we have been using. The vast majority of the good quality archive shots have been from the Ford Motor Company. I would like to express our thanks to the FMC for their co-operation in printing copyright photos. We have also used a couple from the National Motor Museum, and our thanks to them. I promise to give credit where credit is due in future.

A couple of points in case you miss them on the Club Notice Board. Firstly, the Club celebrates its 15th birthday this year, and I hope to print a few articles and photos on the Club's history in the next issue. If you would like to help please send me any articles before March 15th.

Secondly I am now Club Librarian, or a mug depending on how you look at these things! We have a few books, though as yet I'm not too sure what exactly, and I would like to start a photo library. I always return photos sent for inclusion in the mag, and will continue to do so, but would you please let me know if you do not want any returned. Perhaps if you are attending any events you could shoot off an extra couple of shots to help build the library up; please include brief details of where, when, and what. Similarly if you have any old leaflets, cuttings etc., the Club can give them a good home. You could even get into the mag that way!

PAUL & LYNNE EDWARDS

FRONT COVER

A nice black & white period shot sent in by Jane Sewell, see Sidevalve Sagas.

100E spares are on special offer, see the insert in this issue.

WOTS ONS!!

MOLE VALLEY SHOW - MONDAY MAY 6th
Much more than old cars, various fairs and displays. Details from
Head Recreation Services
Mole Valley District Council
Council Offices, Pippbrook
Dorking, Surrey, RH4 1SJ

WROTHAM CLSSSIC - JUNE 8/9th
Details from Mr Treadgold on Maidstone 883739

THE PARHAM RALLY - JUNE 15/16th
A new event with traction engines, models display, fair organs etc. Details from
Phil Read, 17 Old Mill Square
Storrington, Sussex, RH20 4NQ

FESTIVAL OF YESTERYEAR - JULY 21st
Fancy a circuit of Brands Hatch, as described by Tony Russell in December's S/V News? For details of this years event write to
Festival of Yesteryear
101 Sompting Rd, Worthing, Sussex.

VINTAGE CAR & M/V RALLY DYMCHURCH RAILWAY - JULY 20/21st
Details from Mr J E Brice, 37 Swan Lane, Sellindge, Nr Ashford, Kent

ENFIELD PAGEANT OF MOTORING - MAY 25/26/27th
Details on 0920-68585

SOUTHEND HISTORIC TRANSPORT RALLY - JUNE 2nd
At Southchurch Park (east), Southend. Details on 0702 582051/204715

THE KENT COUNTY SHOW - JULY 12/13th
DETLING STEAM RALLY - AUGUST 31/SEPTEMBER 1st
Both at the County Showground, Detling nr Maiddstone, Kent. Details on 0732 883739

TWO IN HOLLAND

FESTIVAL HISTORISCH VEROER - MAY 18/19th
At Oudkarspel, 30 miles north of Amsterdam. Details from Mr Klaas Plakman 010 31 5407 2339

STEAM RALLY AT HELLEVOETSLUIS - AUGUST 16/17/18th
10 miles south of Rotterdam, details from Wim Boer 010 31 1854 1764

SOUTH AFRICA IN 1986? WORLD FIVA RALLY
Patrick Hemphill will be attending this event and any one interested in shipping a car over should contact him at 1 Grattan Park, Co Wicklow, Eire.

WAXOYL COMPETITION - THE RESULTS

It was the number of FORD Sidevalves we wanted, other makes did not count! The Editor's decision is final, and anyway I took expert advice because I'm not too hot on the Upright types! Lynne has just closed her eyes and pulled the winner out of a rather small heap on the floor. Perhaps I should have said the winning entry! First prize is a 5 litre can of Waxoyl, complete with Jumbo Sprayer. The 5 runners up recieve aerosols of Waxoyl. Once again our thanks to Waxoyl. To the member who said he would stop drinking Guiness if he was wrong, you were wrong but I promise not to reveal your name!

First- Charles Austin Mem No. 2321

Runners Up- N. Hartley No.2675 - R. Nash No.3107 - D. Watson L/M 18 - T. Piner No.1896 - P. Hemphill No.323 (All prizes being posted)

CHECK ENVELOPE FOR MEMBERSHIP CARD

AREA NEWS

The November joint meeting of the Merseyside and Manchester local groups was considered a great success by all those who attended, with a total of 21 members and guests converging on 'The Foresters Arms' near Culcheth for an evening of socialising in pleasant surroundings. The opportunity was taken by many of those present to exchange information on sources of sidevalve spares, and to ask for guidance with problems they have encountered with their cars. Bill Ballard entertained, and in some cases baffled us, with a quiz which involved identifying towns, given only a small map with major roads and a few destinations marked on it. Im pleased to report that the joint winners were both from the Merseyside group! Bill and I hope that we will be able to organise further joint events, and would like to thank all those who came along, especially those who travelled quite long distances on the night.

The small but enthusiastic Merseyside group continues to meet at 'La Barbacoa', Merseyview, Waterloo at 8-00pm on the third Monday of the month. We hope that local members who havent yet joined us will come along and they will be assured of a warm welcome.

Mark C. Prescott.

F.S.O.C. — IRELAND

Little has been happening here since I last wrote to you except of course our Christmas lunch. Thanks to the work of Mick Jones and John Murray the day went off without a hitch. The meal was held in the Lucan Spa Hotel, Lucan, Co. Dublin. We met at 1.00pm for a few pre dinner drinks and the meal started at about 2.15pm. We had a great turnout - 38 in all- husbands, wives, children, mothers, fathers and friends. In fact all human life was there and some we were not too sure about! Our meal was really lovely, my first taste of turkey, ham and plum pudding this Christmas. Full marks to the hotel for the food, service and putting up with us. The meal was washed down with a few glasses of wine, what more could we ask for? Following the meal we held a raffle to get rid of all the spot prizes so generously donated by our own members. I must at this stage say thank you to David Sykes who gave us a beautiful book on the history of Ford for the raffle even though he could not make the lunch. Everyone wanted to win it and Colm O'Neill did. The ticket sellers did a great job, the Glynn girls - Siobhain, Sinead and Mary Claire and Damien Murray. Then the big moment arrived - the drawing of the tickets with Mick Jones in charge. I think nearly everyone went home with something. At the end of the evening some of us retired to the bar for some after dinner drinks. All in all a very enjoyable day.

Our monthly meetings are still being held in the R.I.A.C., Dawson Street, Dublin on 3rd Tuesday of the month. The A.G.M. will be held on Tuesday 19th March at the same venue starting at 8.30pm. Everyone should try to attend.

The club will be attending the South Eastern Vintage Machinery Club's display on April 28th in the Carlow Lodge Hotel, Carlow, starting at approx 1.00pm. I look forward to seeing you all there.

Maire Crean.

West Sussex Branch News

1984 turned out to be quite a successful year for our local group, with our monthly social meetings continuing to be supported by a small but dedicated number of members and their families, and although we only managed a couple of activities throughout the year, these were well supported as well. The barbeque at Slindon was a really enjoyable afternoon and is still much talked about; at the recent club committee meeting it was wondered whether such an event could be expanded into a more elaborate affair along the lines of a Sidevalve Day, or in this case, Afternoon and Evening?

Our Christmas get together at Boxgrove on December 9th saw eight members with their families, including two babies, my daughter Laura and Tim and Carol Clarke's son Nicholas. This made a total of twenty one people assembled together for a splendid tea, courtesy of Graham and Jill Dipple. For once, everyone arrived in a Sidevalve, and it was the first time for a long while that I drove my van home with frost on the roof! Thanks to Graham and Jill for their hospitality, and may it be repeated this year?

I almost forgot to mention the Brighton Classic Car Show (that I did forget in the last magazine) held at the beginning of November. After some confusion with the organisers of the show, Dave Maynard admirably managed the F.S.O.C. stand, featuring Steve Wood's prize-winning Prefect E493A and Mick Crouch's Prefect chassis, to show people the "bare bones" of a Sidevalve without having to crawl underneath (like I do!). Once again, the F.S.O.C.-Ford video film attracted a host of viewers to our stand, and is as good a reason as any for the club to make another. Our thanks to Dave and June and to all the others who helped the club that weekend.

This year we are planning, amongst other things, a camping weekend (bring your own sunshine), but you will have to come along to our meetings for the latest news.....

TUESDAY MARCH 19: Red Lion, Ashington (on A24) 8pm.

WEDNESDAY APRIL 17: Bridge Inn, Houghton (just off B2139, close to Amberley Railway Station) 8pm.

And now for an offer all new (and existing) local members can't refuse! If you are unable to come along to the above meetings, please let me know and I will arrange a meeting as soon as possible at a place near your home. If you can't get to us, we will come to you. Looking forward to meeting you this year.

John Skinner.

North Yorkshire Group News

First of all a very happy and successful 1985 to you and 'my lot' in the group.

As I write its snowing outside and very cold, things are very quiet at the moment. Due to a lack of interest (again) in our group Christmas dinner we have not been together since early November. However most of the group have been in touch over Christmas and have offered the following stunning snippets of Group 'News'.

Bill Davies has broken the driver's side window winder on his 107E, (I'm still trying to find one, Bill) - cont

Peter Kitching has decided to sell his Model 7Y in favour of a Rolls Royce (remember Peter, I'll stick to my offer of £50 if you have trouble selling the Y!) Sue Richardson is still gloating over her first prize at Kirkstall Abbey last year (keep polishing that trophy, Sue!) and finally I must remember NOT to send Bill Jolly a Christmas card next year as he didnt send me one this year because he had none left (there's nothing like being honest, Bill).

MEETINGS.
April 7th - Blacksmiths Arms, Swainby, 12 noon.
May 5th - The George, Easingwold, 12 noon.

Rosa Wyral wrote recently saying that she has purchased a 300E van to break for spares, anyone wanting 100E or 300E spares please contact me and I will make arrangements. Finally I'd like to say hello in the pages of Sidevalve news to new member Walter Lonsdale, hope you get the 103E on the road this summer Walter.

Martin Hatfield.

Kent Group Ramblings

We held the FIRST Sidevalve event for 1985 on Tuesday 1st January (as previously announced in Decembers Sidevalve News) at the Kent and East Sussex Railway, Tenterden.

A good display of vehicles and a bus assembled in the town car park before most members and friends caught the 2pm Hogmanay Punch Bowl steam special for the ten mile return journey hauled by 0-6-0 saddle tank No 24 William H. Austin built in 1953 (good S.V. were being built then!).

Soon after leaving Tenterden the children were given a hat, balloon and sticky lolly each whilst each adult received a cup of hot punch and a mince pie, except that the coach at the end of the train containing most of us received chocolate bars, as the mince pies had run out. We heard that the group representative Mark Carroll and family, on arriving late at the railway, jumped into the nearest carriage and received their pies!

Members present with families were Geoff Culmer in his immaculate restored 1938 E93A Prefect, Mark Carroll, Andy Main and a new member from Bexley in 103Es - sorry, forgot your name! Tim Bubb in his immaculate ex London Transport Guy Special single deck bus and equally good E83W in Gas Board livery, driven by his son Glen and Ken Sandercock in his 100E.

Top marks must go to Ron and Myrtle Butcher in their Dellow Special in which they travelled to and from our meet on a bright but very cold day without the hood or sidescreens fitted! Also present was Alan Cresswell without his 7Y which is in hibernation.

May I take this opportunity to remind those members in Kent that on Sunday 3rd March at 2pm we are meeting at Mote Park, Maidstone, by the lake. Bring some bread and feed the ducks.

Sunday 14th April 1pm Knole Park, Sevenoaks. On the outskirts of Sevenoaks, set in an extensive deer park is Knole House which should be open this afternoon for those interested in old houses.

We will be then be going indoors during the summer for weekday evening meets so as not to clash with the rally season. More details next time.

Andy Main.

Manchester Branch News

The meeting on 5th December was the last to be held at the Denton Cricket Club and, as if to make things difficult for us, we were put in the tiny Committee Room and there was only just enough room for 14 of us to squeeze in! We welcomed new members Glenn Dale (1962 100E Popular) from Sale, and Rod Davidson (1951 E493A), Keith Dewhurst (1957 103E) and Peter Struggles (1958 103E), all from Stockport. Although this was an "open meeting", Rod had us all in stitches with his amusing inuendoes - it must have been the beer!

Whilst most of us fortunate to have a roadworthy "Sidevalve" have laid them up for the winter, there are one or two members who continue to use theirs through these snowy times and climes. Keith Dewhurst is one of these, and he rolled up at the December meeting in his very smart, green 103E. He told us that he was the ninth owner of PFW 714, which he has had for 16 years and cost him ½5 to buy! The only "non-original" fittings on the car were some chrome strips on the guttering and tubular shock absorbers!

The meeting on 9 January was the first at our new venue - the "Tame Valley" pub in Dukinfield - and things got off to an excellent start with an attendance of 18 members and friends, our record to date. In fact a total of 19 different full members of the F.S.O.C. have attended our meetings during the last 6 months, and it is surprising just how many types of "Sidevalve" they own between them - 15, just 9 short of the 24 models currently covered by the Club. Is this a record for a Branch? Another sort of record we are proud of is travelling the furthest to regularly attend meetings: the honour in our Branch must go to Steve Bancroft of Nelson, in N.E. Lancashire, who makes the round trip of about 80 miles each month. Steve is currently restoring a 1936 "Y"-type saloon.

We are turning to Keith Dewhurst for the entertainment (in the form of a video film show) for our meeting on 6 February, and just one week later, Tony Williamson, another of our regular attenders, has agreed to open the doors of his Bolton workshop to us. Tony's firm specializes in stretching Ford "Granadas" into luxury limousines known as "Minsters", so we're hoping to pick up some useful tips on bodywork. I'm particularly keen to see how they hide the joints!

Joe Sambrook volunteered his services and was duly elected at the February meeting to become the fourth member of "the panel", otherwise known as the Branch Committee. The Committee are now busily engaged in drawing up a programme for the rest of the year, which will include evening trips to local motor museums, a barbeque jointly with the Pre-War Austin 7 Club in summer, the Northern Classic Car Show in September and, of course, the "Gathering" at Lyndhurst, Oldham on 12 May. May I remind ALL MEMBERS of the F.S.O.C., whether members of the Branch or not, that they are welcome to bring their "Sidevalves" to the latter event, and details can be obtained by sending an SAE to Mr A D Whalley, 65 Langham Road,Oldham, OL8 1AX. Manchester Garages Ltd have very kindly agreed to provide a trophy for the best "Sidevalve" at this event, so come on folks - put that pen to paper now! Incidentally, at least 11 vehicles owned by branch members will be attending the event, so you'll meet a lot of new friends!

Bill Ballard.

Hampshire Group

Once again we have had a very successful and enjoyable year. I would like to thank all those members and friends who regularly support our monthly meetings and events throughout the summer. Our December gathering was our annual Christmas dinner celebrations held at the Old Lodge Hotel at Alverstoke. Twenty two members, wives and friends attended and we all enjoyed the excellent food and drink and the unofficial cabaret concerning the missing sidevalve mouse and news letters. Our thanks to our 'galloping Sidevalve gourmet' Malcolm Frazer-Cook for organizing the evening.

During these long dark evenings we still meet every month at the Village Inn Swanwick for a natter and a few noggins. Our current vehicle restorations for the 1985 rally season being the main topic of conversation. We would like to wish all members a happy and successful 1985 and hope to see some of you on the rally scene.

Mick Crouch.

Isle of Wight Branch

Since I last wrote the club here on the Island has been fairly active. We had our monthly meeting in December at the Waverly Hotel in Carisbroke, which was well attended with the majority of the evening spent discussing where and when to hold our Christmas "do".

It was eventually decided to risk a venture into the island outback to a pub called the Star Inn at Wroxall; near Ventnor, for a few drinks and a meal which we got organised. We arranged to meet in Newport, although only two of us made it, the others going out direct. The meeting proved to be a disaster as Steve ended up having a chat to a pretty police woman about tax discs and I managed to modify my front wing when reversing out of a parking slot on the front bumper of a Datsun that someone had left there to quietly rot away (nothing too drastic fortunately, as most of the dent has sprung out again).

The evening turned out to be a great success with a lovely meal and good company in a very nice pub where we were made very welcome. We had an almost 100% turnout of our members, the missing member having to work. The Star Inn proved to be so popular that after a diplomatic vote, it was decided to hold our future monthly meetings there.

During the course of the evening Colin and Carol pointed out that it was Austria not Cumbria that they went to in the 105E. I really must improve my handwriting!

We had our first monthly meeting at the Star on Wednesday, which was very quiet with Dave and Margaret being the only other members to turn up because of illness or work, but it was a pleasant evening.

We are all looking forward again this year to club members who visit the Island looking us up. If you do plan to visit give me a ring and I'll arrange a special meeting if you can't attend our normal monthly one, as these are usually popular with island members.

Best wishes to you all for the New Year from us on the island.

Ian White.

Nottingham Group

We have decided that the new venue for the Nottingham District F.S.V.O.C. is to be held on the first Wednesday of every month at the Tucks Habit, Coventry Road, Strelley.

We were approached by Stuart Unwin of the Hillman Owners Club to hold our meetings in conjunction with their local group, as both our groups have very low attendance numbers and it might be a good idea for other groups with dwindling attendances to join up with other local groups as we all have the same thing in mind to keep the older vehicle on the road.

Even though our group has low attendances it must boast one of the largest selections of Ford derivatives including a couple of faithful 100E's, Post War uprights, a 1937 2 door Y, a SV powered Morgan Racer, a very interesting Cannon Hill Climb Special and last, but no means least, my own 1935 2 door C Deluxe.

We have some members who travel from Belper, Derbys, to our meetings, and do feel that more members in the Nottingham area could make the effort to attend our meetings and help keep the Club going. All new faces would be gladly welcomed, as it is rather difficult to organise anything such as Treasure Hunts etc., with only five members attending on a regular basis, another dozen members would make it a lot more worthwhile.

We are hoping that local Sidevalve Members will make it a New Year's resolution to attend our meetings at the Tucks Habit.

Paul Bainbridge.

Oxfordshire Group Meet

All of us Oxfordshire loonies got together for a Christmas dinner on the 19th December at our usual haunt 'The Lamb'. Along with 3 renegrades from Hampshire, we took over one end of the pub and ran amok! The 'el cheapo' Christmas crackers brought out some very childish behaviour, and there was much floating of toy ships in pints of best; and an arguement that never was resolved over whether one plastic animal was a sheep or a goat!

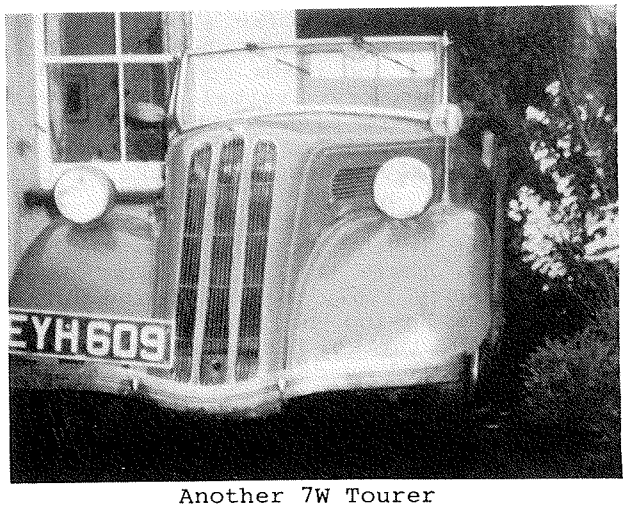
When all was eaten, and everyone had mellowed with the booze and the heat of the log fire, talk eventually meandered round to Sidevalves. There were rash promises of actually getting some cars on the road this year, and I think(?) we found enough volunteer cars for my wedding in June! (but will Nick have repainted his engine by then?).

We all staggered out way past closing time, and generally it was agreed that fun was had by one and all, including all the "other halves" who surely must wonder what secret rituals come to pass at these meetings to discuss old unroadworthy cars!

On a more personal level, John (my other-half-to-be) and I have just gone mad and bought another sidevalve. Its an E83W 10cwt pick-up, who I've Christened Albert. We've bought him in "kit form", and so should provide us with endless hours of entertainment!

Teresa.

MEMBERS LETTERS



Another 7W Tourer

Dear Paul,

As promised here are the photos of my latest find - yes it's a 1937 7W Tourer!! Two owners from new, and the full history is known. The car has been dry garaged all its life and apart from 3 resprays, all in different colours, one on top of each other, is totally original. The only part missing is the glove box hinged lid on the dashboard - anybody help? The headlamp lenses appear to be E93A types, but I have located the correct dome lenses. The engine was rebuilt by Ford of Germany in Koln during the late 40's and strangely seems to have been fitted with a very odd cylinder head, which I suspect to be off an Eiffel. Mechanically the car is very tired, but I have most of the necessary parts for this.

The tourer is very worthy of a total rebuild and work has already started. Everything has been totally and very carefully dismantled as far back as the scuttle, ready for the treatment. A retrim and new hood will be required, but this will come much later on in the rebuild. I will keep you up to date as work goes on.

Tony Russel.

An Offer Of Sidevlve Service

Dear Bruce,

Having just rebuilt from scratch an 1172cc sidevalve engine for my own car, and having thoroughly enjoyed myself in the process, I am willing to offer my services to other Club members. It need not be just engine reconditioning, I have acquired a lot of experience in welding jobs required on the upright Prefect.

Basically I am prepared to do virtually any sort of work on old Sidevalves, but living at University I am not free all the year. However during the Easter and summer vacations I will be looking for a job and anything like this would be ideal.

Mark Chadwick.

[Mark lives on the Wirral in Merseyside, and if you are interested phone him on 051 648 1989 - any arrangements are strictly between you and him - Paul]

Another Satisfied Member!

Dear Paul,

Congratulations on your efforts over the past year, and please send my appreciation to all committee members for all their good work. Which is, in my opinion, producing a Club to be proud of and a force to be reckonned with amongst car clubs - well done.

Over the past four years the Club has often proved invaluable during the restoration of my E494A Anglia, which is now virtually complete and in daily use. The car is not just for "knocking about", last summer it took my family and a 7cwt trailer to South Devon and back to Sheffield without any problems.

If anyone with an upright Popular or Anglia is wanting to tow, can I point out that my vehicle (fitted with a 10hp engine), performed as if the trailer wasn't there. All you need of course is a tow bar, and it is not possible to go out and buy one. So after much calculation I went out and made one!

Just six bolts were needed to hold it on, and further more my design allows for it to be simply removed without leaving any obvious trace that it was ever fitted. I found that it was not necessary to drill either the rear body panel or the bumper. I can supply a detailed sketch of my design to anyone interested.

David J Upton.

[Well I'm interested in the tow bar, and I'm sure other members will be, so lets have some more details for publication - Paul]

Sidevalves in Peterborough

Dear Paul,

My interest in Ford Sidevalves goes back to 1963 when, after passing my driving test I bought my first car, a 1938 Ford Eight (KMC 728) which I ran for about a year. During recent years I have become more and more interested in cars produced just before and after the war. Visits to motor museums at Stratford and Bourton were worthwhile but there were no Upright Fords on display.

Last year I decided that I would like to restore an old car as a hobby and that an Upright Ford was the most suitable because the design and construction were not complicated and of course I had owned one first of that body type all those years ago. I felt that a 103E would not be too expensive and would give me the opportunity of working on and driving a vehicle of decidedly pre-war design.

It was by pure chance that I found out about the F.S.O.C., it was very encouraging to find out that many other people had as much affection for these cars as I have. I joined the Club in August last year. Armed with some good Advice from Danny Moody I began to look for the right car, and bought my 1955 103E Popular VUR 107 (complete with original Midland radiator muff) in October. It had been stored since 1978. Work has started in the garage and the Cortina has been relegated to the drive. Just before Christmas I read the article by Brian Cranswick in the December S/V News and realised that he lived nearby in Peterborough. We have since made contact and would be pleased to hear from any other members in the Peterborough area.

Rod Boulton - Peterborough 71603

SIDEVALVE SAGAS

Our Front Cover From Jane Sewell, Sevenoaks, Kent.

Dear Paul & Lynne

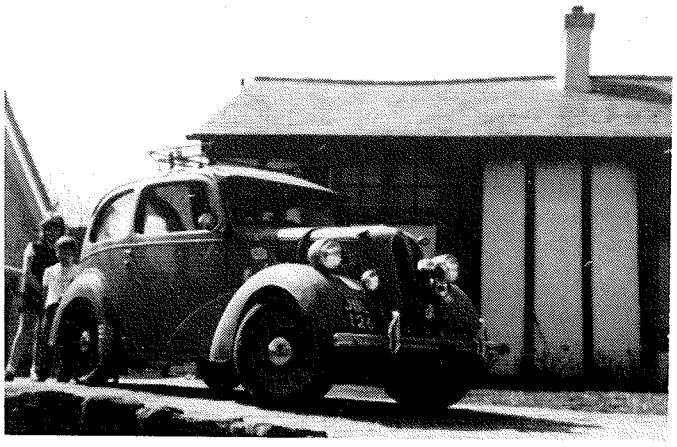
We have had the family car for about 17 years - we got it in 1967. Before that it was owned by my Grandad and before that by a salesman who lived in London.

When we bought the car, it had 26,000 miles on the clock and has now gone right round, and we have come back to zero again. The bearings are the same ones which were fitted when it was made! It is in sound mechanical condition - we grease it regularly with a grease gun.

We have found the car to be extremely reliable - it has only let us down three times on the road since we've had it - and all minor faults. Once the condenser was to blame,then oil on the points (which was our fault!) and lastly a blocked jet. Mind you, the gearbox went about a year ago when driving around Bermondsey - but we took it out and found another from a local breakers.

Since then the car has carried my sister and I to many discos in the Kent/Croydon area. I am really proud of this old Sidevalve. So many people come up and comment on it.

As for the cover photo it was taken in 1967 on a caravan holiday in Hayling Island. I am the little girl in the middle, but have grown up a bit since then! Looking back I couldnt have imagined that we would have kept the car for so long - and that I'd be driving a piece of history at 20! In fact the car is older than me! I wouldnt swop it for any modern car. Sentimentally, it is absolutely priceless.



"Old Maude" From Colin Smith, Brackley, Northants

Dear Paul & Lynne

OK, so you want an article, and after enjoying "Sidevalve News" for the past few months my conscience won't allow me to ignore the plea in October's issue.

My main excuse for not contributing earlier is that what with running my own small shop and other business, every spare minute I get is taken up by my project on "Old Maude". She is my 1953 E494A, now undergoing a long overdue rebuild.

I first worked on the old lady in 1965 when she belonged to the firm of accountants who were employed by the garage where I was serving my apprenticeship as a motor mechanic. At that time the car was being used regularly by somebody to travel to Edinburgh and back from Watford.

In the summer of 1966 we did some work on the engine. The bill was for about £10, but before this had been paid she failed the M.O.T. on drag link and track rod ends.

My boss, a very verbal Yugoslavian immigrant, was far rom pleased when his client drove the old jalopy into the yard, gave him the log book and keys, and said "make that do for the £10 that I owe you".

The keys were tossed at me, and I was told to park the heep in the top corner of the yard and lock it up. There she stayed from August 1966 until January 1967, without being looked at, apart from having her radiator drained when the frost started. It was during this period that I passed my driving test and began to think of replacing my 1954 Reliant 3-wheeler with a 4 wheeler. In January 1967 the decision was made for me when the Reliant's chassis collapsed during a kerb hopping session.

Consultation with the boss indicated that I could have the old Ford for £10 if I was stupid enough to want it. So, on a snowy Saturday morning, clutching the long forgotten keys in my oily little mits, I wandered up the yard to survey my first real car. Lifting the bonnet I was dismayed to see snow lying on the cylinder head, drifted in through the side grills. Still, I brushed it off as best I could, primed the fuel pump, and sat in the drivers seat.

After 6 months stored in the open, and despite the snow filled engine compartment , she started on the second pull of the starter. Ten seconds later the silencer disintegrated, but I was able to drive her into the workshop, and by Monday she was fully roadworthy, serviced and MOT tested.

Old Maude entered my life at about the same time as my wife - it is a standing joke that they have been rivals for my affection ever since. My wife Jill did not share my love of Old Maude until a few years ago, when she began to realise that I was pining for the old car that has now been in storage for 10 years, waiting for the rebuild that is now well under way. My Sunday mornings are now spent joyfully wire brushing and "Kurusting" the solid old chassis and bodywork, and looking forward to the spring when I expect to be driving the old girl again.

Every time I open the garage door, (the garage was built around Old Maude, and designed especially for the purpose of this rebuild) my mind is whisked back over the 17 years that I have owned this car. It has played such a great part in my life that to write every anecdote in this letter would prove virtually impossible, but I will relate a few.

For example, using rope to bind up the rear wheels instead of snow chains, Old Maude was the first car to get in and out of the small Chiltern village of Aldbury on one snowy morning when three of our mechanics phoned to say that they couldnt get to work because they were snowed in. After being brought to work in "that absolute old heap", they did not sing the praises of their then up to date, low set high revving Mini Coopers quite so loudly. They even mucked in with the fitting of a new set of tyres a few days later, a task usually far beneath their dignity.

During a day trip to Bounemouth, a valve horseshoe sheared, leaving the valve, bouncing between the cam follower and the head, only a few miles out, but it didnt spoil our outing, In fact I didnt repair it for about a month, so goodness knows how many miles it did in that condition!

There are so many tales, like the time we got stuck in a valley on Dartmoor, when the 933cc engine couldnt pull us out, or the time the clutch linkage snapped at Jamaica Inn on Bodmin Moor, or the short period in her life when with full Aqua-plane head and manifolds, along with twin carbs on an 1172 engine, she flew along at a nerve wracking 75mph for about 3 months until the piston rings gave out and the engine died in a spectacular pall of blue smoke.

When we moved to our present address about 8 years ago I drove her into the garden and built a shed of old packing cases and asbestos around her, literally nailing the end on to close it off.

She stayed in there for two years until I moved her into the huge garage/workshop that I had built for her restoration. Then events overtook me and it was not until earlier this year that the work began, and as I have already said, progress is painfully slow, but I am determined to be on the Club stand at Silverstone in May 1985.[Look forward to seeing you and Maude there - Paul]

It will probably disgust some members when I say that she will never be in concours condition, but more like the condition she was in during the late 60s "when I was a lad", I make no excuses for this, it is the way I like her, and the way she has looked for many years now. I hope that the enclosed photo, taken just prior to starting work earlier this year, will not offend too many eyes, and if any member can help me to locate a pair of front seats for her I would be most grateful to hear from them.

CLUB NOTICE BOARD

Join in the Clubs 15th Birthday Celebration!

The F.S.O.C. is now entering its 15th year and we feel some small celebration is called for to mark this event. The Clubs origins of course lie in the 100E Owners Club, and I have approached a couple of our longer serving members for articles on the Clubs early days. However I would also like to appeal to anybody who may have photos or special memories of the Club to drop me a line by March 15th for inclusion in Aprils S/V News.
In particular we wondered if anybody has been a member continuously since the 100E Owners Club started up to the present day? If not who has been in the Club the longest? To stake your claim again contact me before March 15th.

Paul Edwards.

Club Librarian

The problem I suppose is that I can't keep my mouth shut, or to put it another way I volunteered to be Club librarian! What this entails and what the existing library consists of should be a bit clearer by the next issue. I would like to start by simply asking you to think of the club if you have any Sidevalve or Ford books, pamphlets etc looking for a good home. In particular it would be nice to start a Club photo library of current/period shots in both colour and b/w. All donations gratefully recieved!

Paul Edwards.

We Still Need A Book Keeper!

At the risk of repeating myself the position of Club Treasurer is still vacant. Perhaps in the new membership for '85 there is someone who has had some accountancy experience and can attend meetings (every 2 months) in Steventon, Oxfordshire. If so Shirley Wood is going to be delighted to hear from you.

From the General Secretary

The first important news I have to tell you is that the Ford Sidevalve Owners Club became VAT registered from the 1st January 1985. This will not affect the price of spares as that is still controlled by Ford Sidevalve Spares Ltd. VAT will have to be paid on regalia and membership fees. The £2 spares levy which was incorporated into the membership fee will now go to pay the Club's VAT.

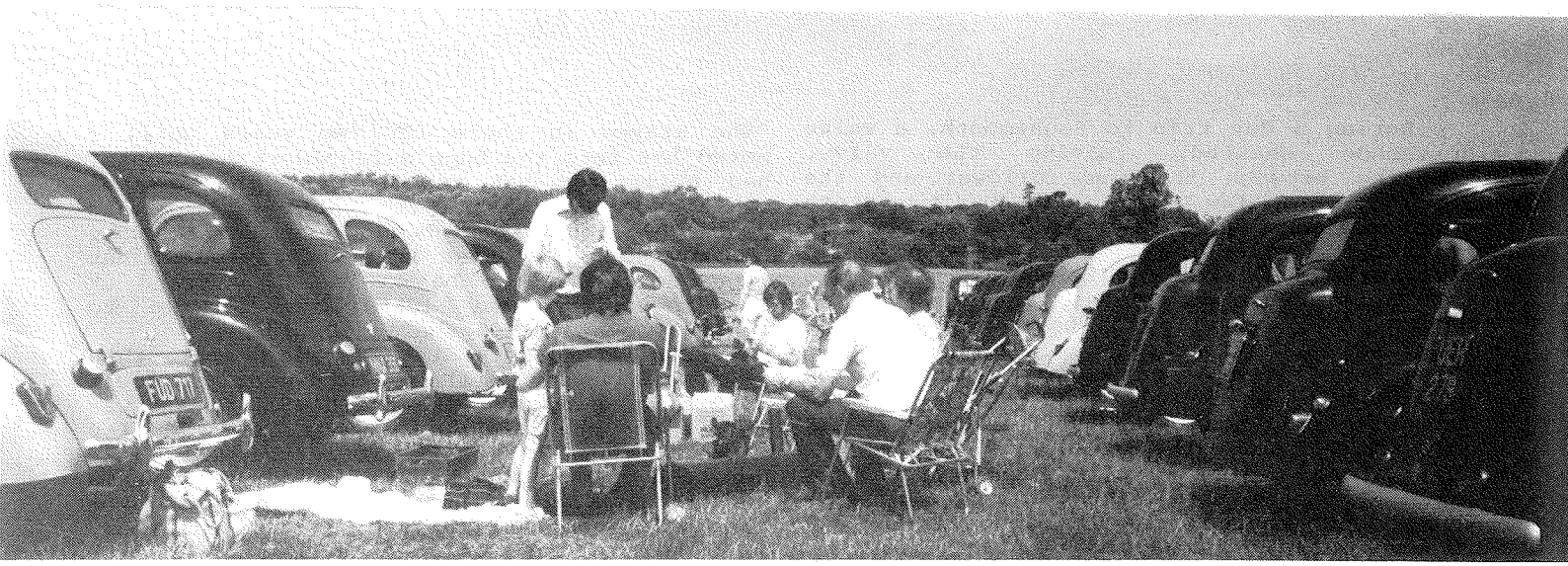
An important date for your diaries this year is Saturday 27th April when the Club's AGM will be held in the Village Hall, Steventon, Oxon. The AGM will be combined with a spares day, so please make the effort to come along and meet the committee, buy your spares and have your say in the organisation of the Club. There is a restaurant and a number of pubs within walking distance of the Village Hall, where you can get lunch.

As you all know this year is the 100th year of motoring and many shows are being organised to celebrate this anniversary. The main event is Motor 100 to be held on the 24-26th May at Silverstone. The Club will have a stand at this event and volunteers are needed to help put on a good show.

Volunteers are also needed to help with Club stands at the Bristol and National Classic Car Shows. If you have some spare time when these events are on please do try to come along and help, even if its only for an hour or two. Further information about these events is available from Peter White or myself.

Finally I'm afraid that I have to end on a sad note, by reporting the sudden death in November last year of Arthur Taviner. Arthur had been a member of the Club for many years and was always to be seen many miles from home attending shows with his model Y. Our deepest sympathies are extended to his wife Daphne.

Shirley Wood.



National Sidevalve Rally 1985

WHEN Saturday and Sunday, July 13th & 14th 1985.
WHERE Milton Keynes Bowl, Milton Keynes.
Once again held in conjunction with the Potterspury Festival of Transport our National Rally will be a big event with lots going on for all the family throughout the weekend.

National Sidevalve Day is Sunday, 14th July and National Concours Competition Day.

Brief programme of events for the weekend:
SATURDAY- BMX & Motorbike "Wheelies by Guiness Book of Records Holder. Air Display. Karate Display. Bob Davies Working sheepdogs. Paddywack & Supermouse. Bomber Blondi.
SUNDAY- R.A.F. Motorcycle Display Team. Dunlop Pitts Air Display. Aikido Display. Military Vehicle Display. Concours Judging and Parade of Prize Winners Vehicles.
BOTH DAYS- Brass bands, Punch & Judy, Morris Dancing etc....First Class Catering arrangements provided by the Festival organisers as last year.

In 1984 our Club did very well in the Festival as a whole with George Mathers and Tony Saunders carrying off Potterspury Trophies, and of course the F.S.O.C. took the "Best Club Stand" Award and we weren't even trying! The Volvo Owners Club are determined to beat us this year!
We need volunteers to help run our event, please contact either Danny Moody on Northampton (0604) 810095 or Bill Scurfield on Creaton (060 124) 401 if you can help.
Entry to the rally field is confined to Sidevalve Fords and 107E's by Special Windscreen Sticker, which will be sent to you on receipt of your completed entry form, PRINTED IN THIS ISSUE. If you are bringing more than one vehicle please tell us on the entry form.

Bristol Classic Car Show

The Bristol Classic Car Show of 1985 will soon be upon us and this year for a change we will be upstairs, displaying 2 cars on the stand. This year there will be a special Rover feature, with the usual trade stands and Auto Jumble, and of course the auction to be held on the Sunday at 1pm.

I would like, as last year, for some volunteers for Saturday and Sunday to work on the stand for a few hours. The date of the show this year is March 23rd and 24th, at the Bristol Exhibition Centre. If you could help please give me a ring on Bristol 7788771.

Maurice Butcher.

REMEMBER NATIONAL SIDEVALVE DAY 1984? WELL BILL & DANNY MAY NOT BE CERTAIN THAT THE WEATHER WILL BE AS GOOD BUT EVERYTHING ELSE IS GOING TO BE UP TO THE SAME STANDARD. THE ENTRY FORM IS IN THIS ISSUE - SEND IT OFF NOW

8&10hp Spares Secretary Needed

Steve Waldenberg wants to give up the above position, and we are now looking for volunteers. The right person will need to know the cars very well and will be responsible for purchase of stock, storage, and processing of orders. You would also need to be able to attend committee meetings in Steventon, Oxfordshire. Remanufacture of items will remain with Andy Main. Two lockup garages would be needed to accomodate the pares, the Club will of course pay the rent on these.
In the initial period Steve would be happy to give you guidance about contacts etc.. If you are interested we are willing to pay any reasonable expenses involved in viewing the stock and discussing the job. Please contact Shirley Wood.

All In A Good Cause

Ken Baker, a member from East Barnet, persuaded the owner of the local garage to allow him to put S/V Christmas Cards up for sale. As a result a cheque for £4 was sent to the local Retarded Chidrens Aid Society. Well done Ken; it is nice for the Club to be associated with such kindness.

From The Publicity Officers

We consider that there are many potential members in overseas countries who do not know of the Club. The obvious way to make ourselves known is by a mention in the motoring magazines of these countries. Please can existing overseas members contact us with details of any motoring publications available to them, in particular the name and address of the Editor. We can then send Club details off, and hopefully recruit a few more international members.

Ian & Ken Spencer

Spot A Stolen 100E

We have been approached by P.C. Wainwright of the Leicestershire Constabulary regarding a stolen 100E. It is a '55 Anglia, black, registered 60 AJO with engine/body no. 100E305037. If you have any info contact the P.C. direct on Lutterworth (04555) 2211.

From The Events Co'ordinator

I have hardly recieved any reponse from my last article outlining the events for 1985 and asking for some help with manning the stands. We need to put on good displays at events but this can only be done with your assistance - please help. In particular Motor 100 (May 25/6/7th) requires a lot of commitment, can I ask you again to drop me a line now if you can spare some time.
You will see elswhere that the Club is taking an inventory of all show regalia. The intention is that I collect the equipment and store it in a lockable trailer. This way all the gear needed would be available to any organisers, I would know which events were going to have Club displays and insurance cover could be safely arranged. If you are organising an event this will be in your interests so please let me know your plans well in advance.

Peter White.

TO ALL PAST & PRESENT EVENT ORGANISERS

Firstly we are embarking upon a stock taking excercise concerning all equipment paid for by the Club for use at events. This will involve a lot of digging through old reciepts to see who is supposed to have what! If you have ever been involved in organising an event please make life a bit easier for us by checking the garage/shed/loft etc. to see if you have any Club show paraphernalia. What we intend is to buy a small trailer, assemble all the show stands, banners, etc., and make it available as a complete display unit to event organisers. This way we can keep a close eye on the location of the gear, and at the same time make it easier for any member to put on a good display.
IT IS ESSENTIAL FOR ANY PROSPECTIVE ORGANISER TO REALISE THAT IF YOU DO NOT CONTACT PETER WHITE WITH YOUR PLANS THEN-

YOUR STAND WILL NOT BE RECOGNISED AS AN F.S.O.C. STAND

MOST IMPORTANTLY WE WILL NOT BE ABLE TO ARRANGE INSURANCE COVER - DO YOU WANT TO BE PERSONALLY LIABLE FOR ANY ACCIDENTS?
SO IF PLANNING A DISPLAY LET PETER WHITE KNOW IN ADVANCE. WE WANT THE CLUB TO APPEAR AT AS MANY EVENTS AS POSSIBLE BUT WE ALSO WANT TO PROTECT OUR MEMBERS BY ARRANGING INSURANCE COVER - HELP US TO HELP YOU.

VAT Registration - Here we go again!

Unfortunately the club is having to struggle with the problems of value added tax again. A couple of years ago the Club exceeded the then VAT turnover limits and had to pay a fairly hefty VAT bill. We overcame the problem at that time by setting up a separate entity from the Club of Ford Sidevalve Spares Limited. Effectively we gained two turnover limits and were therefore able to ensure that neither the Club nor the Company exceeded their limit. As a consequence, the Club then de-registered for VAT which was a worthwhile saving because the majority of the Club's purchases did not have VAT on them, whereas most of the income, (ie. subscriptions), would have had to have VAT added. The club would have had to continually pay VAT over to the Customs and Excise.

The Club will in 1985 reach the position of exceeding the current VAT turnover limit of ½18,700. The Budget may put this limit up but unless the Chancellor really does something significant with it the Club will remain stuck with VAT. However, the committee have decided to continue to run Ford Sidevalve Spares Limited for spare sales and keep the Company below the VAT turnover limit. This means that NO VAT will be charged on spares at least!

The next aspect on VAT registration for the Club is that I am negotiating with Customs and Excise over apportioning the annual subscription between zero rate and standard rate. I quote from my letter of dated 16th January to them:

"Effectively, 58% of the £12.00 annual subscription is used to supply each member with a regular magazine, which is of course a zero rated supply. The balance of the subscription is used up in administrative costs of the Club which is standard rated. I would be grateful for your agreement to split subscriptions received as follows:-

£7.00	Zero rated
£4.35	Standard rated
£0.65	VAT

£12.00	

Let us hope.....

Lastly, for the record, the Club was registered for VAT on 1st January 1985, the number being 395 386 95.

T. Young, Treasurer.

P.S. We cannot register as a 'charity' as the main purpose of the Club is not of a, and I quote, "philanthropic nature". There seems to be no let out there.

Ford Sidevalve Spares Limited

NOTICE IS HEREBY GIVEN that the second Annual General Meeting of the Company will be held at Steventon Village Hall, Steventon, Oxfordshire on the 27th April 1985 at 13.30pm for the following purposes.

1. To receive the report of the Directors and the audited accounts for the year ended 28th February 1985.
2. To re-elect Mr. A. Main as Director.
3. To re-elect Mr. T.A. Saunders as Director.
4. To re-elect Mrs. E. Saunders as Company Secretary.
5. To re-elect Messrs. Brain & Company to act as auditors.
6. To authorise the Directors to fix the remuneration of the auditors.
7. To transact any other ordinary business of the company.

For voting purposes, all members of the Ford Sidevalve Owners Club are deemed to be members of the company. All Club members are entitled to attend and vote at the meeting or to appoint a proxy to attend and vote on their behalf. A proxy need not be a member. (The true legal owner of the shares in the Company is the Ford Sidevalve Owners Club and the share certificates are held by the General Secretary on behalf of the club. The Club's policy is to allow members of the Club to vote as if they were shareholders in their own right.)

By order of the Board. Eileen Saunders.

ANNUAL GENERAL MEETING 1985

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners Club to be held at 2.00pm on Saturday 27th April 1985 in Steventon Village Hall, Steventon, Oxfordshire

Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

Motions for discussion at the AGM must be sent to the General Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda.

Nominations of candidates for election to the FSOC Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he is willing to stand. Nominations of Candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature of another member as his seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

AGENDA

1. Apologies for absence.

2. Minutes of the last AGM.

3. Matters arising.

4. Annual reports of Officers and Committee Members:
   a. General Secretary.
   b. Treasurer - Present Accounts.
   c. Membership Secretary.
   d. Spares Secretaries.
   e. Sidevalve News Editor.

5. Report from Secretary, Ford Sidevalve Spares Ltd.

6. Amendments to the constitution.

4.1 Amend to read:- Election to membership of the club in any category shall be dependent upon payment of the relevant subscription and approval by the committee as in clause 4.2.

Proposed S.A. Wood, Seconded A. Main.

Include a new rule.

4.7
EXPULSION OF OFFICERS AND COMMITTEE MEMBERS.
If the committee considers it to be in the interest of the Club to ask an Officer or Committee Member to resign from their post, they can do so if two thirds of the Committee agree.

Proposed S.A. Wood, Seconded A. Main

Include a new section.
SECTION 7 - CONTROL OF CLUB OWNED COMPANIES.

OWNERSHIP OF COMPANY.
Ford Sidevalve Spares Limited has two £1 share certificates which are held by the General Secretary on behalf of the Ford Sidevalve Owners Club. The Club therefore has full control over the Company by a 100% shareholding.

VOTING RIGHTS OF SHAREHOLDERS.
Every member of the Ford Sidevalve Owners Club has a right to vote on matters concerning the company and to attend and vote at General meetings of the Company itself. All members must receive proper notification of Company meetings via the Club's magazines. Proper notice is deemed to have been served if the magazine containing a General meeting notice is posted to the member's last known address.

COMPANY DIRECTORS AND SECRETARY
There must be at least two Directors plus a Company Secretary at all times. All cheques drawn on the Companys bank account must have two signatures. All Directors plus the Company Secretary must be members of the Club. All Directors and the Company Secretary must resign at each Annual General Meeting but may offer themselves for re-election. A Director or the Company Secretary can be removed from office by a majority decision of the Committee of the Ford Sidevalve Owners Club.

CLUB GUARANTEES FOR THE COMPANY
Neither the Ford Sidevalve Owners Club, it's members or any officer or committee member in any way guarantees any indebtedness caused or created by Ford Sidevalve Spares Limited./. At all times the Company must be financially self sufficient.

WINDING UP OF FORD SIDEVALVE SPARES LIMITED
The Company may be wound up by a majority decision of the Committee or the Ford Sidevalve Owners Club.

REMUNERATION OF COMPANY OFFICERS
Directors and the Company Secretary of Ford Sidevalve Spares Limited may only be paid fees if an amount and frequency of payment is agreed by the Committee of the Club. Any tax or National Health Liability (employees), would have to be paid by the recipient. The Company would, via its officers, be responsible for forwarding any tax or National Insurance deductions plus employers National Insurance contributions to the Inland Revenue.

Proposed: S.A. Wood, Seconded T. Saunders.

7. Election of Officers and Committee Members.

8. Any other business.

Shirley A. Wood, General Secretary.

PLEASE NOTE SPARES AND REMANUFACTURED ITEMS WILL BE ON SALE AT STEVENTON VILLAGE HALL IN THE MORNING PRIOR TO THE AGM. MANY WILL BE ON SPECIAL OFFER SO PLEASE MAKE THE EFFORT TO ATTEND

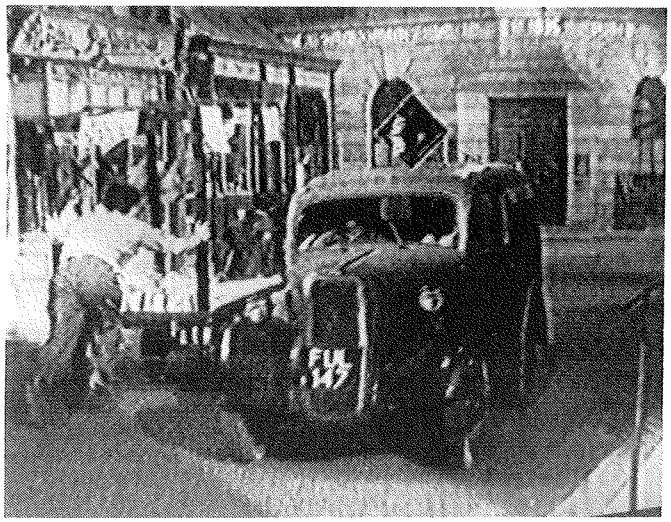
Calling All Leeds Area Members

We have been asked if we could put on a small display of classic cars at the 1985 "St. Gemmas Day" to be held in Roundhay Park Leeds on Sunday 5th May. This event is to raise funds for St. Gemmas Hospice, Leeds, a very worthwhile cause. If you can help please drop me an SAE as soon as possible and I can let the organiser know of our participation.

Steve Waldenberg

Did You See.....

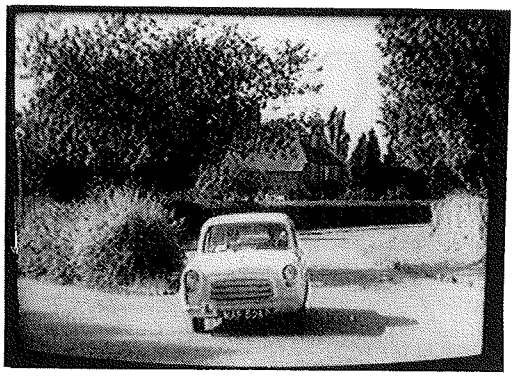
We have in the past been asked about Sidevalves in films, well we feature a few on this page. All the details and photos come from Bruce Palmer, excuse the clarity on a couple as he has taken all of them from the TV!

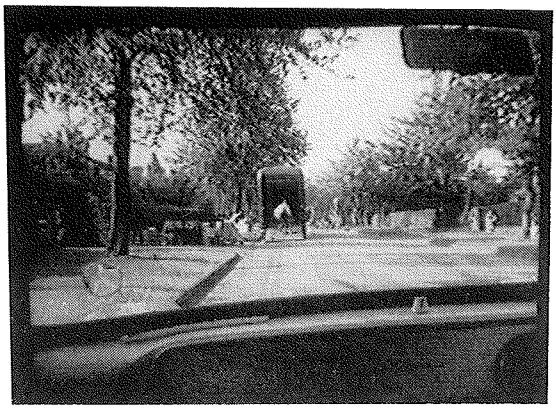


Fist off is a E494C making an appearance in the Ealing Studios "Passport To Pimlico" (1949). Stanley Holloway is using his greengrocer's van as a loudspeaker car to counter the efforts of the local police to get the Pimlico residents to renounce their "Burgundian" citizenship!

"TOMMY" the rock opera made by The Who in the late 60's was recently shown on TV. An unfortunate 103E was used in one of the "flasback" back sequences, supposed to show the results of a World War II air raid.

Even in the 60's pre-war cars suitable for burning must have been scarce, hence the use of the Pop. Actually, if you look carefully, the flames are from gas jets, and as the sequence in which it appears is fairly long it must have been difficult to get right. As far as I know the sequence was shot in the Portsmouth area about 1969.





In "Film Buff Of The Year", way back in July '84, a sequence was featured from the British film "Please Turn Over". This comedy scene with Lionel Jefferies and Jean Kent as instructor and pupil involved a 100E being driven into a furniture van! Other shots were taken from inside the car, a 1957 Anglia registered MAP 524 - does this film star car still survive?

Yet another 100E was shown in extract from a "Carry On" film shown on 7-12-84. Sid James was the driver of a battered Prefect, and appeared with Bill Maynard. Can anyone name which particular film the sequence was from?

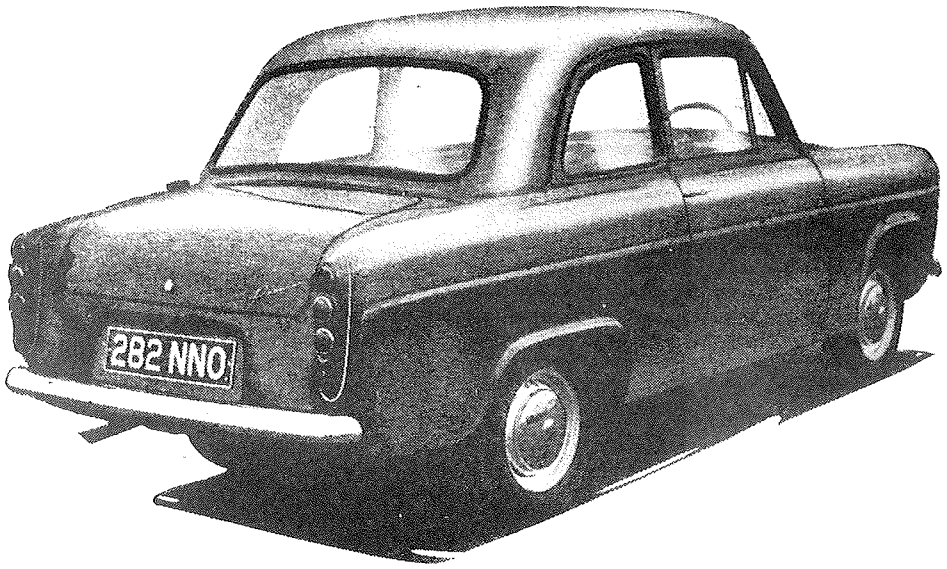
The exploits of 100e owning Superstar Roland Rat have not gone unnoticed by the Club and attempts have been made to get some photos of the rodent and his 100E. Despite 3 letters, and SAE's, to TV AM and Rolands own merchandising company not a single reply has been recieved! A request for spares for the "Ratmobile" that did turn up however was not very welcome!

If anyone has any photos of Roland and his 100E please send them in for the News. Tony Saunders has given up and bought the annual instead!!

Bruce Palmer

The FORD "NEW POPULAR"

£494 WILL BUY A 1.2-LITRE FOUR-SEATER SALOON WITH



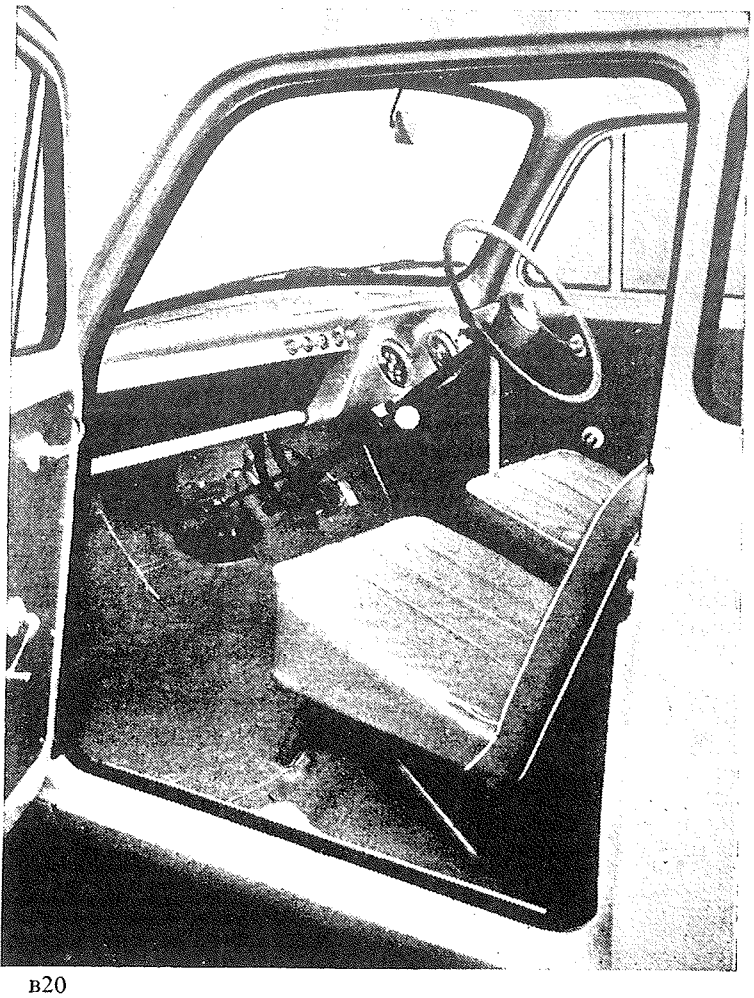
Seen here in standard trim, the Popular is distinguishable from the previous Anglia by the three separate circular reflector, turn indicator and stop/tail lamp units which replace the former combined lens arrangement.

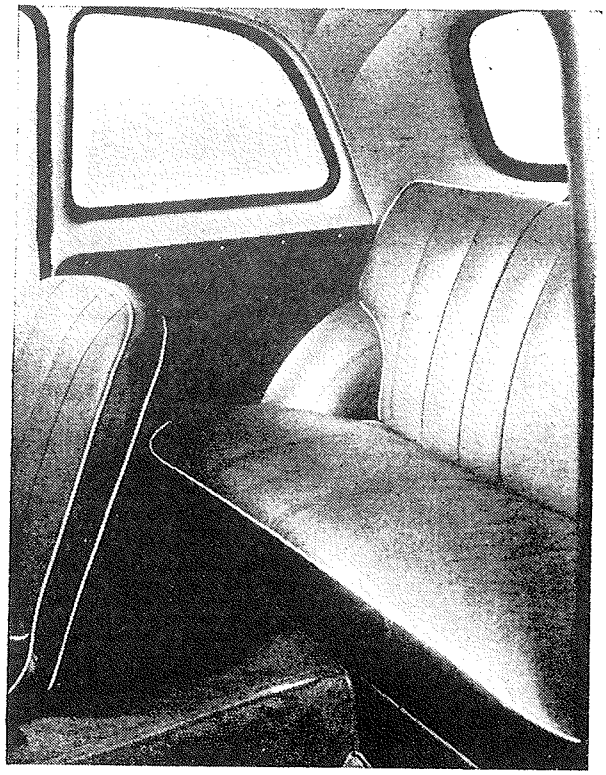
A NEW challenger appears in the "people's car" market today, in the form of a modernized Ford Popular which can still claim to be Britain's lowest-priced four-seater saloon. Following almost precisely the specification of Anglia models built during the past six years, it undercuts them in price (including purchase tax) by more than £45, the de luxe version costing £363 plus £152 tax, and a simpler model being listed for £348 plus £146 tax.

Described by the Ford Motor Company, Ltd., of Dagenham, as "the first stage in its new model programme," the new Popular is at a glance almost indistinguishable from recent Anglias. It is being built in a full range of 8 colours (11 for de luxe cars) and has full-width chrome bumpers, chrome hub covers and self-cancelling turn indicators. Recognition points are minor ones such as replacement of the former combined stop/tail lamps, red reflector and amber turn-signal flasher by a new grouping of three separate circular units on a plastic moulding.

Similar in dimensions to the recent Popular engine but developing more power, the 1,172 c.c. side-valve engine of the new car is the 100E model which develops 36 b.h.p. at 4,500 r.p.m., and it is in unit with a three-speed gearbox having synchromesh on the upper two of its widely spaced ratios. Independent front wheel suspension and half-elliptic rear springs, with hydraulic shock absorbers, provide far higher standards of riding comfort and controllability than did the transverse springs and rigid front axle of recent Populars. There is now a full hydraulic braking system with 8-inch drums, two leading shoes in each front drum providing self-servo action which keeps pedal pressures moderate.

Compact in length but nevertheless a genuine four-seater with substantial enclosed luggage space the two-door saloon body is wide enough to provide ample elbom-room for passengers.

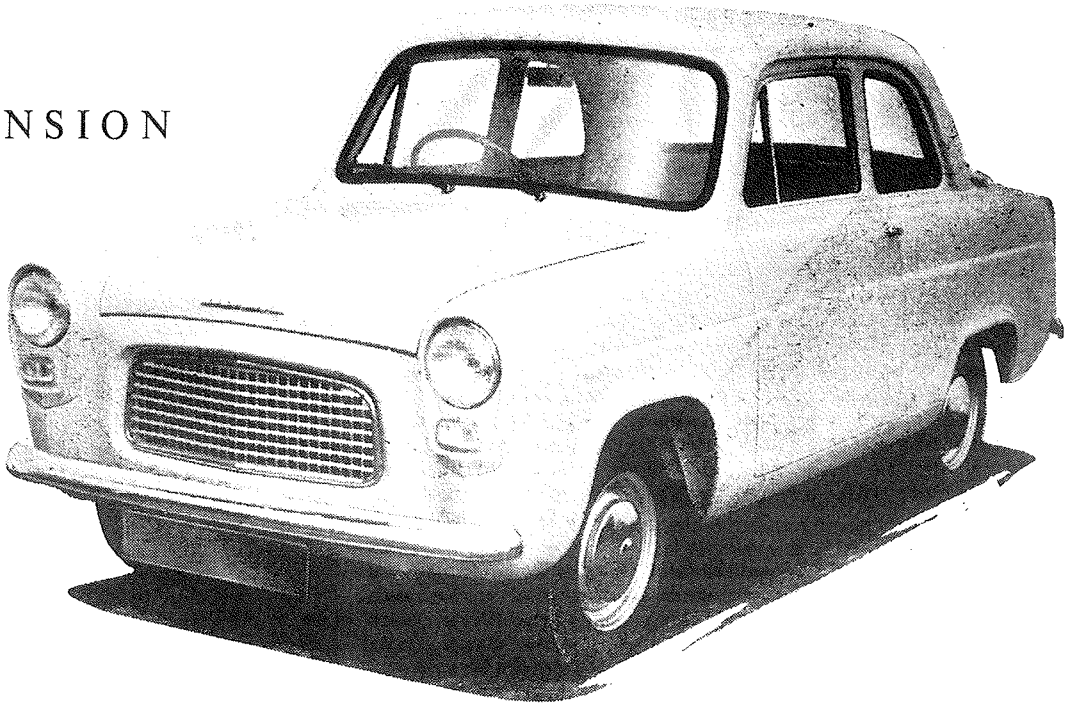




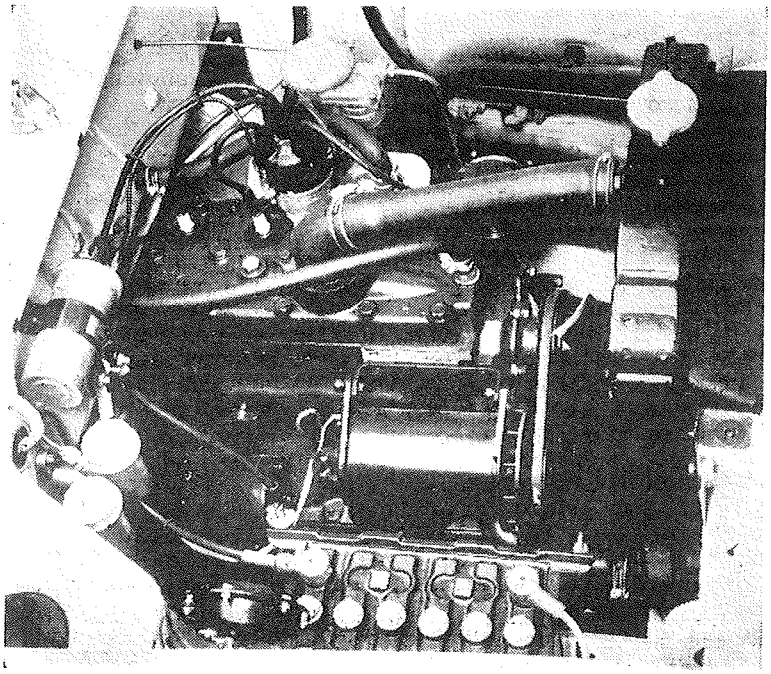
The interior of the New Popular strikes no note of austerity, although it is slighty simpler in trim and equipment than the 100E Anglia. This standard model reveals the use of plain but piped upholstery, hard-wearing floor covering and a neat instrument panel which contains a speedometer matched by a similar dial housing fuel gauge and two warning lights.

100E

MODERN SUSPENSION



A smart two-door four-seater, the New Popular is available in this standard form or in de luxe trim with more brightwork on the body and useful extra items of equipment. In both cases the engine is the sturdy and long-lasting 1,172 c.c. side-valve 100E engine seen below; the de luxe cars are fitted with an air cleaner/silencer and full-flow oil filter.



Of the individual front seats, the driver's is adjustable for position. Beneath the facia a parcels shelf provides useful capacity. Facing the driver, there is a neat nacelle carrying two large circular dials, one a speedometer and the other a fuel contents gauge plus two warning lamps. Standard equipment includes wind-down windows on the doors, and two-blade windscreen wipers with a vacuum reservoir. Available as an extra is a recirculatory interior heater and screen demister.

On de luxe models, there is extra bright metal externally, at such points as the radiator grille, screen wiper arms, and along the body side. Hinged ventilators are added to the front doors, there is an interior light and two extra warning lamps on the facia, ashtrays are installed as are two sun visors and a key-locking handle for the boot replaces a coach-key type of fastening. Mechanical refinements on the de luxe cars include a filter/silencer on the carburetter air intake, and a full-flow oil filter.

Our last Road Test report on the Ford Anglia model of which this New Popular is a variant showed an overall fuel consumption of 31 m.p.g. with hard driving, and a touring fuel consumption of 33.9 m.p.g. when using the lowest-priced grades of petrol. Whilst there are cars which can improve upon these figures, any calculation of overall running costs which makes proper allowance for purchase price, servicing and repairs over a period of years, fuel and oil consumption, and ultimate resale value will show that this New Popular offers full-scale motoring at a genuine cost which few miniature cars can match.

"NEW POPULAR" 100E

ENGINE

Cylinders	4 in line, with cast 3-bearing crankshaft.
Bore and stroke	63.5 mm. × 92.5 mm. (2.5 in. × 3.64 in.).
Cubic capacity	1,172 c.c. (71.55 cu. in.).
Piston area	19.64 sq. in.
Compression ratio	7.0/1.
Valvegear	Side valves with adjustable tappets.
Carburation	Solex downdraught carburetter, fed by AC mechanical pump from 7-gallon rear tank; Air filter on de luxe models.
Ignition	12-volt coil ignition with centrifugal timing control, and 14 mm. Champion L10 sparking plugs.
Lubrication	Submerged gear pump, 3½ pint sump; oil filter on de luxe models.
Cooling	Water cooling with pump, fan and thermostat. Coolant capacity 11½ pints.
Electrical system	12-volt 40 amp. hr. battery.
Maximum power	36 b.h.p. (net) at 4,500 r.p.m., equivalent to 88½ lb./sq. in. b.m.e.p. at 2,730 ft./min. piston speed and 1.84 b.h.p. per sq. in. of piston area.
Maximum torque	53 lb. ft. at 2,500 r.p.m., equivalent to 112 lb./sq. in. b.m.e.p. at 1,520 ft./min. piston speed.

Transmission

Clutch	Single dry plate with hydraulic operation.
Gearbox	3 speed with direct top gear and synchromesh on upper 2 ratios.
Overall ratios	4.429, 8.889, and 17.246. Reverse 21.228.
Propeller shaft	Single-piece open.
Final drive	7/31 hypoid bevel gears in ¾-floating axle.

Chassis

Brakes	Girling hydraulic, with 2 leading shoes in front drums.
Brake dimensions	Drums 8 in. dia. × 1¼ in. wide.
Brake areas	76.8 sq. in. of lining area working on 126 sq. in. rubbed area of drums.
Front suspension	Independent by Macpherson-type coil/spring and telescopic damper struts, lower wishbones and anti-roll torsion bar.
Rear suspension	Rigid axle, semi-elliptic leaf springs and telescopic dampers.
Wheels and tyres	5.20-13 tubeless 4-ply tyres on 4-stud steel disc wheels.
Steering	Worm and peg steering gear and 3-piece track rod.

Dimensions

Length	Overall 12 ft. 5¾ in.; wheelbase 7 ft. 3 in.
Width	Overall 5 ft. 0¾ in.; track 4 ft. 0 in. front and 3 ft. 11½ in. rear.
Height	Overall 4 ft. 10¾ in. unladen; ground clearance 7 in.
Turning circle	34½ ft. diameter.
Kerb weight	15¼ cwt. unladen.

Effective gearing

Top gear ratio	14.9 m.p.h. at 1,000 r.p.m. and 24.7 m.p.h. at 1,000 ft./min. piston speed.
Maximum torque	2,500 r.p.m. corresponds to approx. 37 m.p.h. in top gear.
Maximum power	4,500 r.p.m. corresponds to approx. 67 m.p.h. in top gear.
Probable top gear pulling power	189 lb./ton approx. (Computed by *The Motor* from Manufacturer's figures for torque, gear ratio and kerb weight, with allowances for 3¼ cwt. load, 10% losses and 60 lb./ton drag.)

THE PRE-WAR REGISTER

Pre-War Register - Yvon Precieux

REGISTRARS COMMENT.

Further down in this column, I have highlighted some further additions to the Spares List. However, because this register deals with various pre-war models, including the van derivatives, which differ both in panelwork and mechanics. It is therefore necessary for me, as spares secretary, to strike a happy medium so that Club spares held are equally applied to all pre-war vehicle types. It is wishful thinking at this stage to say that the F.S.O.C. should satisfy all your needs in restoring an old pre-war sidevalve; but at least for the time being we can go some way towards this with a "self help" scheme. I am therefore proposing to set up a card index system whereby those members who have surplus pre-war parts for sale can be put in touch with those members who require them. I will emphasise the fact that the Club will be acting as a 'go between', nothing else. The purchasing price etc would be with the vendor, and in the circumstances the club cannot be held responsible if the item bought is found to be defective etc.

To set up the scheme I will require from those members interested three postcards. Two of these should be stamped and self addressed, and the third and final postcard should be printed with your name, address, membership number, telephone number if necessary, a list of your 'wants' and 'forsale' items and whether you are prepared to travel to collect. Send all three cards to me and once I have collated all the information, you will be informd via one of the stamped and self addressed postcards when the parts become available, either through the F.S.O.C. spares or via another member. With sufficient interest the scheme should be effective, but remember, YOUR participation is required.

RESTORATION PROJECT.

Neil Sullivan, a new member from Eden Hills, South Australia, is currently restoring a sidevalve racing car. Although built in the early 1950's, the said vehicle was required to conform to "group K" racing conditions, under which all vehicles in this category had to be built entirely of components made prior to the 31st December 1940.

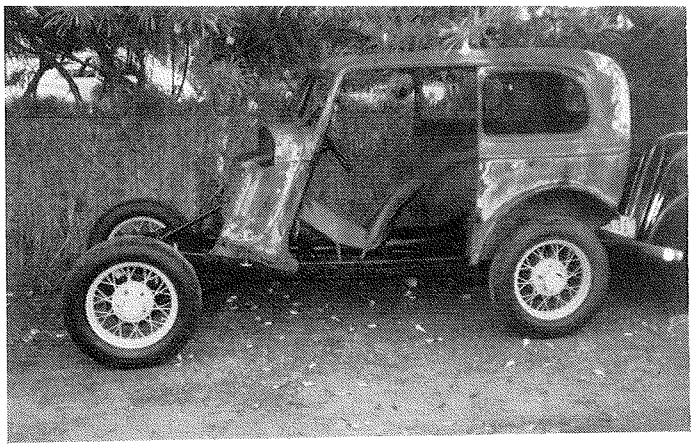
The vehicle ran in competition for many years with a supercharged Ford 10 (E93A type) motor. Later this was replaced with a BMC 'A' engine, and later still with a Ford 105E. (The latter two engines we'll kind of forget about!) In 1972 the car was stripped and garaged until Neil purchased it in 1983.

The chassis is 1937 Austin 7 modified, with hydraulic brake conversion and Morris 8 gearbox. Neil requires a number of tuning parts which vary from modified con-rods to Supercharger. If anyone can assist with information and parts please drop me a line and I will forward the information to Neil.

The photograph alongside depicts the racing car in early stages of restoration and if it turns out to be as good as his E83W Van (see E83W section) he should be winning cups in both racing and concours evennts.

SPARES.

New parts for the range of pre-war vehicles catered for in this register are proving difficult to find in sufficient quantities. Each year the supply of these elusive parts diminishes, but becomes more expensive. During the year I have, with assistance from a Registrar from another well known Club been able to purchase new stock for post 1937 vehicles. Parts include running board for the 7Y, E04A front grille, E93A chrome rims and badge. Spares for the Y&Cs include a brand new C deluxe bonnet, Y&C female TREs, and combined head and sump gaskets for the early gear driven engines. Have a good look at the spares list, the prices are fair and you might find the part you have been looking for. Finally, I will be transporting a vanload of prewar spares to the AGM, so book your heavy items now!

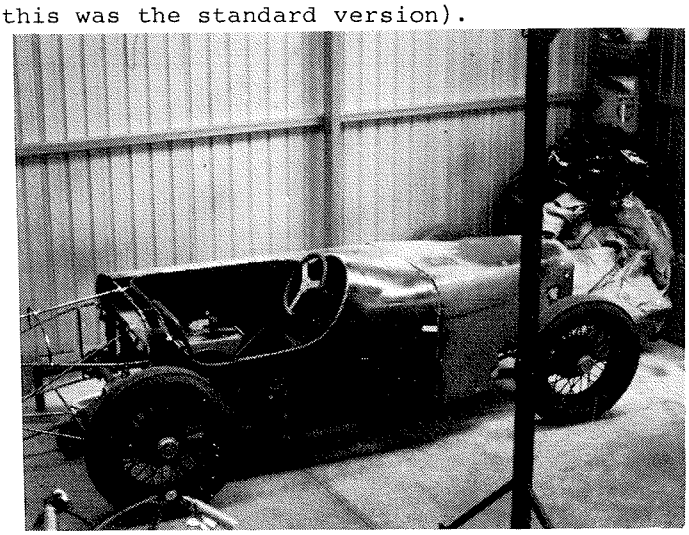


MEMBERS PROFILE.

Doug Edwards should now be safely back in Zimbabwe, hopefully with some if not all of the items he requested for his Y type, which is shown here in the early stages of a rebuild. (I hope members who havent sentme particulars of their vehicle will note that I dont have a preference in showing just concours type photographs!)

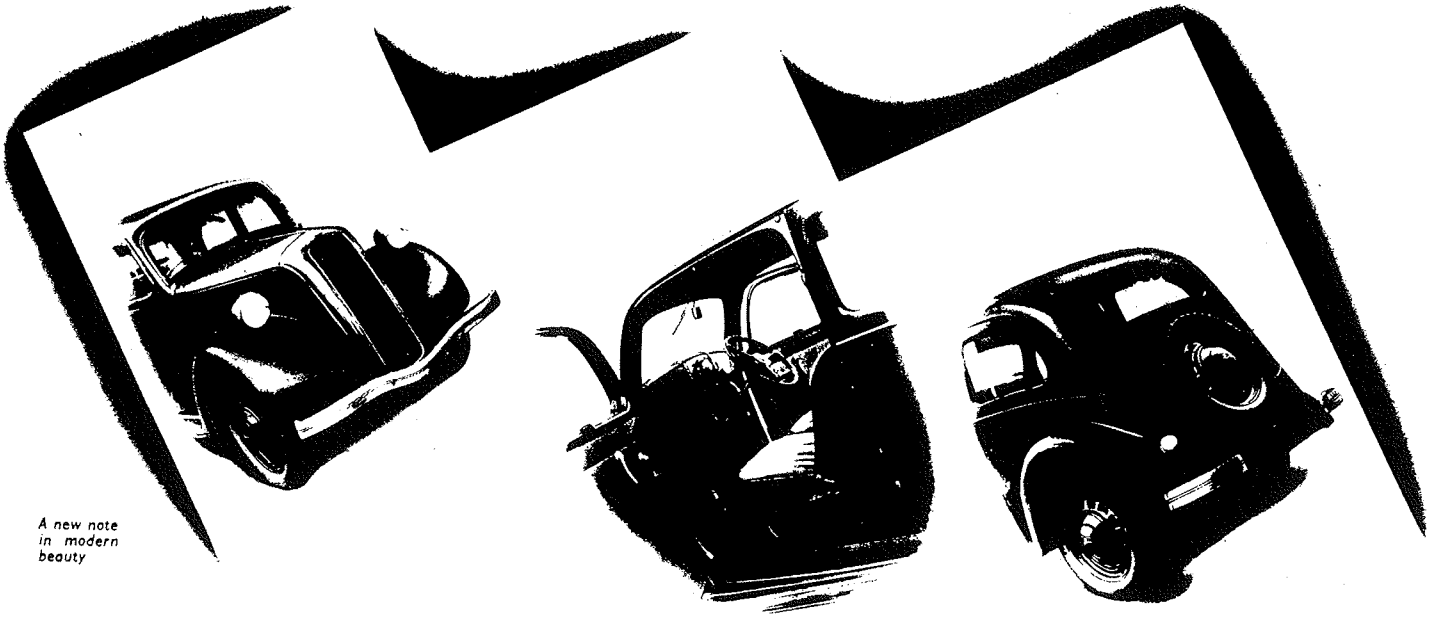
ONE FROM THE ARCHIVES.

If you would like to retrieve your last magazine you may recollect that I mentioned that on the 14th October 1938, the Ford Motor Company despatched details of the newer models to their respective dealerships. A brochure for the new 7Y is shown (no wheel cover as this was the standard version).



Reprinted Courtesy of The Ford Motor Company Ltd

THE NEW FORD "EIGHT"

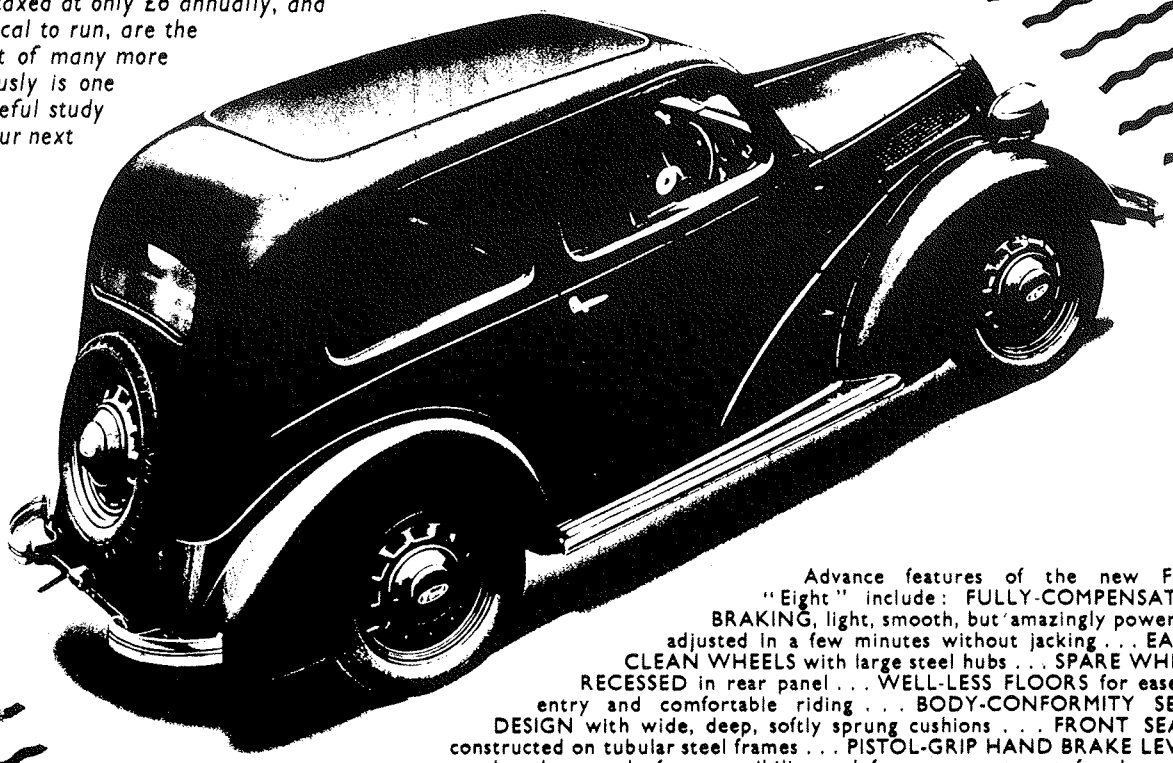


A new note in modern beauty

The new Ford "Eight" is a car of strikingly graceful lines. It sets a new note in the design of cars that are very economical to own—has the long, sweeping contours identified with all that is most advanced in the motoring world of to-day. And in comfort and convenience, no less than in appearance, the car at one stroke attains entirely new standards. The unusually wide and long bodywork seats four adults in spacious comfort. Two full-sized men can sit in the front or rear seats without their elbows touching, while there is 36 inches of headroom and generous legroom in both compartments. In addition to providing such exceptional space for passengers, the new Ford "Eight" has separate luggage accommodation, which is reached by raising the squab of the rear seat. *Here, in a car taxed at only £6 annually, and outstandingly economical to run, are the roominess and comfort of many more costly cars. It obviously is one that deserves your careful study when you decide on your next car.*

Tubular seat frames —a fine-car feature

Separate luggage space —plus passenger accommodation equal to that of many costlier cars



Advance features of the new Ford "Eight" include: FULLY-COMPENSATED BRAKING, light, smooth, but amazingly powerful, adjusted in a few minutes without jacking . . . EASY-CLEAN WHEELS with large steel hubs . . . SPARE WHEEL RECESSED in rear panel . . . WELL-LESS FLOORS for ease of entry and comfortable riding . . . BODY-CONFORMITY SEAT DESIGN with wide, deep, softly sprung cushions . . . FRONT SEATS constructed on tubular steel frames . . . PISTOL-GRIP HAND BRAKE LEVER mounted under scuttle for accessibility and front compartment freedom . . . FOUR-POINT ENGINE MOUNTING for maximum smoothness and silence.
See *all* the new design developments in your Ford Dealer's showrooms.

POPULAR & PREFECT REGISTER

by Bruce Palmer

Wrapping Up For Winter

As mentioned in Octobers S/V News Andy Main has recieved a delivery of radiator muffs for the 103E, 494A, and 494C models. These are not new "old stock" but specially remanufactured for the Club to the original pattern and are identical to those on sale in the 1940's and 50's. Despite this the price is a very reasonable £23.50. If you drive your car in the winter then the muff is an absolute essential, cars without a water pump or thermostat will be drastically over cooled thus shortening engine life. On a summer show and rally car its going to add to its originality, maybe even concours points!

As usual since we are the Popular and Prefect register we aren't neglecting the interests of owners of 493A/93A Prefects. Samples of original radiator muffs have been kindly lent by a member and are being used as patterns for remanufacture. The originals are very rare indeed and are the sort of thing you would never be able to buy for your car otherwise, I've never seen one fitted to a restored Prefect. Prices are not finalised yet so send for details to Popular & Prefect Register, 52 Windemere Drive, Rainham, Gillingham, Kent. Don't forget an SAE. If you are ordering a Popular or Anglia (103E/494A) muff make your cheque payable to "Ford Sidevalve Spares Ltd".

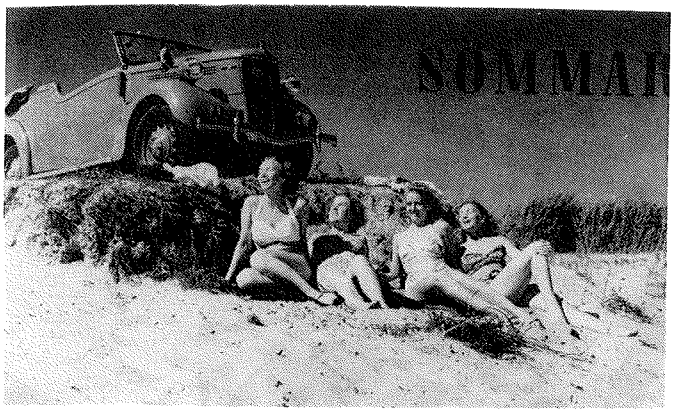
I mentioned Dave Turners book on the Ford Popular in a recent News but failed to provide full details, these are:- "The Ford Popular and the Small Sidevalves" by Dave Turner, published by Osprey Publishing Ltd., 12-14 Long Acre, London, WC2E 9LP, price £10.95

Times Change

In the news again is the former Briggs Motor Bodies fActory at Doncaster, where the 103E Popular was built from August 1955 onwards. The former owners International Harvester who took over from Ford in the mid 60's have just sold out to Tenneco, who own Case Tractors amongst other companies. The motor industry press say that manufacture is likely to continue but perhaps with a new line of products. This has of course happened before - Briggs took over the former railway wagon works of the Great Northern Railway!

Looking for a good home

Is a 1946 E04A Anglia being sold by an ex FSOC member who is giving up Sidevalves!!!! E04As are relatively rare and the vendor is looking for an owner who will appreciate and look after the car - even the original owner comes to see it occasionally! 54,000 miles and very original and in good condition, but unused for 2 years. If a register member is interested please contact Mrs Harris on Portsmouth 734274, asking price is over £600.



Tourer Topics

Yvon Precieux illustrated in Decembers S/V News the advertisments produced in 1938 to show the new Prefect. In these artists impressions the cars are shown fitted with the cranked front bumper and bubble headlights from the 1937 7W. I had always assumed that the production versions were fitted with flat headlight lenses and straight bumpers, like the post-war Prefects.

The previous owner of my 1938 Prefect tourer had fitted the 7W lights and bumpers based on the early Prefect brochures, and I had every intention of removing them and reverting to what I thought was the actual production design. Then I found the above photo taken from a Swedish advertisment of 1946, showing a tourer but with the 7W headlights and bumper! It is a nice photo taken in the days when a topless car would not automatically be shot with topless ladies, even on a beach in Sweden!

Bert Thomas, the foremost authority on pre-war British Fords, is convinced that early vehicles were built with these bumpers, proved he says by the 1938 parts list. Against that my 1938 car definitely had straight bumpers and flat lenses when purchased by the previous owner in 1970....like so many footnotes to Sidevalve history we don't know the answer, do you?

HELP... can anyone supply a new 3 spoke type steering wheel for my tourer, this is a different type from the post-war versions and is identical to the 7W design. Please ring 01-686-3179 if you can help!

Motor 100

If any register members are intersted in displaying their cars at this prestigious event could they contact me. Please note that cars MUST be left on site for 3 days and nights. Initially we are looking for concours vehicles, and need an E04A and if possible a 2 door E93A Prefect - any offers?

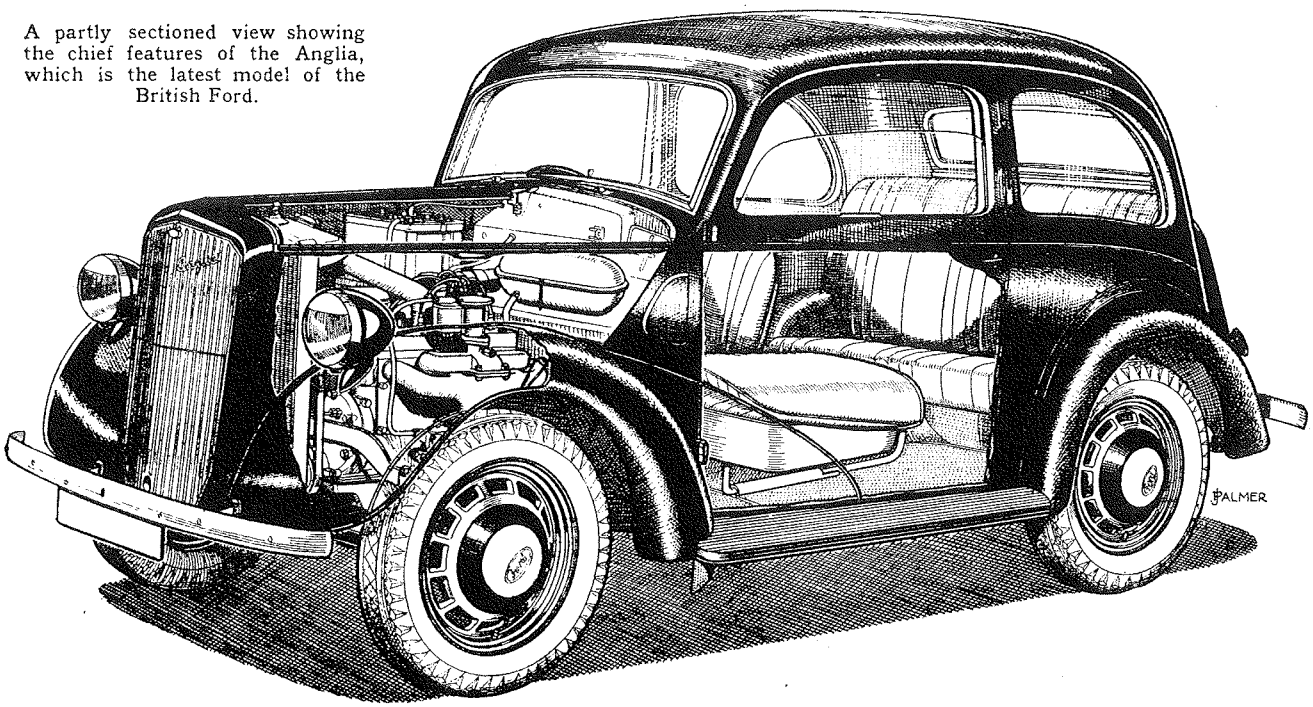
Did you know....?

That the Club has reprinted the original Ford Motor Company "Running In" booklet for the Popular, Anglia and Prefect. This is a full professional reprint, two colour and virtually indistinguishable from the original. A must for all E93A owners, the FMC version is a very rare item! There is also available, again a professional two colour reprint, the "Ford Popular - Motoring at Still Lower Cost", a unique fold out brochure for the 103E.

Both these are ONLY available from Pat Osborne (NOT THE REGISTRAR) at 45p each PLUS SAE. Very good value and only available to FSOC members.

Reprinted Courtesy of "The Autocar", the second part will be printed next issue

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



Ford's First Wartime Model

New Edition of the Popular Eight, to be Known as the Anglia, Designed to Give Fuel and Tax Economy with Increased Body Room and Luggage Space

NOTHING can be more indicative of the wartime vitality of the motor industry than the advent of a new model of some well-known car, and any new Ford is, naturally, of the greatest interest not only to us but to the Empire as a whole. The Ford has won its way into our affections by sheer downright efficiency which began in those days when the eccentricities of that marvellous car the Model T were, on the one hand, a fertile source of humour, and, on the other, a chance for thousands of people to enjoy a motoring which they could not have afforded in any other way.

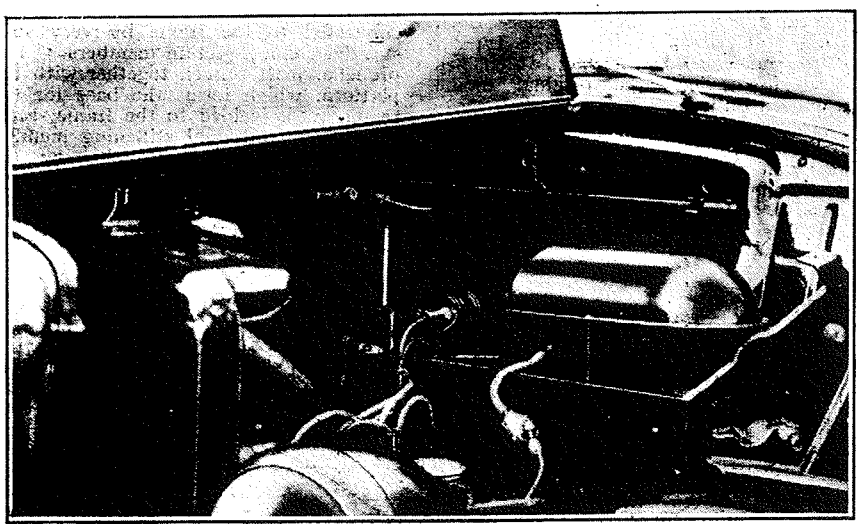
The latest model to be announced from a factory, which one must locate "as somewhere in England" in the present circumstances, is an 8 h.p.—just the size, that is, which is beginning to appeal greatly to owners who have hitherto thought that motoring is only possible when a comparatively large engine is used.

The changes in design are not radical, but they are interesting. The whole car, for example, looks entirely different. The remodelling of the cowl and grid over the radiator, of the bonnet and of the complete body, gives the new Ford a character of its own. The engine now has a double roller-chain drive for its camshaft, and the bracket holding the dynamo above the head is much neater, more practical, and quite easy to adjust, a necessary point because the belt for the dynamo also drives the fan.

In view of its popularity in Europe, the 8 h.p. Ford has become one of the most famous of the Ford Company's whole range, and it may be interesting, therefore, to recapitulate some of the details of design. The crankshaft is not a forging, but a casting in a special alloy; it is counterbalanced, and its bearings are of white metal on a steel backing. The Champion plugs are 14 mm., the distributor and contact maker being mounted on a shaft projecting through the head, and itself driven by gearing from the camshaft. The contact maker automatically advances and retards the ignition point in accordance with the engine speed.

The cylinder block is of typical Ford design with the valves in a row at one side, the bore is 56.64 mm. (2.23in.), the stroke 92.56 mm. (3.64in.), bringing the total engine capacity up to 933 c.c., which gives a treasury rating of 7.95 h.p., the actual power developed being 23.4 h.p. at 4,000 r.p.m. There are three substantial bearings for the crankshaft, the cylinder head is, of course, detachable, and the pistons are of aluminium alloy, the whole power unit being allowed a certain degree of lateral movement on its rubber suspension.

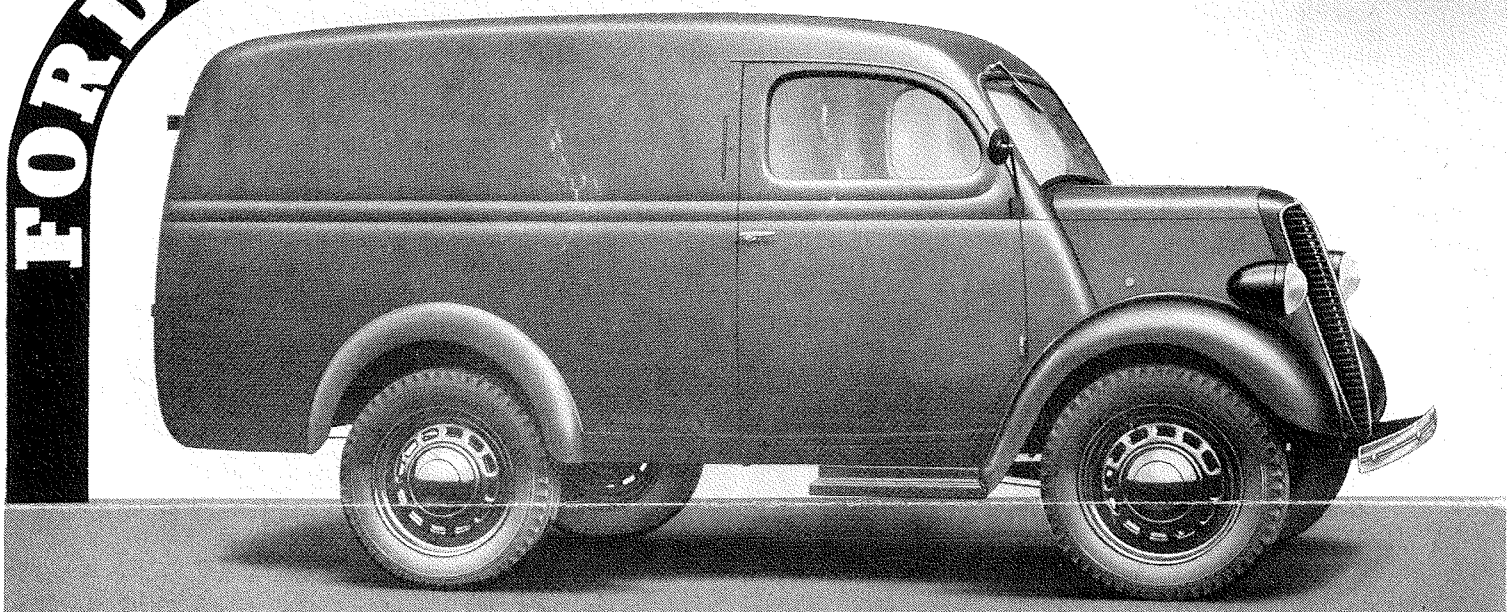
There is a fully forced system of pressure lubrication, the main and big-end



Changes in the dashboard construction have allowed some of the auxiliaries, including the coil, to be mounted as shown in this photograph.

Reprinted Courtesy of The Ford Motor Company Ltd

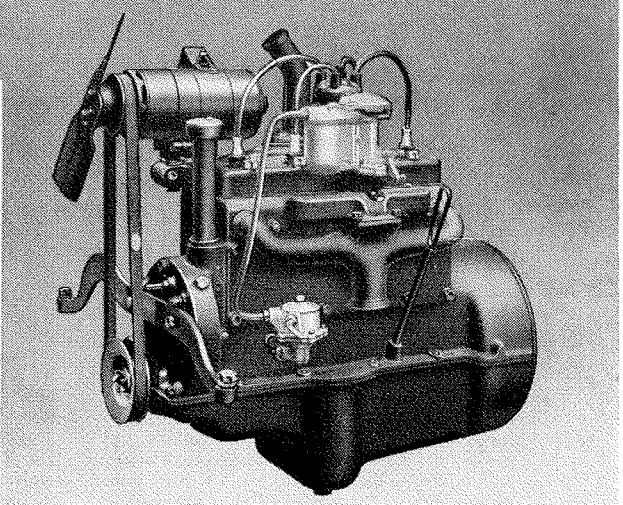
FORDSON 10 CWT VAN



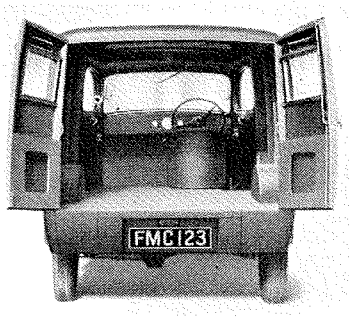
The new Fordson 10-cwt. Van is delivered painted in blue, without extra cost, ready for lettering. This saves the cost and delay of special finishing.

Built on a chassis specially designed for strenuous commercial service, and providing liberal load space with overall compactness, ease of handling, and first-to-last economy, this new Fordson van is just the delivery unit for which many operators have been waiting.

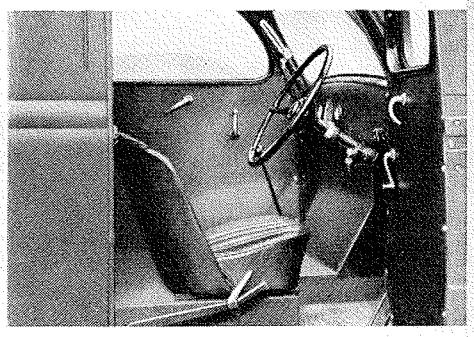
Lasting reliability is built into the chassis by design features never previously applied to a van for medium loads. Speedy operation is ensured by quick acceleration, simple manœuvring, easy loading and unloading. Low all-in costs are an outstanding feature. Petrol consumption with full loads is remarkably good. Tax at £15 annually is the minimum for a van of this capacity. At its attractive initial cost the van is outstanding value.



The dependable, simple and economical Ford "Ten" engine provides abundant power and performance at the lowest cost. This engine gives remarkably long service with little mechanical attention, as proved by tens of thousands of owners.



Exceptionally wide, steel-panelled doors make it easy to enter and leave the driving compartment. The seat is of the comfortable bucket type, adjustable, and fitted with a spring cushion. Excellent visibility to the front, sides and rear is provided; side windows are of the flush-lowering type, and the windscreen opens. Modern instruments, indirectly lighted, electric direction indicators, mounted flush with the body panels, are among the many modern equipment features, and a roof light is fitted.



The dimensions of the body (measured behind the driving compartment) are: Length, 6' 7"; Height, 3' 9½"; Width, 4' 6". The capacity behind the driver is 110 cu. ft., and approximately 10 cu. ft. of extra load space is available beside the driver. Any part of the van is accessible from front or rear, the strong steel-panelled rear doors providing an opening 4' 2" wide and 3' 4" high. The body is of specially strong wood-frame and steel-panel construction, with all-steel front; extra fixtures can be built in easily. All doors can be locked with interchangeable key.

Note these special features of the new Fordson 10-cwt. Chassis, which enable it to handle full loads with ease and assure lasting dependability and low costs:

Heavy-duty steering of the worm and roller gear type, with 18.2 to 1 ratio and 17-in. diameter wheel.

Torque tube and radius rod drive.

Three-quarter floating rear axle with drive gear and pinion held rigidly by two heavy tapered roller bearings. Differential flanges forged integral with axle shafts.

100½-in. springbase, providing exceptional load protection. Wide transverse springs have interleaf pressure lubrication and oil-less type shackles. Four double-acting hydraulic shock absorbers are fitted.

Large-dimension frame construction. Longer load space forward of the rear axle improved weight distribution, ensures stability and durability.

Fully-automatic compensated brakes, providing smooth, safe power with little pedal pressure, and easily adjusted. The finest braking system fitted to any delivery van of this capacity.

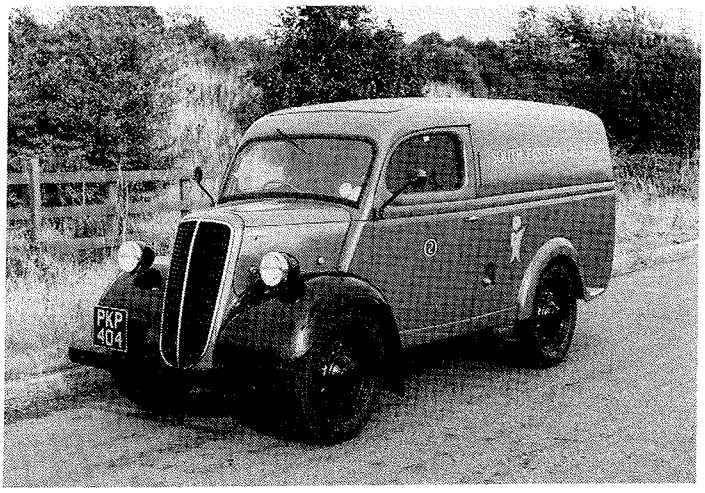
Synchro-mesh three-forward-speed gear box for quiet operation and long life.

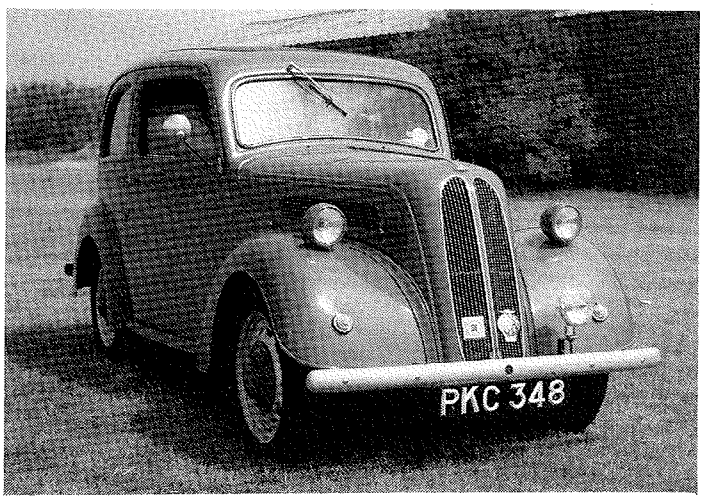
Clutch of special design, needing no adjustment for spring pressure throughout its life, and with pre-lubricated withdrawal bearing to reduce maintenance.

E83W Feature

No we haven't forgotten about you, and just to prove it we reprint opposite an original Ford publicity leaflet. It is date stamped 2nd April 1938 and makes an interesting comparison with todays cut throat advertising.

Shown above is Neil Sullivan and family with their E83W, and alongside that one of Bill Ballards postcards. The postcard was taken from a transparency supplied by Tim Bubb, more details on Bill's cards over the page.



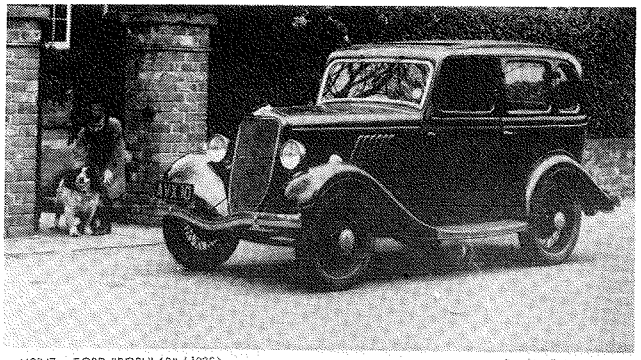


1954 103E Popular - Card Available From Bill Ballard

1958 100E Squire, re-registered in 1964 - Card Available from Bill Ballard

Theres nothing nicer than to take a photo of an original or rebuilt Sidevalve, but on my travels I also take photos of Sidevalves abandoned in fields, gardens and scrap yards - some of them I've even bought! So over the next year I intend to send in a few photos with any information if possible. The first was taken about 4 years ago in Trowbridge, Wilts. This is an industrial scrapyard, so no new cars have been added for years. The newest car in this yard was a 1959-60 Vauxhall F.A. The cars are in the middle of a field with an electric fence around the to keep cattle out. The story is, so I was told, that in the 60s the cars, lorries and buses were in a field down the road and they all had to be shifted, so they were towed up to another field and left. Because they have been there for so long theres not one you could pick out for restoration due to their very poor condition.

Maurice Butcher.



M2047 FORD "POPULAR" (103E)
March 1929
Courtesy: Ford Motor Company & The Ford Side Valve Owners' Club

Pamlin Prints
Croydon CR0 1HW

Publishers Pamlin Prints

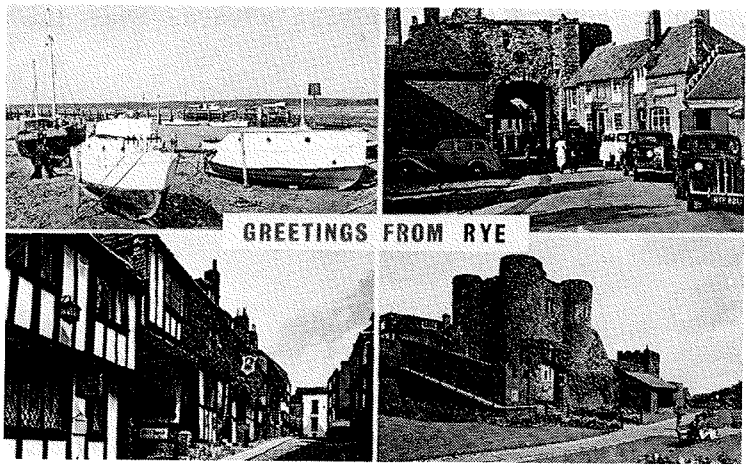
Publishers Unknown

Sidevalve Postcards

I have recieved a couple of postcards from members showing Sidevalves, and had intended to feature them closer to the holiday season to see what else could be turned up. However the arrival of the card reproduced above helped me to decide to run the article now. It was sent in by Steve Morris, who bought it on the platform of Haywoods Heath Railway Station. Steve does not own a Sidevalve at present but has a soft spot for the Model Y. So he was delighted to see the card.

The caption reads "Ford Popular (103E) - March 1929 - Courtesy: Ford Motor Company & The Ford Sidevalve Owner's Club". The card is published by Pamlin Prints who presumably got the photo from Ford, but will anybody in the Club own up to providing the caption? Perhaps there is a very red face somewhere?

Andy Main sent the "Greetings From Rye" card, by Colourpicture Publishers Ltd. A Pop can be seen, along with other period cars, in the top right hand quarter. The photo's were obviously taken a long time ago. It can't be the only card to remain in print for a decade or more so lets all keep our eyes open this summer - contributions to the Club Photo Library are welcome!



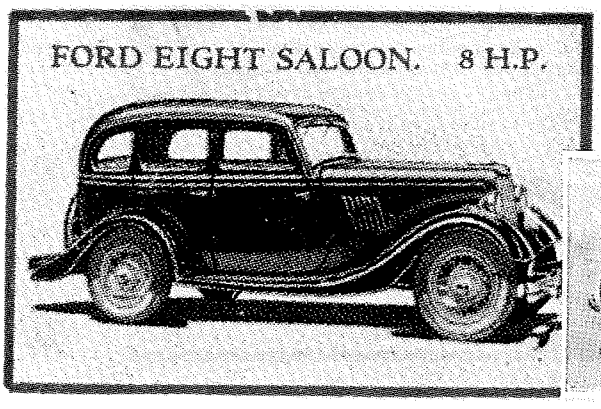
Publishers Colourpicture Publishers Ltd

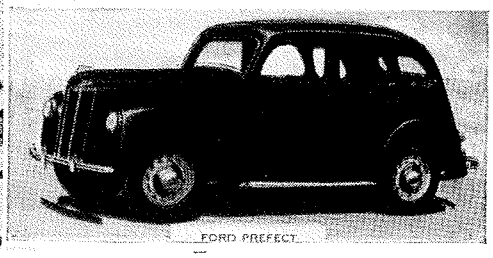
The others (shown on the previous page) were sent to me by Bill Ballard, the energetic Manchester Branch Organiser, who manages to publish them as a sideline. Apparently he has featured several Sidevalves over the years. They are available at 10p each plus postage from him direct at 49 Tudor Avenue, Chadderton, Oldham, OL9 9PG. I can vouch for their quality

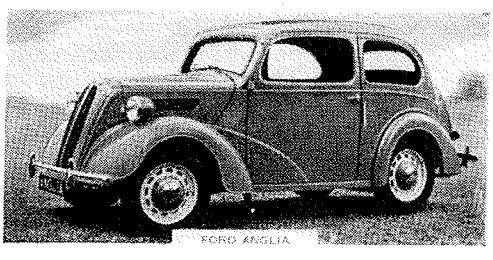
Sidevalve Cigarette Cards

In a similar vein to the above Bruce Palmer sent in the following.

Many pre-war sets of cigarette cards featured contemporary and obviously Sidevalves were included, Players series of 1935 included a Model Y and there have been others. Much more unusual were "non-cigarette" series of cards in the same format, and 3 examples are shown here. The Anglia and Prefect are from about 1950, and are part of a series issued with chewing gum, or some such product, by Modern Booklets of Leeds. The Model Y comes from the "Golden Age of Boys Comics", and was presented with the "Wizard", "Rover", "Hotspur", "Skipper", and "Adventure".







Sidevalve Locos

The express engines of the mainline railways have always attracted an enthusiastic following, and strangely enough there is a Sidevalve connection. For many years the builders of miniature railways have turned to the Sidevalve unit when looking for a suitable source of power for their locomotives. In addition to the two railways in Poole already mentioned in the magazine, there are (or were) numerous others where the internal combustion loco is a Sidevalve.

One of the last locos built new with sidevalve power is still running at Minehead, Somerset, and I photographed it there this summer. The loco (named "Exmoor Enterprise") was built as late as 1965, powered by (I think) a 100E rather than E93A unit. Unusually it does not retain the Ford gearbox but the engine powers a hydraulic pump, which in turn drives an industrial hydraulic motor at the rear bogie. This follows the prototype locomotives of the "Western Class" which were Diesel Hydraulic rather than Diesel Electric. The railway is a circle of 400 yards, ten and a quarter guage, and was opened in May 1965.

Looking through a guide to miniature railways, published in 1966, the following lines are listed as having Sidevalve powered locos. Could local members investigate and let us know whether Sidevalves still run at these locations?

7.25" Guage.

Hilton Valley Railway, loco number 6, 8hp engine, designed by R Thompson of F. H. Lloyd & Co, built in 1965.

9.25" Guage.

Barking Minature Railway, Barking Park, Essex. Ford 10hp Petrol Electric loco, built by Barking Council.

10.25" Guage.

Ardley End Minature Railway, Saffron Walden, Essex. "D 1011 Western Thunder", Ford 10hp engine coupled to Lanchester 10 fluid flywheel drive, built 1964.

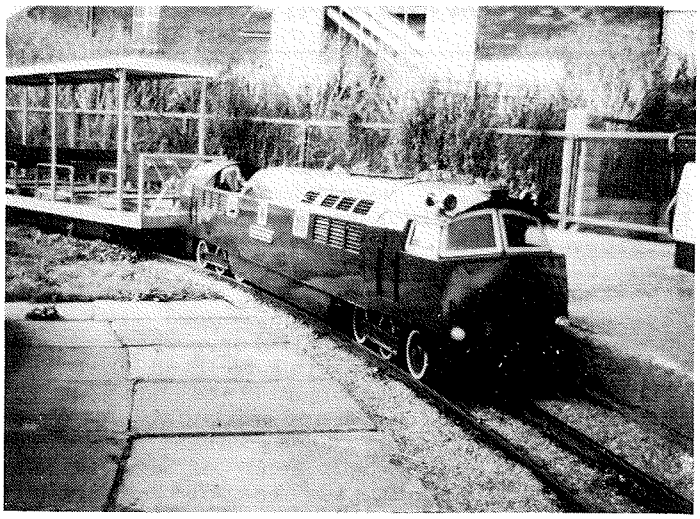
Poole Minature Railway, petrol loco with Ford 10hp engine. See story and photo from Andy Main.

Southsea Minature Railway, Southsea, Hampshire. "No 269" Freelance "Co-Bo" petrol loco, Ford 10 hp engine.

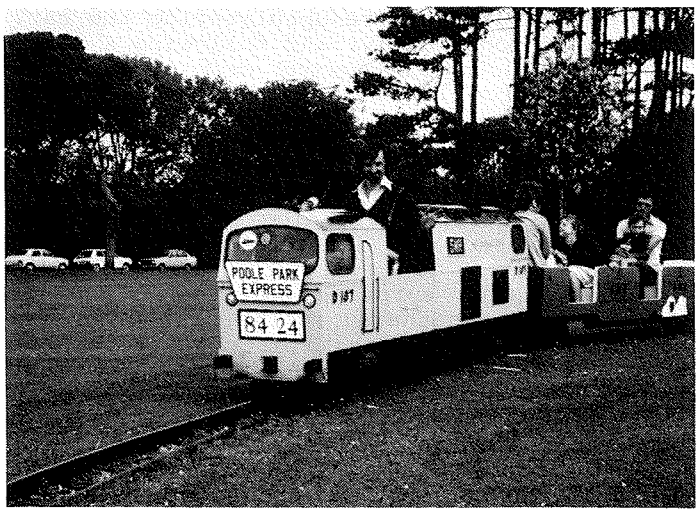
Stapleford Minature Railway, Melton Mowbray, Leicestershire. Thought to have one 10hp loco, "The White Heron", but here the amazing Sidevalve is a scale model of the "SS Northern Star". This is about 45 ft long, and runs on the lake carrying 30 passengers powered by a 1172cc engine, driving a single multi-blade paddles wheel!!! This dates from about 1962/3.

15" Guage.

Dreamland Minature Railway, Margate, Essex. This line had "No 359" a "Bo-2" loco powered by an 8hp engine from a Model Y, driving one bogie through a Carden Shaft to a locked differential.



Minehead Minature Railway "Exmoor Enterprise"



Club member Brian Merrifield driving his 10hp E93A powered train in Poole Park, Dorset, on a warm September day last year.

The engine in Brian's train has now served its third season without any internal attention. The only clue to all the hard work it has done is given by the tappets beginning to make themselves heard - however he does have a spare train and engine! To keep the battery charged an alternator has been fitted, see Brian's article in Club News Feb '83.

On a four wheeled note his father-in-law owned a 100E, it gave 4-5 years of good service.

Andy Main.

Take our advice and do it yourself.

practical CLASSICS Only 'Practical Classics' gives you really detailed, down-to-earth guidance on the maintenance repair and restoration of your classic or older (pre-1972) car

practical CLASSICS No other publication covers the subject so comprehensively. gives you so much helpful advice

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THE ONLY DO-IT-YOURSELF MAGAZINE FOR THE CLASSIC AND OLDER-CAR ENTHUSIAST
From your newsagent on the second Thursday of the month

RESTORATION ARTICLES

A warning note from Peter Coombs.

Condensation

I own several early Ford cars - in particular one 7Y Model used daily and one E493A Model held in reserve, both cars living outside, and the latter having been sheeted down (which is ventilated and the actual sheeting does not touch the bodywork) for several years. When I unwrapped it this summer to check its condition, which I do every year, I was horrified to find that the front ends of both door pillars had rusted out completely. I could not work out how this had happened as the usual areas of rust damage around the back end of the front mudguards and associated area of the actual chassis were still in good condition.

I think I had the answer today. I had stripped the headlining out of my 7Y this year, preparatory to re-upholstering the car. I use this model daily, and following a sharp air frost during the second week of November we had cleared the windows and were driving to work when we were showered with drops of water from the interior of the bodywork. This condensation must have been the source of the water causing the rust at the base of the door pillars, running down the hollowovnprotected interior, with dire results.

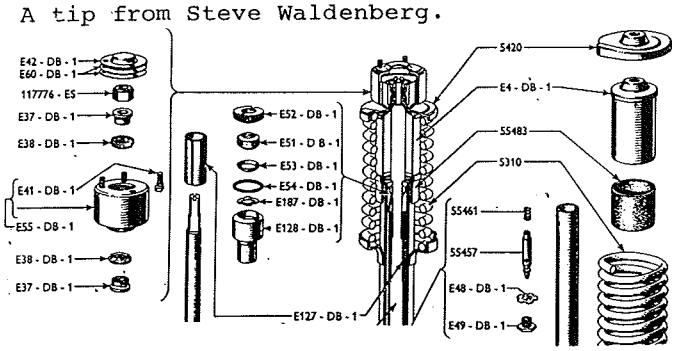
I was very surprised at the amount of water that had gathered in the situation, and can only assume that similar conditions must have existed in the E493A despite the fact that the outer covering was kept away from the coachwork by spacers. Also the car had been stored with the windows partly open, with ventilation slits along the top of the sides of the cover to allow any moisture that gained access to evaporate.

I can only hope that members in similar conditions can benefit from my experience and observations and watch out for this situation.

Replacement "shroud" for the top of your Macpherson strut(E4-DB-1).

This part generally rusts away and then dirt and mud can damage the piston in the strut. HOWEVER a suitably sized plastic washing-up liquid bottle should do the job. Its dimensions are:-4 3/4" long x 2 3/4"dia, with a hole at the top of 3/4".
Start raiding the kitchen!
P.S. dont forget, replacement E-55 DB1's are available through Club Spares, the early problem with these has been solved. Top bush bearings are also available.

A tip from Steve Waldenberg.



Tech Tips from - Jim Norman

Regular servicing is an essential part of any car's well being, and that of the 100E and 107E is fully covered in the handbook. There is little point in repeating what the book says, but some up-dating is probably overdue.

The book calls for a small service every thousand miles and an oil change at 5000. The latter, I feel, is too long, and I would recommend that these are charged at three thousand mile intervals. In .fact, the more often that the oil is changed, especially if the compressions are a bit low and combustion gases tend to find their way into the sump, in which case even more frequent intervals may be desirable.

Electronics have made tremendous advances in the last few years and many of you will now possess dwell meters to adjust the points instead of the old feeler guage. The handbook has never heard of these while the Workshop Manual gives a figure of 63-70%. This, however, is percentage dwell, not dwell angle which is the same as all other 4-cylinder Lucas ignition systems - 57-63 degrees. Having gone to that expense, it would be worth having the tuning set exactly with a strobe lamp after which you can set the idle speed exactly on the tacho - 580 to 620 RPM.

Many of you now run on radial tyres, which is definitely for the better, but does call for a revision of tyre pressures. The fronts remain at 24psi but the rears should be increased to 28. Personally, I found the riding became rather harsh and compromised at 26.

These days we have multi-grade oils and we dont need to change to different oils for summer and winter (or add 10% Kerosene below -10F!) nor do we normally change gearbox and rear axle oils. No damage will be done by not changing these, but if you really want to.... It is important though, to grease all steering and suspension joints as specified and do not forget the prop-shaft, handbrake cable and wheel bearings, including 100E rears. Every two years, you should also change the anti-freeze, brake fluid and cyliner rubbers, taking the opportunity to examine the pistons and cylinders for pitting and scoring, and replacing as required.

If you are really getting into the swing of things pull all the door panels off and thoroughly oil the door lock mechanisms and window regulators. Put some oil on the felt runners in which the windows slide as these have been known to grip the glass solid. Once a year remove all visible nuts and bolts, grease the threads and put them back, and you can be really sure they will undo when required. Examples are bumper bolts, bolts through bumper brackets to chassis, headlamp shrouds and rear lamp and number plate lamp lens screws.

Always keep the car in the best possible condition you can. Look after it properly and it will never let you down.

Jim Norman

John Charlton has been working long hours over the past couple of issues but hopes to have an article ready for the next S/V News. In the meantime please accept his apologies.

Remanufactured Spares - Latest News

E93A TYPES

Popular & Prefect Script Badges.

The 2 samples arrived in mid December and are very good. Hopefullu the remainder will be the same. Fingers crossed but you may have recieved your long awaited badge before you recieve this. Spare badges will be sold at the AGM and spares day.

Exhaust Systems

I have been in contact with the original manufacturers again to see if they will produce a batch at a reasonable price.

E493A Running Boards

We are having these costed at the moment due to demand.

100E TYPES

Front Windscreen Rubber

It is expected that the rubber will be available by mid April and on sale at the AGM.

Gear Lever Gaiter

The 103E type gaiter has been very popular during the last four years and now a number of 100E owners are now in need of this item for which no known authentic replacement is available.
A mould is being manufactured but at a cost of £1,850. The higher mould cost, compared to the 103E, is due to not only to 1985 prices but the fact that the gaiter is a far more complex shape. The first batch should be available at the AGM, so please support this project, our most expensive yet for the 100E.

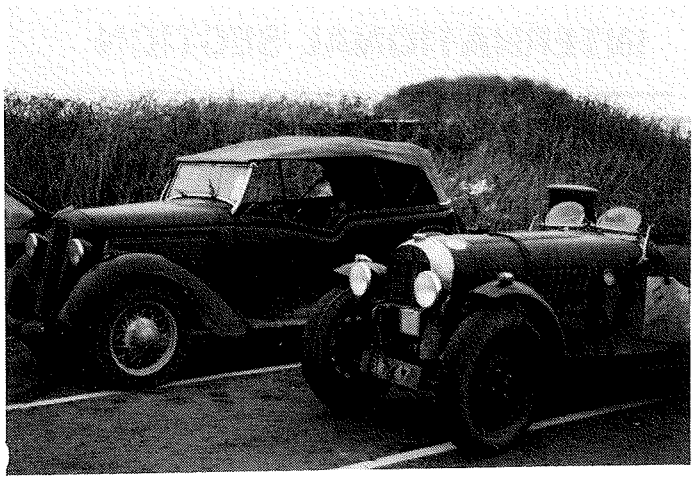
Please do not write for further details as these are the latest available, updated information will be published when available.
You will find an updated copy of my remanufactured items list elsewhere in this issue, and this cancels all previous lists. By the time this S/V News is published all UK local area organisers will also have recieved a copy of this list together with an offer to purchase these spares at discount. Please attend your area meetings for details or contact your area organiser. Yet another reason for supporting your local branch.
These will also be available at the AGM, and some S/V Days, so come along and save yourself some money!

Andy Main.

8 & 10hp Spares Latest

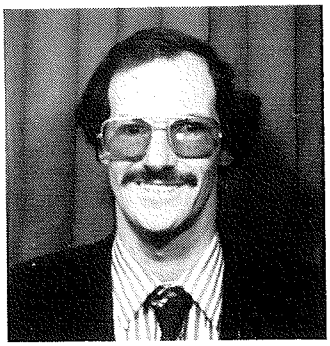
1 set 8hp pistons, +.30	£27.50
1 set 10hp Cords Rings, +.20	£12.00
Set 100E Cords Rings, +.30	£12.00
Set 100E Pistons, +.20	£25.00
Set 100E Pistons, +.30	£25.00
100E Master Cylinders	£20.00
Diff.Brg 93A (Y4221/2)	£ 8.00
93A Starter switches	£ 5.00
100 n/s door handle	£ 9.00
93A T.R.E.s	£14.50

Available from Steve Waldenberg



The above photo of a Model C was taken by a friend on the Exeter Trial in January 1985. It in fact retired due to a faulty generator, unfortunate advertising as it was being offered for sale at £1728. Our friend is a Morgan fanatic and she was more interested in the car in the foreground, it was built in 1937 on a special short chassis and has been a regular trials goer ever since.

MEET THE COMMITTEE



If someone, twenty years ago had said I would be preserving Fords of the late 50's and early 60's I wolud have never thought it possible. Mind you when I was eight in 1961 (work it out for yourself!), I started buying toy cars of the period and still collect them now. A much grander title now though of model car freak! Most of these cars in real life were junked along the way, but with the start of collectors car clubs this has all changed and we can all enjoy seeing these classical vehicles.

It was in 1963 that we first had a 100E, a Popular costing £350 secondhand. This car remained in the family for 18 years and is still in regular use. Still keen on cars of this period when the time came for me to drive I chose a 107E, and still have it today. Why choose a 107E? Low running costs, old enough to have that period charm, and easy spares thanks to the F.S.O.C.!

I joined the Club with my first car, then three and a half years ago a Club official suggested that I start a 107E register. This has grown from 18 cars to 86 in this time, I am always on call so if you need any assistance please call or write.

Recently I took over the Essex meetings. and still spend the summer enjoying events. So now you should recognise me when you see me, I should be able to help whether you are a Sidevalver or 107E driver.

Dave Simpson

INTERNATIONAL SECTION

Sidevalves In Poland

On holiday in Poland in August 1984 I was on the lookout for Sidevalves as Fords assembled the 7W in Poland pre-war. However I saw very few old cars, a few Russian Pobiedas used as taxis and a couple of 1950's cars of unknown make spotted in Warsaw were just about it. I did see a Polish registered Mini, and an Imp derelict on a farm!

So it was even more surprising that the one place I passed where someone was restoring old cars there was a 7W, together with a pre-war BMW. From the train it was obvious that it was a 7W (2 door), but the photo taken with a telephoto lens and reproduced from a slide really doesn't do it justice.

The location is the city of Poznan in western Poland where the E83 (W!) road to Bydgoszoz passes under the railway to Mirowana. I will be returning to Poland in March, so if anyone knows of any more Sidevalves let me know! A visit to east Germany the previous year produced no S/Vs at all, so the Poznan 7W was just luck!

Bruce Palmer

Sidevalves In Zimbabwe

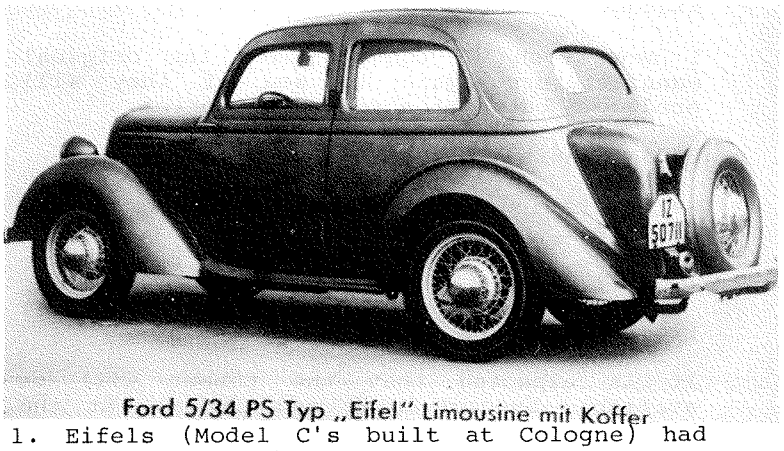
I recently recieved a letter from Doug Edwards, prior to his trip to England over Christmas mentioned in Decembers S/V News. He has a problem if he tries to get parts into the country by mail - due to the stringent currency regulations - so has hopefully taken a few spares back with him. Despite all this he has recently completed the restoration of one 103E, nearly finished another, and has just started on a 1933 Model Y. [Photo in Pre-War section]

Doug works as Service Manager for the only Ford Dealer in Zimbabwe and was able to purchase 2 new vaccuum wiper motors as written off stock from the Central Parts Depot. They are almost identical to the original 103E motors, he has tried them and they do fit and work. He is prepared to part with them in exchange for 2 sets of tail lamps for the 103E. Anybody interested contact me, include an SAE.

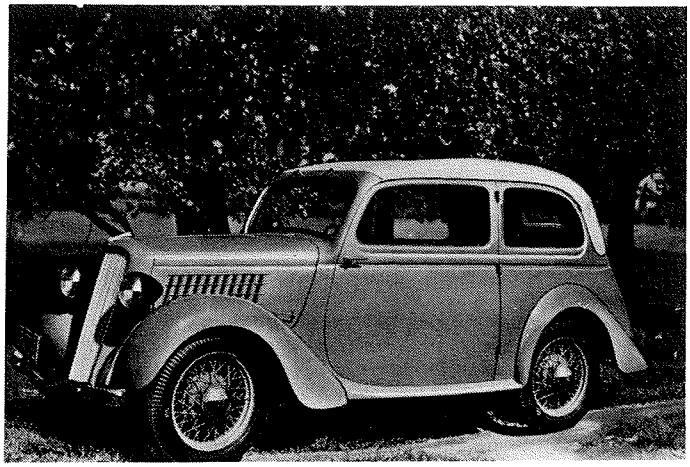
Bruce Palmer

German Sidevalves

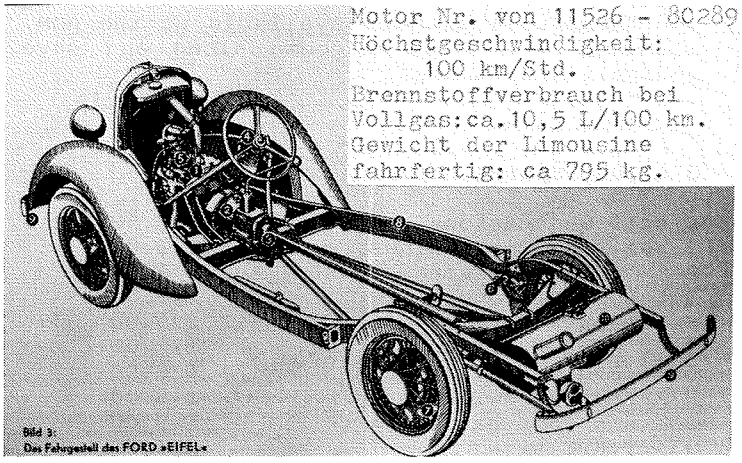
Hans Thudt of West Germany is one of the most enthusiastic collectors of photographs and information about Ford cars any where in the world. His association with Fords began as a teenager in Rumania where he began taking pictures of V8's. By 1939 he had a collection of 2,000 Ford pictures which were all lost during the war. Nowadays he has 4,000 photos, 3,000 clippings and 800 catalogues in his collection! Our thanks for allowing us to include these few shots from the collection.



1. Eifels (Model C's built at Cologne) had rear boots, this is a 1939 example



2. Also included were Cabriolets, again not available as a UK "C".



3. But the chassis is remarakbly similar to the British version.

4. And even pre-war German advertising is very much the same!

Swedish Sidevalves

From Stockholm Borje Jernheim has written to report on the Motorhistorika Club Autojumble held in July. This had 10,000 visitors and 700 stalls, and in the car park for "fine-vehicles" Borje photographed this nicely restored 5cwt van. I hope Borje will send us details of some of the "old car" events in Sweden this year, after Holland it must be the country with the most Sidevalves on the road and a good rally could well be the excuse for some F.S.O.C. members to arrange a visit. Anyone interested contact Bruce Palmer (don't forget an SAE).

Borjes own car, an 1938 Eifel Cabriolet is now nearly finished after a 5 year complete restoration. It is currently with the coach trimmers 150 miles from his home to be fitted with a new hood. Like many people he sprayed the car himself and found it surprisingly easy using Lucite from Du Pont.

Bruce Palmer

PRE WAR

1934 Y 2 door completely restored in good condition MOT Taxed, sale due to death of Arthur Taviner £2000 ono Bristol 027283 5670
1937 Y 2 door, complete rebuild, black with red trim, perfect condition with MOT, £1750 01 890 4989
1935 Y 4 door, totally restored, first in class at last years N.S/V.Day £2000 two spare engines with g/boxes £50 & £30 - 0642 452507

100E/107E's FOR SALE

100E 1959 red, reg 437 MPD, body very good, absolutely no rust, engine siezed, MOT June '85. £150 Kingston upon Thames 949 0998
100E Anglia '56. 2 owners, all original in superb condition with another for spares. MOT and delivery could be arranged. £700 Ayrshire 0292 570267
107E 1960 Prefect, original condition MOT 12 months, very sound , Waxoyled no bodge. £400 Hartlepool 870767
100E 1960, 6 months tax, sound body, good running order, many spares inc, £250 Suzanne Clarke, Ashbrook, Ragdale, Melton Mowbray
100E Escort 1961, not used for many years but good running order. Offers Croydon 01 654 8887
100E Anglia 1959, green, new engine and bumpers, good body. MOT Dec '85, tax May. £450 Thetford 861441
100E Pop 1960. 62,000 miles engine overhauled 55,000. MOT Nov '85, chassis excellent must sell due to overseas posting £350 Bristol 875221
300E Thames 1956 7cwt van. V5 reg-d OSV 916 partially dismantled, to good to break. £75 Carlisle 0228 74 672
107E Prefect 1961, sapphire blue, prof respray '81 good bodywork, clean int, recon engine '77 £300 Colchester 572938
100E Pop DeLuxe Jan 1962. Complete but been standing 3yrs. Sussex 0580 200342
100E Anglia 1958, Newark Grey, 12 months MOT spent 2 yrs restoring, regretfully must sell £475 Chesterfield 0246 474311
100E Anglia 1958, non runner good for restoration or spares £40 to anyone who can collect 01 960 5040
100E Pop 1961, 45,000 miles V.G.C. long MOT Reg 8206 MT £500 Vernwood 824633 [let me know if a member buys this as 2% are being donated to Club funds Paul]
100E 1962 reg OO 7821, non runner £350 Brighton 422557
100E Pop 1959, failed MOT 3 yrs ago FREE from 7 Heversham Rd, Bexley Heath, Kent
100E Pop '62 tax & MOT Nov '85, in daily use, new sills and battery £350 New Milton 611935
100E Prefect 1956, VGC, 51,000 miles, yrs MOT, £550 Ingatestone 2963

WANTED

E494A urgent to finish restoration, grille badge Anglia, headlamp lenses (large 10" dia), chrome bumpers or good painted. Wakefield 0924 369150/371274.
Upright 8hp exhaust/inlet manifolds, front seats, in excellent condition. 060 124 401
Three bar Anglia 100E grille, heater rheostat control switch. New 100E cylinder head. 061 665 2630
E83W van in excelent condition. Tatsfield 382
Urgently needed 3 16" wheels for 6" tyres, as fitted to E83W van (Fordson 10cwt)0233 24737
Cardeb Ford, aircraft conversion of the 10hp engine, with magneto ignition, ali cyl head etc. circa 1935. Coventry 75683
E93A headlight lenses, bumpers, bonnet stay for 1938-1939 Prefect, 7W type 3 spoke whel. 01 686 3179
E494A Anglia rear bumper (same as Pop) overiders, oil bath air filter, battery clamp brkt, Instruction book. 0433 50246
E493A Prefect, o/s running board, n/s front window, metal window channels which are stuck to winding window bottoms 01 749 2956
Pair original 103E front wings. Will collect anywhere. Salisbury 780576
103E grille trim, exterior door handles, chrome bumpers with brackets. E494C Thames grille badge. 0458 73777

POST-WAR UPRIGHTS

E493A Prefect 1953 fawn, stored many years, running order, reasonable offers, Cheltenham 672766 (Mcnaught-Davis)
E83W pick-up 1948, extensively restored, successfully completed 1984 rally season, must sell to finance new project. £1750 Birmingham 021 471 4751
103E Pop 1955 no MOT but good runner. offers Telford 770337
E494A Anglia 1953, very good original condition, stored in garage for 2 yrs, full history, reg HAP 45 £750 Birdham 512944
E93A 1947 Prefect, original log book plus V5, basically sound but needs some retoration. Reading 56166
E83W 1946 van mechanics good, body bad, many spares, ideal restoration, "100 Welshpool 0938 4487
103E 1956 genuine 44,000 miles, black red interior, superb, 3 owners, invoices & photo when new. 12 months MOT £750 Bradford 0274 597566
103E Pop 1954 shabby but sound £350 Oakhill 840129
E494A Anglia 1953, T&T until May, 10hp engine, heater & export water pump, electric wipers , property of F.S.O.C. tech advisor £850 ono Sandbach 61867
E494A Anglia 1951 green with two tone brown interior, restored to original excellent runner MOT ofers on £1000 Birmingham 770 5773

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SPARES

100E spares, back seats grey £5, back screen £5, petrol tank £5, fuel/temp gauge 4" £2. Wolverhampton 021 577 2623
E93A Aquaplane superhead as new £25, new water pump £20, set of new Wellworthy E494A pistons and rings (+.80) £20. Eastliegh 04215 69490
From 1960 107E, lamp units, propshaft, diff, halfshafts, instruments, rad blind, plus various OHV engines & parts - 105E 997cc recon £120 etc. send SAE details G A Flight, 21 Aston View, Middle Hill, Chalford Hill, Stroud, GL6 8BG
1960 107E stripped all parts available, offers for any or all on Hartlepool 870767
Ballamy Swing Axle conversion kit, 4ft track, recently overhauled £35. F/L Hawkins, Laarbruch BFPO 43
E93A engine, bores and crank ok, needs rings and bearings, no head, 4 brand new valves £30. Bracknell 425364
100E Anglia, stripped, all parts for sale, blue trim, Coventry 0203 81205
103E Pop, doors, bonnet, inner wings, Hitchin 56135
103E chassis & running gear, electrics Oxford 249749
103E chassis and running gear complete, bonnets, grille lamps, window surrounds etc. Send phone number to Paul Whale, 11 Wolsey Ave, Intake, Doncaster, DN2 6EU
103E front susprnsion, light pods etc. Mr S Seymour, 11 Castlehythe, Ely CB7 4BU
103E all parts bar body, chassis & glass. £30 the lot. T Waldron Cirencester 3317 (8.30 to 5)
1948 Anglia bonnet & sides, grille and 1 door. 67 Nags Head Rd, Ponders End, Enfield
103E many parts from engine to hub caps Swop for drivers side dr. Gwent 049525 6822
103E steering box, pedals, brake parts, door parts. Orpington 20283
Hub Puller, TREs, brake cables. Petersfield 61248
E93A engine & parts of car. 01 647 8586
493A Prefect engine, box, running gear. Sheffield 489090
100E front seats red FREE. black rad muff no studs, brand new £5. 060 124 401
100E new cloth headlining for early small rear window Anglia £65. Complete set re-upholstered red seats, wheel arches, door panels for early 2 door £75. Bracknell 53908
100E spares 2 gear boxes, 2 rear light clusters early Anglia, crown wheel & pinion, new water pump, etc £50. 0246 474311
100E brand new front panel still in primer £50 Leeds 0532 680275
6 volt radio, Bluespot, complete with speaker £20 no offers Sandbach 61867

SPECIALS

1948 Ford Trials Specila, ali body, complete needs assemly and minor work, available early April £200, Ian Davie, 3 Station Rd, Newton Abbot, Devon
Shirley Special, rare Ford based, 1172cc engine Aquaplane manifold twin SU's, close ratio box, Ballamy wheels, for restoration, some new parts, £225 Guildford 36668
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