SIDEVALVE News

OCTOBER 1984

PUBLISHED BY THE FORD SIDEVALVE OWNERS CLUB

FORD SIDEVALVE OWNERS' CLUB

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E83W - George Mather, 17a Colwyn Crescent, Rhos on Sea, Colwyn Bay, North Wales.
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.
CAMBRIDGESHIRE- Ian Maddams, Saffron Walden 25084.Every 2nd Monday 8pm at the Red Lion,Radwinter(on B1053).
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 Denton Cricket Club,Denton.
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,8pm at the Waverley Hotel, Carisbrooke.
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.

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

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

SPARES SECRETARIES.
PRE-WAR MODELS- Yvon Precieux, 12 Firs Close,Forest Hill,London.
ALL 8&10HP MODELS- 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 MODELS- Tony Saunders, 45 Winscombe, Bracknell, Berkshire, RG12 4UE.

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
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 Keith Rose, Wolverhampton 332380.
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 0PD

SIDEVALVE NEWS, Vol. 1, No. 5, OCTOBER 1984

EDITORIAL

First off can I apologise to over seas members for the late arrival of June's magazine. We changed printers and he tried to save the Club some money by sending your mags out at the cheaper rate. Please accept apologies from both of us.

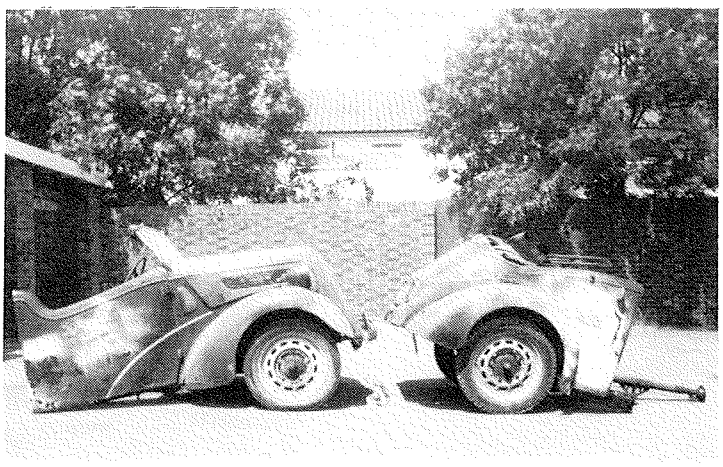
While on the subject of postage rates, does anyone know anything about a possible 40% reduction for bulk postage. My local offices are pleading ignorance!

Now that the rally season has drawn to a close may I suggest an excuse when you don't want to work in that cold, draughty garage. Write an article for Sidevalve News!!!!! If you read the articles in this issue from Martyn Babb, John Hampson in South Africa, and Martin Hatfield, you may get some inspiration. The major contributions to the magazine come from either committee members or area organisers, (ie Martyn Babb and Martin Hatfield!) on average I recieve 6 or 7 letters from members per issue. Not very good. It is also interesting to note that while overseas members represent under a tenth of our membership, they account for at least a third of my mail!.

If you feel your particular model, or interest, is not represented there is an easy answer - write an article yourself. David Penny likes articles on "Finds" so when he dicovered his 7W he wrote one! Now that we have changed printers colour photo's are perfectly ok, as long as you don't send one of a white car in a snow drift!!

So there you are, put your feet up in front of the fire and write "that article I've been meaning to send". Otherwise we may all be short of reading matter this winter!

COPY DEADLINE NOVEMBER 15th



I may even have to write about our 7W!

COMPETITION RESULTS

Well several entries followed the lines of "Old Fords Never Die but ..!". We even had a couple of one's involving rude comparisons with the photo we printed of "Tony's bottom"! However I have always had a soft spot for limericks, and we recieved one from Ireland. So, in my best accent here goes...

A photographer, quite in a muddle, who
Said to George M. "I'm sorry to trouble you
With your brochures arrayed
Please repose in the shade
Of your prize-winning '83W!!

From Patrick Hemphill, who made the interesting point that his Anglia used to be registered OCA 407, so is only a few months older than Georges van and may have been supplied by the same garage.

The prize should be on its way shortly, courtesy of Bill Scurfield.

Front Cover

This would also have made a good caption competition, no prizes this time but do you want to have a go? For details on the picture see Yvon's section

AREA NEWS

BRISTOL AREA PLEASE NOTE

Maurice Butcher has arranged to show one of the Club's videos at The Pelican, Chew Magna, on November 15th - PLEASE ATTEND.

MERSEYSIDE LOCAL GROUP

The Merseyside and Manchester local groups of the F.S.O.C. have arranged a joint meeting at 'The Foresters Arms' on the A574 Culcheth Road near to the Greyhound roundabout on the East Lancs Road. The date is Monday 19th November and time 8pm. These meetings are always enjoyable social events and we hope that as many members as possible will come along - wives and girlfriends and of course husbands and boyfriends are all welcome!

ISLE OF WIGHT

First of all a welcome to the club to our two new members in this area, Alan and Dave. Its nice to have the numbers swelled at our meetings.

Since my last ramblings the Island has returned to its sleepy state after the summer rush. Many of our members have been busy showing their cars at various functions here on the Island. Dave and Margaret took their car abroad to England to visit an All Ford Rally near Bicester where no doubt they will meet many of you.

Colin and Carol are going to Austria in the 105E - they don't want to risk abandoning the 100E over there and its a long push home.

Our last two meetings have been very well attended, and enjoyable evenings were had by all, with plenty of chat and beer. Jan and I will hopefully meet some of you at Easten Sidevalve Day.

Ian White.

The Holy Grail ?!

MIDLANDS TREASURE HUNT

"THE GREATEST EVENT OF THE YEAR" - the Midlands (Coventry) Group Treaure Hunt was held on Sunday August the 5th, with all the regular members in attendance, and also some other friends not in Sidevalves. A good time was had by all, except John (T-cut Kid) Bailey, who was quick to let us know he was not enjoying himself.

Steve (One-armed Bandit) Brookes incurred 30 penalty points for coming home after time but had managed to discover an E494A in a ditch in someones back garden, in better condition than his own!!! He was also very nearly in contention for the highlly coveted prize - the FSOC Treasure Hunt Winners Cup - but was pipped at the post by Lesley and Steve Hancock with a very high score.

Rob Daniels and Sue excelled themselves in general knowledge about the Club, but failed to find a left turn seven times although it was clearly sign-posted (Sorry Rob, we were watching you from the Cider House!).

The "quest for the treasure" (which has been likened to the search for the Holy Grail [THE MONTY PYTHON VERSION I TAKE IT - PAUL!!], will be in Lesley and Steve's capable hands for another fun packed day out next year. WATCH THIS SPACE FOR DETAILS.

Jenny Lilly.

WEST SUSSEX

After a good attendance at Southern Sidevalve Day by local members I travelled alone in my van to Potterspury, for National Sidevalve Day. I arrived to find nobody else from this part of the country, still it was a very enjoyable day out and an event to look forward to for next year.

Please note that this month's meting is on a Tuesday and the special Christmas get together is on a Sunday:-

Oct 16th - Queen's Head, Barnes Green 8pm.
Nov 21st - Red Lion, Ashington 8pm
Dec 9th - Sunday December 9th, from 3pm onwards members are invited to a Christmas family get together at the home of Graham and Jill Dipple, 96 The Street, Boxgrove, just off the A27 near Chichester. Tea, etc. will be provided but please phone Chichester 773429 with your expected numbers and offers of help for a communal tea!

John Skinner

DORSET SECTION

Well I've finally put pen to paper to bring you up to date with the local group's activities. I am glad to say that the meetings are still well attended by the staunch regulars, with a number of other local members making an appearance when they are able.

For one reason or another we have had only one group run this year. That was early in the season when myself and three other members journeyed up to Cheddar Gorge and enjoyed a memorable day, marred only by the fact that I finished the trip absolutely deafened by my "knocking ends"! This finally convinced me to undertake a long overdue engine rebuild. This meant I had to hitch a lift when our group made the trip up to Wellington Park for Southern Sidevalve Day. We would like to add our belated congratulations to the Hampshire group for organising such a good day at the first attempt.

It was very nice to see the Hampshire group again, putting on a good show for the Club at the Netley Marsh Pageant of Transport, where Tony, Alan, Rob, and myself were Dorset's representatives.

Our September meeting was enhanced by the presence of Geoff and his wife Rose who were on holiday in Bournemouth. Having travelled down from Essex in their immaculate model "Y".

By the time you read this our October meeting should have seen Allan Flockton announce the 50th engine change on his E83W pickup!!!!

Roger Hide.

OXFORDSHIRE GROUP MEET

August's meeting on the 1st was a very memorable occasion for John and myself, as Ernie our 1939 E93A Prefect, was back on the road for the first time after 27 years! Arriving at the meeting was a very proud moment - we were of course late due to the self imposed 30mph limit whilst running in the engine (yawn)! No one believed Ernie was definately there, especially Shirley and Martin, who we'd lied to continually about the state of him, so that it would be a total surprise for eveyone to see him! Everyone clamboured around Ernie and scrabbled about underneath him in the gathering dusk with a torch!

There were 13 of us at this meeting; and due to the high concentration from the Abingdon area, we changed venue for the September meeting. This turned out to be a failure, only 6 "hardcore" members turned up, and Ernie driven by John my fiance travelled 40 miles from High Wycombe, still at 30mph! Conversation was mainly about Nick's engine rebuild - he's hoping to be ready for Quainton - and Martin's rebuild, which seems to be taking on mammoth proportions, but we all have faith in him!

The meetings are on the first Wednesday of every month at The Lamb, Little Milton. Phone me Teresa, on Wheatley 3146 for more details.

HAMPSHIRE GROUP

As promised in the last magazine here we go with the report on the 3 day Netley Marsh Pageant of Transport. This was held on the Bank Holiday weekend in August. We had a lovely corner in the main display area for our Sidevalve display which consisted of tent/awning, display boards, signs and bunting. We formed a semi circle with the cars with my own chassis as a centre piece. It certainly looked impressive and attracted a lot of attention. Saturday was a quiet day with 8 sidevalves in attendance. Sunday was the most popular day because of the 60 mile road run through the New Forest. This meant an early morning start but we all made it on time. There were well over 100 vehicles taking part but unfortunately not all of them completed the course. One of these being Graham Bundy in his Ford Pop who had the misfortune to knock out a big end half way round. Luckily he had the good sense to belong to the R.A.C. rescue scheme and they recovered his Pop and saw him safely home.

One of our other members, Ken Chalmers also had the bad luck to run out a big end but did manage to nurse his Pop back to the finish only to be pushed the last few yards around the arena because of petrol vaporisation problems. We concluded the day with a 12 vehicle display of Sidevalves. On the whole it was a successful event and I would like to thank all our members for attending especially those who were able to make it all three days. Who knows, perhaps next year we may be bigger and better.

We would like to welcome our youngest member yet. Congratulations to Kerry and Ian Woodrow on the birth of their son, Adam. (Is this the 'Special' that Ian has been promising?)

Mick Crouch

MANCHESTER BRANCH NEWS

Our branch seems to have been pre-occupied for most of this year with the Northern Classic Car Show at Belle Vue. The show has certainly given us a challenge - how to produce something from nothing! For instance, take three of our regulars - Joe Sambrook (1953 103E), Gareth Logan (1953 E493A) and Judith Rickard (1960 107E). Joe got his father-in-law to produce us some fine pen and ink drawings of Sidevalve's, and also to construct some self standing posts to support the rope around our stand. Gareth produced some line drawings of Sidevalves on acetate, and Judith used both sets of drawings in the manufacture of a massive banner, using cloth supplied by Joe. The end result will adorn the wall behind our stand at Belle Vue and has to be seen to be believed!

This is just one example of the spirit of the branch, which goes from strength to strength. This is evident in the increased attendances at the meetings - we exceeded double figures for the first time in July, but 16 attended in September, the record to date. It is pleasing to see how far people are prepared to travel to the meetings. For example Steve McKenna regularly attends in his 1958 103E, travelling from Lumb in Rossendale. There is also Jim Norman (Tech Advisor for 100E & 107E) who passes on his pearls of wisdom from time to time. Jim's car, a 1961 100E and my 1947 E04C 5cwt van will be joining Joe, Gareth and Judith's cars on the stand at Belle Vue. This was decided by popular vote at a recent meeting.

Talking of meeetings, we are due to hold another of our joint meetings with the Mersyside branch on Monday, 18th november - see Mersyside Branch News for full details.

If I don't see you at Belle Vue, I'll see you at the Denton Cricket Club on the first Wednesday of the month.

Bill Ballard

F.S.O.C. — IRELAND

The club had been invited to attend the 5th Annual Enniskillen Rally run by the Erne Vintage Car Club. It was a very well supported rally with approximately 130 cars of all types. The rally took a route around the lovely Lough Erne in Co. Fermanagh of about 80 miles, with a few pit stops for both cars and drivers. The day finished off with a dinner dance, a video of the rally and prize giving. The highlight of the evening was the final of the "Knobbly knees" competition won this year by the one and only Kevin Sherry from Monaghan. There was a short drive on Sunday morning which finished with a wine reception and some music from Joe Cantley on his bagpipes at Castlecoole just outside Enniskillen.

Those of us who could not make Enniskillen attended Birr Vintage Week Rally held the same weekend. This was also well supported and it took the form of a road drive from Birr to Athlone and back with a stop for lunch in Athlone and a chance for a boat trip on the Shannon River for anyone with good sea legs. The main vintage club in Ireland - Irish Veteran and Vintage Car Club held its 21st Anniversary Celebrations on 4th/5th August. Some of our own members took part in this rally. The rally consisted of drives around Co. Laois with some beautiful scenery. Full marks to the organisers Chrissie and Knolly Stokes.

As I write this the last thing I want to think of is Christmas but one must plan ahead and our activity officers John Murray and Mick Jones are busy making arrangements for our Christmas Lunch. They have their work cut out to follow in John Wood's footsteps - he organised last years lunch. This years lunch is being held in the Lucan Spa Hotel, Lucan, Co. Dublin, on Dec 15th. See entry form in this magazine for further details. Bring along a friend and book early to avoid disappointment!!!

Maire Crean.

SOUTH EAST LONDON

Congratulations to Sheila and Tommy Cambell on their getting married recently. They have just finished restoring a Ford Pop upright type, and this I am informed will be used as the official wedding car. I should have some photo's for the next issue. It was also nice to see new faces at the meets, the new members being Peter and Chris (hope I got the names right). During the month of August we did venture outside The Plough, Dulwhich. The expedition being to mount an invasion force against the formidable Reigate group! With seven members and three trusty upright Sidevalves, we made good time down to the Parrot Inn only to find out afterwards that Tony Russell was on holiday. Never mind it was nice to see Tony, Eileen, Mel, Donna and the other members of the Reigate group.

Yvon

NORTH YORKSHIRE LOCAL GROUP

Success at last, we are probably one of the smallest FSOC local groups but our cars must be good. Only 5 members attended Northern Sidevalve Day and no less than 4 went home with trophies!

Sue Richardsons 100E Anglia, Peter Kitching's Model "Y" Fordor and my own 100E Prefect travelled together to Kirkstall Abbey. Brian Eden and Bill Jolly met us there after travelling from York. Sue's Anglia and Peter's "Y" both took 1st in class, while Bill Jolly took 2nd with his much cherished 103E, and I managed 3rd with "Robert". We were of course very pleased!!

August 19th saw Brian and myself at Bob Chestemans Harewood Hillclimb Classic Car display. About 60 cars attended the event which included a road run from Leeds. Other FSOC cars attended including Les Kingan and Terry Rayner (both prize winners at Northern S/V Day) making a respectable Club turn out.

The following Sunday 5 of our Sidevalve took part in the Trailercraft Run for Golden Oldies, a 70 mile road run around the Yorkshire Dales, which was organised by Club member Tony Hackett (sadly no longer a Sidevalve owner). We attended Bolton Hall air display on route and the 40 or so vehicles made an impressive sight as we drove around the main ring before assembling for lunch. We then travelled back to the Revellers Arms at Yafforth for a couple of pints and sandwiches. A very enjoyable day out - Thanks Ted.

York historical Vehicle Rally was held on September 9th and a rather breezy day saw Sue Richardson, Brian, Bill and myself all competing in the same class in the concourse. Sue's Anglia was judged 2nd out of 25 entries (that 100E will be nice when its finished! - sorry!) so the group came away happy again.

Bill Jolly arrived home safely after his holiday in New Zealand but didnt see any F.S.O.C. members. However he says he'll look harder next time as he's going back for his 90th birthday in 1989!

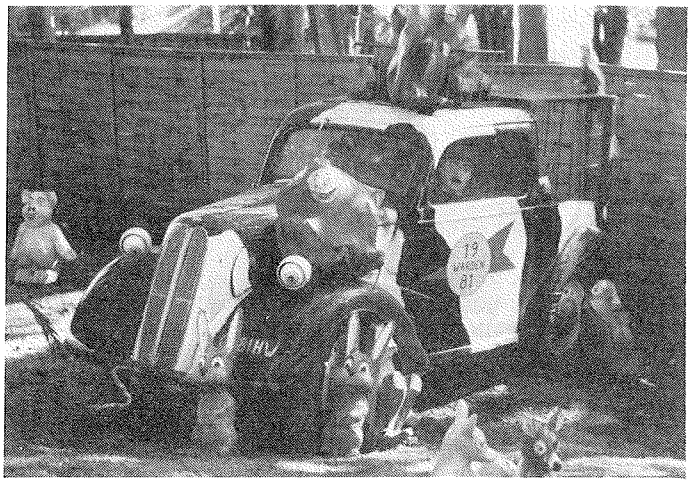
Group Meetings

Sunday 4th November - George Hotel Easingwold, Market Place, Sunday lunchtime.

Sunday 2nd December - If enough people contact me before mid November I will organise a Christmas Dinner, at a pub to suit everyone. (Lets have some response this time, as no-one bothered last year).

Martin Hatfield

MEMBERS LETTERS



A SIDEVALVE ON SAFARI! see letter below

Dear Paul,

You find Sidevalves in the oddest places! This one was one is on an island in a boating lake at North Bay, Scarborough which we visited this year. The driver isn't a member of the FSOC - must be some kind of DUMMY! Sidevalves aren't the sort of car you should MONKEY around with!

Dave Montgomery.

1938 TEN AT AUCTION

May I thank those members who sent me a clipping concerning a 1938 Ten being auctioned. It appeared in various papers in the UK (even the Times) and abroad. However it was a Press Assoc photo and I couldn't use it. The car was owned by a Mr Cyril Fisher of Halesowen, West Midlands, and had remained garaged for twenty years until his death. It was auctioned by a Mr Michael Bridge, but I don't know how much for, or to whom it was sold. Can any members finish the story?

Paul.

OUT AND ABOUT IN THE WEST COUNTRY

Dear Paul,

I thought members may be interested in two events which I attended recently in the West Country.

The first was the two day "Festival of Transport", held at the Yeovil Showground on the 11th and 12th of August. This was the 12th year that the event had been held, and it now attracts exhibitors from all over Southern England and the Midlands. The majority of the show consists of static displays of all types of vehicles - cars, commercials, buses, hot rods and custom cars, motorcycles, historic fire engines and military vehicles. There were 490 cars exhibited, including 14 Sidevalves, many showing Club badges.

In addition to the static displays (numbering over 1,000) there were parades of vehicles, hot air balloons, and many other attractions. The show aims to raise money for charity, and this year about 55,000 people attended.

The second event I attended was a much smaller competitive event, held in the small Dorset town of Sherbourne. This was a car rally organised as part of the town carnival.

This attracted about 100 cars and motorcycles, including 3 Sidevalves.

Both these local events are now well established and well supported. They were the first events which I had personally in my Prefect 100E. I bought the car 2½ years ago, and have been well pleased with it. The car is unrestored and in fairly good condition. The only problem encountered was a faulty oil pump which made an engine rebuild necessary. This turned out to be a blessing in disguise, as the car has run much better since. My wife and I use the car regularly as a family car and we are pleased with its performance. Over the winter we will work on it to tidy up small problems, and hopefully next summer attend some more rallies and shows.

Perhaps we may met a few more members at next years Yeovil Festival of Transport.

THE SQUIRE

'The Squire' joined our family with nearly 100,000 miles on the clock, a seized engine, and a rusted body; £10.00 paid gave us ownership, and prevented that short trip by crane into the crusher. That was 8 years ago. Since then, 'The Squire' has done another 80,000 in daily use, and is again beginning to get a bit tired, and before too long I shall have to 'do the works' again.

Looking very smart, for all the work expended

I had not tackled such a 'basket case' previously, and I sometimes wondered if I were being sensible in my aims, as I found more and more rust. Eventually I got the bodywork up to a reasonable standard, but I know what the paintwork covers, and on the next rebuild, having gained more experience, I hope to do it better. Despite that, the Squire looked pretty good. My choice of colour was non-standard; the original was a horrible green. Instead my railway interests influenced my hand and 'The Squire' ended up in chocolate and cream, setting off the varnished wood well.

The interior required completely re-upholstering. Again the decision to use the car daily, and the importance of a bit of comfort played a hand. With a couple of decent recliners being fitted in the front, although the back seat remains almost standard. Carpet was fitted throughout, and a dashboard, in the style of the original was crafted in turned aluminium. A tool kit was laid out in a flock coated space under the rear floor, and the stereo radio and tape player were also tucked away out of sight. The ariel for the radio was frenched into a little tube mounted just to the rear of the driver's door, this being the only body modification, apart from bonnet louvres.

Fitting louvres in the bonnet proved a practical and worthwhile modification. They proved their worth on more than one occasion. I remember one carnival procession on a hot July day when 12 Sidevalves began the procession, and all, except the Squire, fell by the wayside with overheating problems. We discussed this and came to the conclusion that it had been the louvres that made the difference.

I chose to louvre the bonnet, because I decided to modify the engine. I definitely did not want to fit an OHV. That would have been too easy! And every modified 100E seems to be fitted with one. Instead I collected a big pile of tuning bits, and I have yet to fit some of them. Being into drag racing, the supercharger takes pride of place, but this will not now be fitted until the impending rebuild is completed. The four speed gearbox I feel has been invaluable, helping with petrol consumption, and 'The Squires' ability to tow (more of which later). Other mods include disc brakes at the front, a 105E rear axle, four branch manifold, a cam to my own spec, various aquaplane bits, electric wipers - I cant remember everything. What I have tried to do is to keep the Squire looking reasonably stock, not to modify it in such a way that I cannot return it to original when I choose to, yet have a reliable quick and different car for todays motoring. It certainly gets its share of attention, and I guess is fairly well known in Essex.

The Squire has a hard life. It receives no special treatment because of age. Perhaps it even has to do more than many modern cars. We toured Wales last year, and ran down to Devon for 5 weekends, a 700 mile trip on each occasion. Although used each day, it is at the weekends the car has to work. We attend some shows, often taking our 'accomodation' with us. This was made from the remains of 2 300Es joined back to back, to provide a matching mini-camper. The trailer offers space for two to sleep, plus storage for cooking facilities, blankets, and a tent for the two boys to sleep in. When we go camping, we have a convoy all on our own.

The Squire is part of the family. My wife Lorraine and I have put a lot of effort into the car, without a great deal of cost. The Squire has paid for itself over and over again. Our two boys are as attached to it as we are, and we are certain we shall never part with it, even if other things come along to take its place for a while.

Martyn Babb

WHY SIDEVALVE FORDS?

Whilst attending many club events it is obvious how many younger people own Sidevalves, people not old enough to have owned these cars when they were new. I too fall into this category and would like to explain why I now run a Sidevalve for everyday use.

When I was born in 1956 my parents did not own a car (my mother could not even drive in those days) but my uncle owned a 1934 Model Y DMB 317. This car was always available if my father ever wanted it ; we travelled many miles in it (or so I am told).

In 1959 the Model Y was scrapped and my uncle bought a 3 year old 103E Popular for Y300. This car was light grey with red interior trim and was registered NUN 671. Sadly my uncle was never one for washing or polishing cars but the car, like my uncle, soon became a special character. Being the owner of a small holding and the owner of only one vehicle I can remember many times travelling in the front of the Pop with the calves in the back seat and bags of animal feed stacked on the open boot lid! Like many 103E's this car suffered from non-existent window winding mechanism on the drivers door, and by this time my mother had learned to drive and was ready to take her driving test. To keep the window closed a wedge was used between the glass and the top of the door. The day of the driving test was very wet, and my mother recalls the driving examiner opening the door for her and slamming it shut only for the wedge to fall out and the window drop into the depths of the door - a very wet driving test, but she passed first time! When the rear axle became too noisy for comfort and many sacks tied round the axle failed to stop the noise, it was decided to fit another one. The only one suitable was purchased from a breakers yard some 20 miles away, and the only way to get the axle home was to leave the wheels on and tow it behind the Pop! The stories attached to this car are too numerous to tell but it was eventually scrapped (a VERY sad day) in 1967 and my uncle bought a 1952 E493A Prefect which lasted 2 years before being scrapped (all uncles cars went the same way). Next came a 1955 100E Prefect which was sold after my uncles death in 1970.

After my mothers success in her driving test she bought a 1957 100E Anglia in Litchfield Green. We always considered this car as being unlucky - on its first outing it stopped and had to be towed to a garage. My mother has never owned a green car since. The Anglia was eventually sold in 1968 and replaced by a Corfe Grey 1957 Prefect. This one was much luckier and did sterling service until 1973 when it eventually went the same way as all the others.

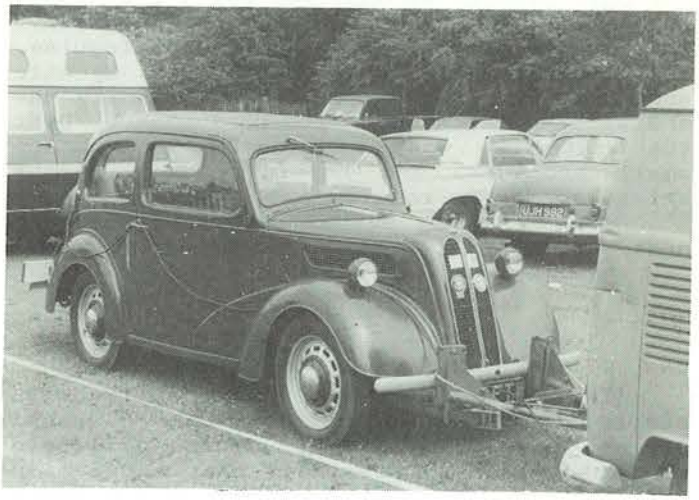
By this time I had passed my driving test (in a Cortina) and after running a succession of Morris Minors I purchased a 100E Pop in 1977. This car had done 129,000 miles when I bought it and had nearly done 180,000 miles when I sold it last year for £200 (this one at least did not end up in the scrap yard). Since then my everyday transport has been a 1959 Prefect in Monza Red, hence its name - Robert (Red-Ford!!).

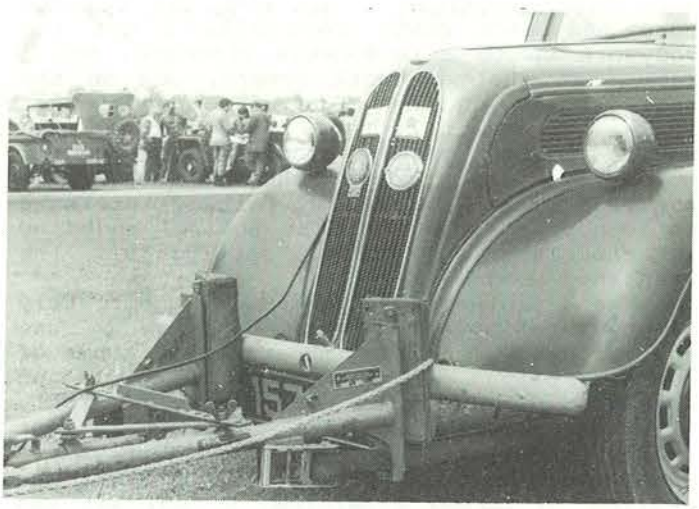
So you see I have been brought up with Sidevalves and my only ambition is to own a grey 103E although not for transporting calves!!

Martin Hatfield

WOT NO DRIVER ?!!!!!

On the way home from the Bromley Pageant someone was using a self steering device to tow home their 103E - what a sight!





Is this classed as "trailered to the event"?

Bruce Palmer

NEWS AND REVIEWS

NEW MODEL KIT OF A "Y"

Scale Link Co have produced a 4mm model of a 1933 "Y", priced at £3.45 plus 35p p&p. It is available from them at 42 Appleby Close, Twickenham, TW2 5NA. I hope to be have a rewiew copy shortly.

Bruce Palmer

FORD 100E LASER

Following on from the occasion last year when Bruce Palmer and myself attended a photo session with our cars for the Ford dealer magazine, the following event took place in June:

Phoenix Garage of Sutton, Surrey, had arranged a "champagne buffet" at their premises for the launch of the new Sierra and Capri "Laser" models. Local fleet buyers and businessmen were invited to inspect the new models plus other examples from the Ford range. In addition, Phoenix wanted to show my 100E, it being the car featured in Ford's dealership magazine. Unfortunately, my Popular is undergoing a slow (but methodical) rebuild, and so I telephoned Tony Saunders who was only too pleased to attend in my place.

When I arrived at the event early in the evening, there were crowds everywhere. The Phoenix workshop was cleared of all tools and machinery and the cavernous shop was decorated out with regalia and new Ford models everywhere. As things turned out, however, most of the attention of the visitors centred around Tony's 100E, with the other cars barely being noticed. For about an hour we chatted to the guests and enjoyed the 'buffet and champagne' until 8.30pm when the show began. Half an hour of laser lights, fireworks and music culminated in the unveiling of the new cars. But oh dear! What a disappointment! The new Sierra and Capri looked like the old ones! Perhaps the transfers on the body sides and the gearknob were different? Anyway, the show was very good, and what fun with all the laser lights flashing round the blackened hangar, flares and strobe lighting banging away. Why, at one point I looked through the windscreen of Tony's 100E and imagined how a 100E would look in the next "Star Wars" film!

Mel Smith

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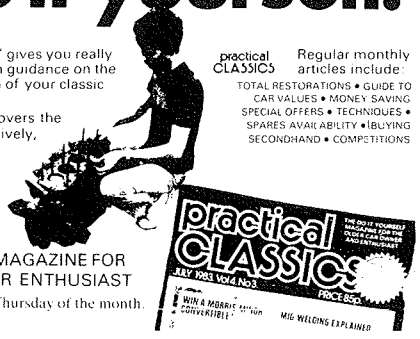


practical CLASSICS
THE ONLY DO-IT-YOURSELF MAGAZINE FOR THE CLASSIC AND OLDER-CAR ENTHUSIAST
From your newsagent on the second Thursday of the month.

FIBREGLASS PARTS

Following the mention of GRP parts available for the 103E we have been advised of the latest prices from another manufacturer - MAKO Fibreglass, Unit 282, Tangmere Aerodrome, Chichester, W. Sussex Tel 0243 781651. They are associated with Geoff Jago's customising business who have a very professional reputation - but again we have not seen the parts so can't vouch for the quality....

103E standard front wings	£27 each
" " rear "	£14 "
" boot lid	£32 "
" sills	£20 pair
running boards (7Y ?)	£34.50 pair

all prices inc VAT

MOTOR 100

THE WORLDS BIGGEST EVER MOTORING FESTIVAL

As many of you will have read in the press, Silverstone Circuits Ltd have now annonced their plans to stage the world's biggest ever motoring event, being held to commemorate the Centenary of the motor vehicle.

Entitled "Motor 100, A Century of World Motoring", it will take place at Silverston Circuit, near Towcester, Northhamptonshire over the three days of the 1985 Spring Bank Holiday (May 25/26/27) and comprise a staggering 8,000 to 10,000 exhibits drawn from every corner of the globe.

Indeed, invitations are being extended to all the world's vehicle producing countries. Each will be allocated sites around the perimeter of the track, and be encouraged to create displays that will portray the history of their motor vehicle and allied industries, in a suitably graphic and dramatic way.

Furthermore, the motor clubs will be situated in the inner area of the circuit where they will play a major role in the theme displays encompassind every period and type of motoring from veteran motorcycles to custom cars, and historic commercial vehicles to racing cars.

However, "Motor 100" will be more than just the greatest static show of motoring ever assembled, for throughout the duration, Silverstone's world famous track will be fully utilised. Visitors will be treated to the sight of demonstrations and parades of everything from veteran road vehicles and early land-speed record cars to Grand Prix cars of all ages.

Our Club has been invited to participate in this event, and it is an opportunity to promote the Club that must not be missed . Offers of help should be sent to Peter White, at:-

11 Ireton Place
Grays
Essex
RM17 5LT

CLUB NOTICE BOARD

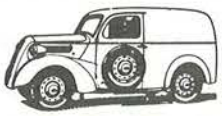
THE GEN. SEC WRITES

I would like to congratulate all the Sidevalve Day organisers who put a lot of effort into making this year's event a big success, and hope that next year's events will be equally successful.

Next year is the 100th anniversary of motoring and to celebrate this a large event, incorporating all the car clubs, is being held at Silverstone on the 25-27th May. [SEE THE REVIEW ON THIS PREVIOUS PAGE - PAUL] The event is to be known as 'Motor 100'. The Club is starting to organise it's stand for the event now. Would any members who would be interested in helping with this event please contact Peter White, our Events Co'ordinator.

Could I also make a final plea for someone who can do book keeping to come forward. The Club really does need to keep the books straight, otherwise we will have to go to an outside firm of book keepers for this, which will cost the Club several hundred pounds. Please if yoy feel you can help do contact me.

Shirley Wood



5 CWT. VAN
(Model "E04C")
1940/48
(Model "E494C")
1949/54

BERNARD J. ALLEY

It was with deep regret that I leant of the sad loss of Bernard Alley, who died last month following a road accident whilst on his way to holiday in Italy, or "the land of the Fiats" as he jokingly put it in his last letter to me.

Bernard was a fellow 5cwt van fan, as you will recall from the reports on his painstaking restoration in previous magazines, and we corresponded a number of times over the past three years or so, exchanging information and parts. I will always remember the occasion when Bernard made a bee-line for my van, and armed with camera and cardboard templates, proceeded to record all the vital statistics not found in workshop manuals!

The club has lost a very enthusiastic member, and I only hope another Club member will be able to complete his van's restoration with the same thoroughness and determination.

John Skinner. Chairman

CONCESSIONARY DUTY RATE

To help explain the situation we reprint the following, courtesy of the "Southern Counties Historic Vehicle Preservation Trust".
B.P.

"No doubt many of our members will be aware that the change in the vehicle excise law, introduced in the 1984 budget, affects the rate of duty payable for vehicles registered before 1st Jan 1947.

The DVLC Swansea have advised the Trust that this change removed the 7hp restriction on the concessionary rate. As a result, ALL vehicles licenced in the "private" taxation class, which were registered in GB under the Roads Act 1920, or in Northern Ireland under this act, prior to the 1st Jan 1947, are entitled to pay duty at the concessionary rate of £60 per annum.

Any licence applied for on or after 14th March 1984 in respect of such vehicles will therefore be entitled to the concessionary rate. However this does not apply to vehicles registered before 1st Jan 1947 by the armed forces or those registered abroad.

All vehicles which have a computer generated Registration Document, (V5), showing a date of first registration before 1st Jan 1947 may apply for a licence at the lower rate. Where a licence is due for renewal, reminders sent out will show the correct rate of duty. These can be used to re-licence at a Post Office.

DVLC acknowledge that the date of first reg shown on their records is not always correct. Some of you may have evidence that your vehicle was registered prior to 1st Jan 1947, although your current document shows a later date. In these circumstances, an old style (GREEN) log book (VE60) can be accepted as evidence by a LOCAL LICENCING OFFICE and a preferential licence issued immediately. The VE60 together with the computer produced registration document must then be forwarded to DVLC for their records to be amended accordingly, and a new registration document issued.

Any other requests for a change to the date of first registration MUST be forwarded to DVLC for consideration. Requests should be sent to:- Mr A Newport, Policy Vehicles Branch, D9, DVLC, Swansea. Include the current V5 and copies of any documentation to support the change.

PAYMENT OF FOREIGN CHEQUES

The Club is having difficulty with cheques sent in by oversea's members. Will they please ensure that all cheques are mde out in "Sterling on London". Otherwise they may have to be returned.

The alternative method of payment is directly into the Club account, and the member's bank should be liable for any charges incurred.

Please indicate intended method of payment when enquiring about spares availability.

100E REGISTER

by Mel Smith

I am trying hard to persuade the Spares Company to remanufacture front windscreen rubbers for 100E's, as my contacts are reporting despair over leaks and windows literally falling out!! Unfortunately the ones that Edgeware Motors sell are unsuitable [SEE POP & PREF REG FOR BRUCE'S COMMENTS - PAUL].

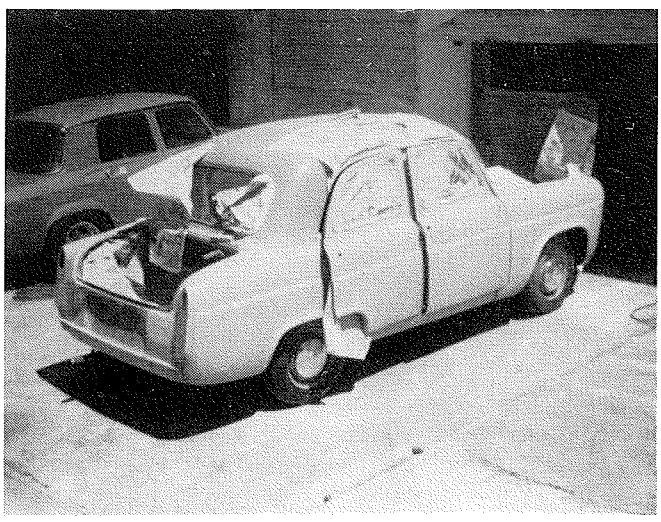
Down in South Africa John Hampson has completed work on his 100E Prefect, and has written me the following letter which is more a "short story" of Sidevalve motoring.

Dear Mel,

Thank you ever so much for the running-in stickers and 100E register badge. I appreciate your kind gesture in this regard.

In your letter you enquire about my 100E Prefect and my interest in Ford Sidevalves. Well, to begin with, my interest and remembrances of Ford Sidevalves stems from my pre school going years. It began with an American 1939 Ford V8 Sidevalve Delux owned by my father and already almost ten years my senior when I was born. My first fourteen years of motoring was remembered in this car.

My first encounter with small Ford Sidevalves, I think, was during my fifth or sixth year. At the time our family was staying in Umtath, now capital of the Republic of Transkei. Our neighbours were a young married couple who, at the time, having no family of their own, would take me with them to matinees at the local cinema on a Saturday afternoon. Our journey to and from the cinema was in a 1951 E493A Prefect. How grand it was to ride in a modern car compared to our 1939 V8. Further excitement awaited me as a year or so later "the new Prefect" became available and soon my journey to the cinema was to be in one of these. Thus, my first introduction to the 100E series.



John's car during a very comprehensive rebuild

Contact with Ford Sidevalves seemed to continue. Some years later, we moved to East London. The Sidevalve in my life then was a 103E Popular belonging to an aunt. I, at the time, not being old enough to drive, she would on some visits allow me to drive her car up and down the drive way.

At about this time, I can recall there taking place at our local Ford agents - Grosenor Motors, East London - a competition. The competition may have been country wide, I can't be sure. Parked in the garage show room was a 100E painted a pinkish colour. The competition was to give this colour a name, the winner to receive a brand new 100E as a prize. The winning colour name was "Protea" - very appropriate, for South Africa has one of our indigenous wild flowers, the Giant Protea is pinkish in colour.

During the later part of my High School career, myself and two friends started racing Go-Karts with a lot of help from the one friend's father. He was always assisting with the design and construction of our karts as well as providing us with transport to and from various race tracks. His daily transport - a 100E Escort. What a battle up and down hills four up, loaded with tools and spares and towing a trailor with go-karts behind.

It is strange but one normally finds that the cars people collect is determined by those encountered during his early life.

Some three years ago, I saw an ad in one of our local car mag's "1949 Ford Prefect, R10 (= £5) and tow it away". Well, how could one refuse such an offer! So, much to my wife's disgust, we had an E493A Prefect. The body number of this car is 427 and I believe is the oldest E493A known to the club.

The car, having stood for many years, had been attacked by mice and children. A complete rebuild was commenced with.

At about this time, I joined the "Ford Sidevalve owners Club". I must say that the assistance from the club, especially that from Andy Main and Steve Waldenberg has been very helpful. Also in order to make contact with the local old car fanatics, I joined the "Piston Ring Club" here in Johannesburg.

Progress on the E493A continued but I felt I was missing out on the local club activities. I then began to look for another car, in running condition, a Ford Sidevalve, of course. After seeing an advert in the newspaper, I purchased my 1953 100E Prefect. The car was rather unique as it had been in one family since new. Originally, it was purchased new by a Mr. Tubholme in 1955. Amongst his home movies he has some film showing my car at his wedding and during his honeymoon. After some years service in his hands, he gave it to his parents. On the death of his mother, the car came back to him. Not having any use for it, he advertised it for sale - the price R700 (£3500. This was the ideal car for me as it was running and had only some 80,000 miles on the clock. Not wanting to spend too much money, an offer of R350 (£175) was made. The family being sentimental about the car preferred to let it go to an enthusiast and my offer was accepted. That was two years ago.

What might be of interest to England members is the fact that all English type Ford Sidevalves available in South Africa up until the end of 1949 were imported. The first small Ford Sidevalve manufactured in South Africa was an E493A Prefect which came off the assembly line at the Ford factory in Port Elizabeth on the 7th November 1949.

PTO

My 100E is therefore South African built and a 1955 model. This is easily determined by the code (100E P55). I would say it was manufactured early 1955 for the following reasons:-

1) Engine No.100E 65205 - which is pre January 1955.

2) 7" dia. drums - brake drums were changed to 8" in January 1955.

3) Accelerator foot rest - first fitted in October 1954.

4) Generator and starter motor manufacture dates are both late 1954.

All windows of the car are tinted (window motif is "Glareproof"). This was probably for South African conditions. I would be interested to know if anyone in England has a 100E with all windows tinted.

Similar to "Practical Classic's" 100E project, I decided that whilst work was carried out on the car, it would remain on the road all the time. As the "Piston Ring Club" has a meeting on the third Sunday morning of each month, plus many other rallies etc. Planning of the work was very critical. My strategy was that by each club meeting, some further improvement would be done.

First and foremost was to get a roadworthy certificate. In South Africa, one only has to obtain a roadworthy certificate on change of ownership. Although the car would probably have passed a roadworthy test immediately, I felt it a good idea to pay special attention to safety aspects before going to the Traffic Department.

Firstly, the engine and underside were thoroughly washed and steam cleaned. All rubber suspension bushes, both front and rear were replaced. Also, Macpherson strut thrust bearings were replaced. The original thrust bearings were destroyed by what looked like an accumulation of water in the bearing housing. To prevent this from happening again, the top covers have been sealed with silicon sealer. By the way, when I purchased the new thrust bearings, I was told that they are the same as the 105E Anglia.

Secondly, the brake system was completely rebuilt, which involved replacing shockers, all flexible hoses, homing wheel cylinders and master cylinder, then fitting new seals.

Unfortunately, the original front rubber mat had been destroyed by brake fluid so a carpet was fitted, together with a gear lever gaiter from the Prefect register.

The result of a lot of careful work, and attention to detail

After greasing all necessary points, topping up struts, fitting two new tyres and engine mountings, we were ready for roadworthy - which was passed with flying colours.

I must mention that in this part of the country, being far from the coast, we don't have a rust problem. The only rust on my car was on the sill extension of the front mudguards and a couple of bubbles around the left rear wheel arch.

Over the months that followed, work was continually carried out to improve the car.

Draught excluder was ordered from Edgeware and enquiries were made as to whether a windscreen rubber was available. The excluder duly arrived but at the time, a windscreen rubber was not available. The excluder was fitted and as a replacement for the windscreen rubber, a standard type rubber was used with a plastic chrome filler. Since then, Edgeware have manufactured the original rubber. This will be fitted, together with original chrome beading, in due course.

One evening our club was invited to a film premiere. On the way to our rendezvous, the Prefect developed total brake failure (pedal on the floor)! Whilst waiting for everyone to arrive, I firstly checked the master cylinder fluid level, expecting to find it empty. Wrong! it was full, in fact it seemed more than full. Secondly, I bled the pipe from the master cylinder. Once again, there were brakes! This did not last as at the next attempted stop, they were once again zero. The hand brake had to be used for the rest of the evening.

The following evening, I inspected the brakes more closely. Again, I noticed that the master cylinder reservoir wasfull, I removed and stripped it. The bore was honed and, as the face at the end of the bore where the reservoir inlet is was badly pitted, a special tool was made and this surface remachined. After assembly with a new kit, the master cylinder was refitted and the system bled - perfect! But, after reversing the car out of the garage, in order to pack away and clean up, the brakes were again gone. Getting out of the car, I noticed that without applying any brake pressure, the brake lights were burning dimly. Thinking that there must be a wire off on the pressure switch, I climbed under the car to have a look. Both wires were secure, but on touching the switch, I found it to be physically hot. A new switch was immediately fitted, system bled and since then, everything has been fine. I think what was happening was that the pressure switch was arcing across it's contacts, heating the brake fluid, causing bubbles in the system.

When the car was purchased, the petrol gauge was inoperative. One Saturday, I decided to rectify this defect. The circuit was checked and found to be correct up until the tank sender unit. After draining the tank, the sender unit was removed. It's resistance and wiper arm was inspected and adjusted. Prior to re-installing the sender was connected in circuit and by physically moving the float arm up and down, the petrol guage worked. So, the sender was installed and the tank filled - but the gauge stayed on empty. Once again the tank was drained and the sender unit removed. The float was inspected - what can go wrong with a cork float? I did notice that it was covered with a type of fungus. I tried it in water and it floated. Once again it was fitted but to no avail. The gauge still would not register.

Out of desperation, I made a hook in a brazing rod and fished hold of the float through the filler cap. By pulling the float up the petrol gauge registered. This proved that, electrically, all was in order. Therefore, the problem was that the float would not float in petrol. The sender unit was again removed and in place of the cork float, a cylindrical metal type was fitted and all worked perfectly.

As the Prefect, prior to my purchase, had been used by elderly people, the body had received numerous bumps and dents. The worst damage was to the right front caused by a meeting with a gate post. Damage consisted of a badly buckled right front mudguard and a tear in the front panel below the headlight. The grille also required some repair. Besides these repairs, other work necessary to the front was the removal of rust in the lower sill section of the mudguards and as the paint on the bonnet was peeling, removal to metal was required.

Duco was mixed to the original colour. In order to check the colour match, the wheels were prepared and resprayed. Hubcaps were not refitted as they were badly damaged. After many months of searching for replacements, new ones were imported from England with Steve Walenberg's help.

Later the front body panels were stripped off the car and the necessary work carried out. After paying special attention to alignment, the body panels were refitted and resprayed.

Meanwhile, I continued to use the car each month to car club meetings plus many other events including rallies, fun runs, an economy run and a gymkhana.

Over the Christmas break (our summer) the remaining body work was repaired and resprayed - all work always being done by myself.

The next big job was to re-upholster the seats. Being somewhat of a perfectionest (this is what I am told), I decided to do the upholstery myself. I attended an upholstery course at a Technical College, bought a second hand industrial sewing machine and did the seats to the exact original pattern. Mel, I've enclosed a series of photographs which, as I am no scribe, may tell a better story.

At the moment, I am busy repairing the rear bumper before rechroming. After this there are no more big jobs to be done on the 100E, so I must get down and complete the rebuild of my 1949 Prefect E493A. No doubt, as I find parts which are better than on the 100E, they will be swopped around.

What I would very much like to obtain is a new petrol filler grommet and tail light rubbers. Are they available in England?

During my searching, I have found the remains of a pre-war 10HP German Eifel with extended boot. It will take an enormous amount of work to rebuild. Nevertheless, it being left hand drive, will make a very unique motor car. I would be very interested if the Ford Sidevalve owners club could put me in contact with Eifel owners so that I could obtain more detail about this car.[MEL WILL FORWARD ANY INFO - PAUL]

Thanks once again for the register badge and stickers.

John Hampson

I am sure you will agree that John's letter is a very interesting and comprehensive tale.

Thames van at Wrotham Classic last year - note the addition of side windows and non standard chrome headlamp bezels

Thames van at National S V Day last year - but (a personal opinion) it looks a bit "dressy" with sun visor and chrome for a "work horse". Much better as standard, and rarer too!!

Thames van at Southern S V Day, 1982 - one of the best in the Club. Totally standard and an extreme rarity.

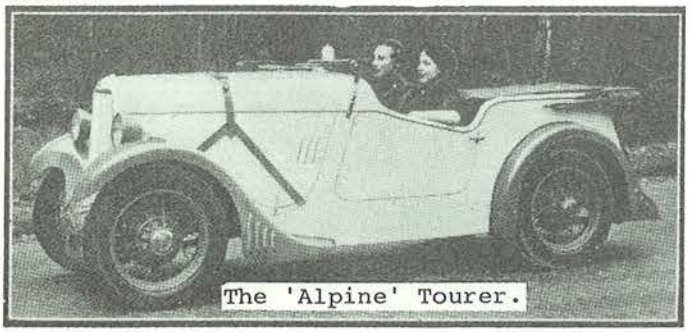
Mel Smith

THE PRE-WAR REGISTER

by Yvon(Ivan) Precieux.

REGISTRAR'S COMMENTS

Although the Ford Motor Company listed only the two passenger models on the 8hp 'Y' type chassis, some prominent Ford dealers decided to meet the requirements of that section of the motoring public requiring something different from standard by supplying the 8hp Ford mounted with special bodies and equipment. The performance of these light special sports vehicles cannot be denied and some of the various modifications carried out in the early thirties can still be found in the specials of the fifties and early sixties. In fact, the swing axle conversion was first fitted to a purpose built racer of the 8hp type built by the Ford Motor Company, which was used by Sir Malcolm Campbell in successful meets, the vehicle being capable of speeds in excess of 100mph. However, for prospective owners who preferred something different but not too hairy, the following models from Ford dealerships were available.

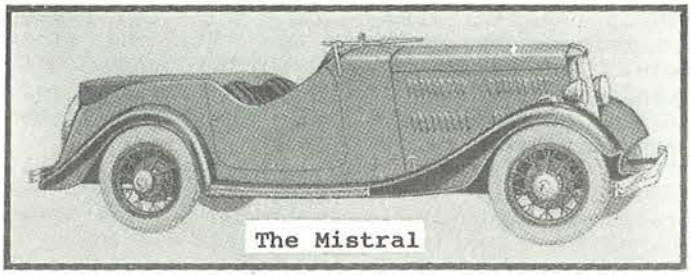


The 'Alpine' Tourer.

This model was fitted with an ash framed body, panelled in steel, with the customer's choice of the cellulose colouring. To achieve a low driving position and yet retain some standard of comfort, the radiator cowl and steering column were lowered, whilst the dropped doors provided elbow room on long journeys. Tandem electric wipers were fitted to the windscreen which was designed to fold flat in the forward position. The body interior was naturally leather, supplied in a choice of colours with the rear seats, when not in use, being protected by a tonneau cover. For weather protection, a quick lifting hood together with sidescreens was provided. The hood when not in use folding neatly back without being obtrusive. A finishing touch to the exterior was given by the louvred mudguard aprons and the racing bonnet strap. Body colours could be had in a combination of any two of the following:- Motor Ivory, Electric Blue, Light Grey, Dark Grey, Arrow Green, Red, Black, and Fawn. Upholstery colours could be had in Red, Green, Blue, or Brown with hood material in Grey, Green or Black with coloured piping.

The 'Mistral'

As with the 'Alpine' this model was fitted with ash framework except with aluminium cladding. Dropped doors were utilised and a folding windscreen with just one wiper was fitted. Upholstery was leather as was the norm and similar to the 'Alpine' a tonneau cover protected the rear seats with foldaway hood and rigid side screens for inclement weather. Front and rear chrome plated bumpers adding the final touch.



The Mistral

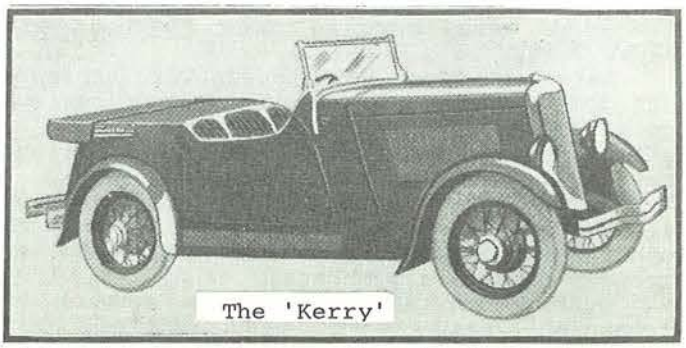
Body colours were as follows:- Red, Green, Blue, Grey or Black in a combination with Red, Blue or Green. The Mistral was marketed by Bristol Street, Birmingham 5. A number of extras were available to those owners who preferred a de-luxe type model. These were:-

Body in special cellulose (One colour or a combination of two).

Special upholstery, carpets, colour for the all-weather equipment.

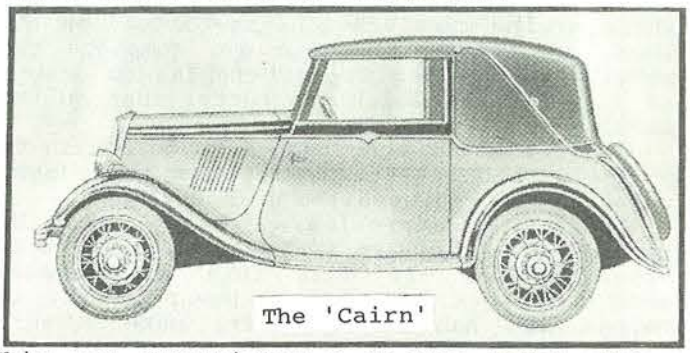
Special exhaust system.

Tandem windscreen wiper.



The 'Kerry'

This sports body was fitted with helmet type wings, with a dropped louvred side panel in place of the normal running boards. Steel panneling was used over the ash framework with dropped or cutaway doors and a lengthened multilouvred bonnet. Accessories such as windscreen and weather equipment were similar to the other sports models. Seats were of the bucket type and a 'Brooklands' type steering wheel was fitted. This model was marketed by W. Harold Perry Ltd, Invicta Works Ballards Lane, North Finchley, London N12.



The 'Cairn'

This was essentially a de-luxe model with a Tickford type close coupled drophead foursome coupe, ash framed with steel panelled bodywork. Access to the luggage compartment being obtained by a hinged squab at the rear. The front bucket seats and the rear, as with other models, were covered in hide. Pleated pockets in the doors combined utility with a de-luxe appearance to which fillets in highly polished natural wood provided the final touch. The hood was of water proof Twill lined on the inside with cloth and fitted with an interior light.

Other features on this particular model were a one piece safety glass windscreen fitted with an electric wiper, designed to fully open out from the bottom, and safety glass frameless windows that wound down into the doors. This model was also marketed by W. harold Perry.

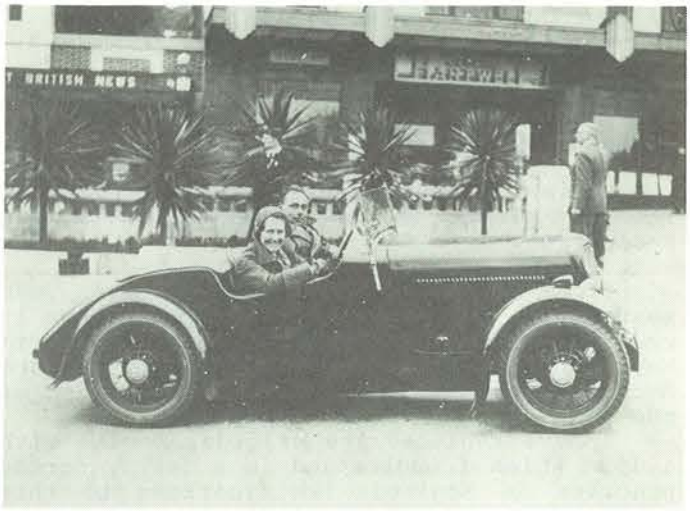
Bob's 1935 Mistral

Members Profile

Bob Wilkinson hails from Steve Waldenberg country, Leeds, and owns the tourer depicted in the photo. The vehicle is a 1935 'Mistral' and has Jensen designed bodywork. The tourer requires a little bit of work to make it mobile and Bob would be pleased if someone could locate a radiator front. She should be on the road in '85, with a blue/black colour scheme.

One From the Archives

The first German small sidevalve Ford was known as the Koln. This contemporary publicity illustration shows one of the distinctive drophead coupe bodies.



Another archive shot

Can anyone guess the model, and are they smiling or gritting their teeth ?! If you think they are smiling then you haven't ridden in a special over rough roads.

Cover Story-Comments by Graham Game.
"The photo shows a 1935 5cwt 'Y' van parked alongside a model 'Y' tug. It is interesting to note that the van became a mixture of both short rad and long rad types. This one is fitted with the long rad grille, bonnet, wheels and front wings. The side lamps and door handles are however from the earlier 32-34 short rad model. Bearing in mind the controversy over door sides it can be seen that the vehicle is fitted with the small door and not the large door as fited to the Tudor saloon. The purists should note that the 'Y' van from late 1933 onwards did not have front bumpers."

The model 'C' van and pickup (they do exist) which came out in 1935 did infact have both front and rear bumpers fitted, which further adds fuel to the fire.

During the summer I have managed to purchase a few head and sump sets for those of you with the early cam driven engines with the smaller sumps. As mentioned the set includes an asbestos type head gasket, cork sump gaskets, the other ancilliary items being the exhaust, fuel pump, timing chain and carb gaskets.

Can you spot Mike Dawes, in "tug a Pop"?

The Special Register

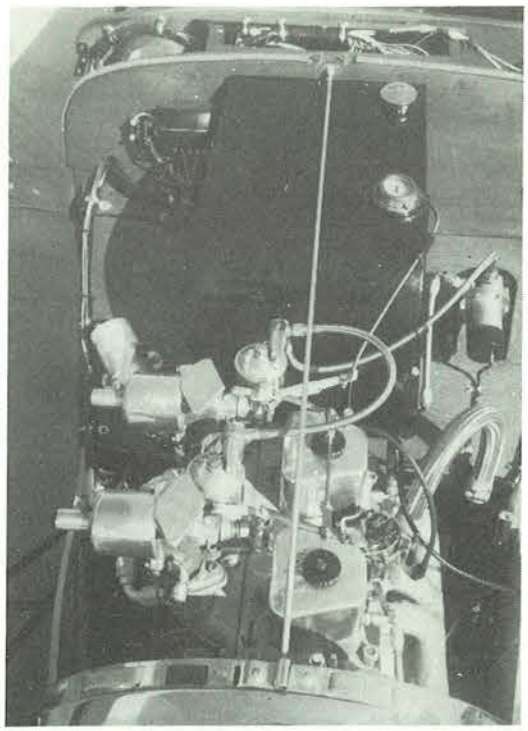
by Martin Ortell-Shaw

MEMBERS PROFILE

Louis Laflin lives and writes from Phoenix Arizona. He has rebuilt a 1947 Morgan F-Super and says :-

"I have just about completed a seven year restoration of this trike and hope to have it ready for the vintage races at Laguna Seca in May. These races incidentally will feature Morgan as the honoured mark in recognition of the companies 75th anniversary.

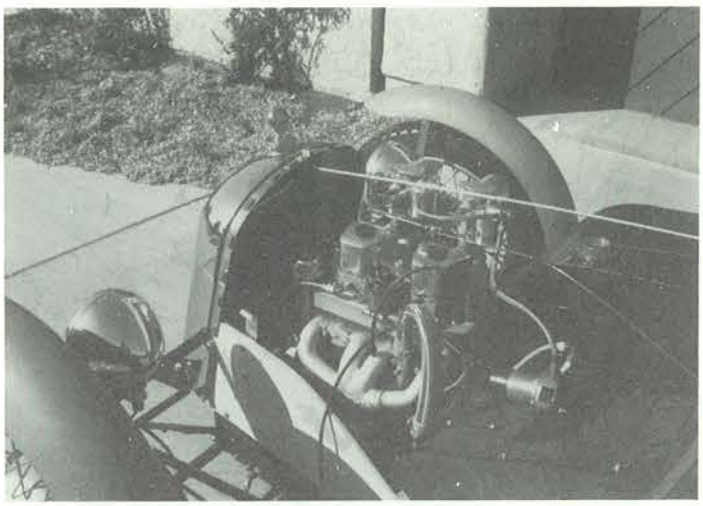
I have replaced the original engine with a 100E which I understand is a fairly common practice in England. Modifications to this power plant include an Elva I.O.E. head, a sports cam, an Aquaplane exhaust system and a dual carb manifolw with two downdraft S.U. carbs. As to the carbs, I never realized that S.U. made this style prior to acquiring them from a junk yard.



A very nice shot of the downdraft SU's fitted to the "trike"

The various bits were collected piecemeal from sources all over the U.S. and Canada. At the time of writing I have not started up the engine, but plan to do so shortly. Hopefully I have put it together correctly!

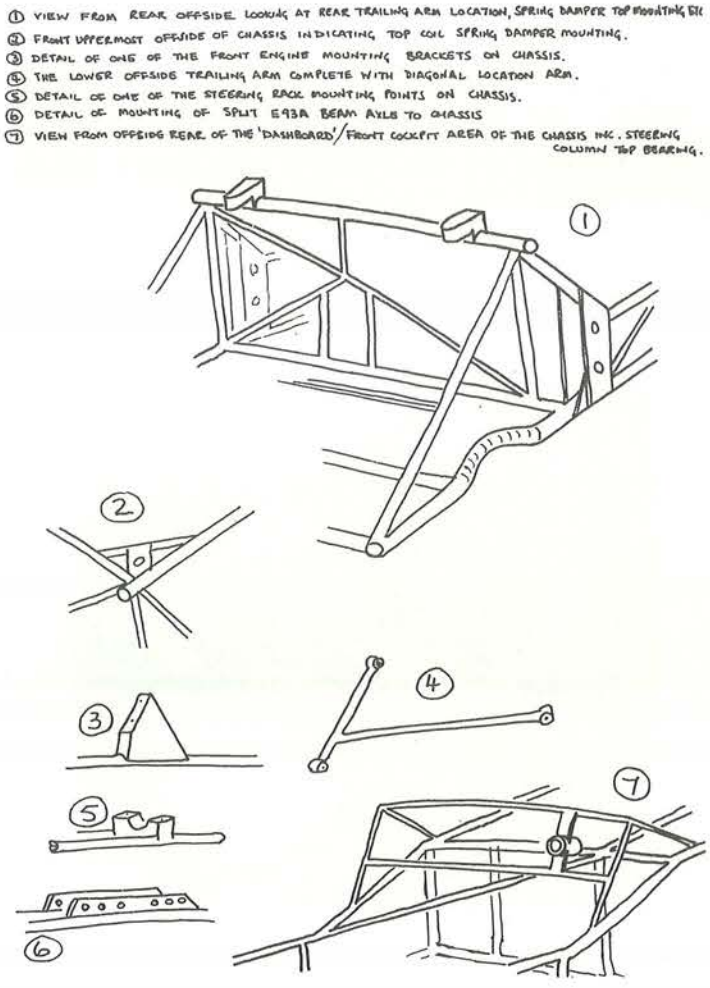
Which brings me to the point of this letter. I would greatly appreciate any data which other members may have on either the Elva conversion or the S.U.'s. One source tells me that this S.U. was an inherantly bad design, and should be replaced with the more conventional sidedraft version.



Note the Aquaplane exhaust system

Obviously any information sources regarding the tuning aspects of these conversions, or the 100E in general would be most helpful."

I am afraid I know very little about the Elva I.O.E. head, nor the downdraft S.U. carbs. Please let me know if you can help with information, and I will send it on to Louis.



SPECIAL IDENTIFICATION can you help ?

From the illustration can anyone identify the make of this chassis? Can any Buckler owners help? Further details of the car are over the page.

It is registered WRT 983, the year being July 1957. The back axle is E93A modified with brackets welded to it to take trailing arms and coil spring damper units. Steering is rack and pinion (possibly BMC) with standard Ford hubs / kingpins, and a split beam axle to make the suspension independant with coil spring damper units. The steering column has a joint in it a bit like a CV joint. There are four radius rear suspension arms, one of these has another diagonal arm fixed rigidly to it. This passes across the car pivoting to the chassis on the opposite side to the radius arm itself.

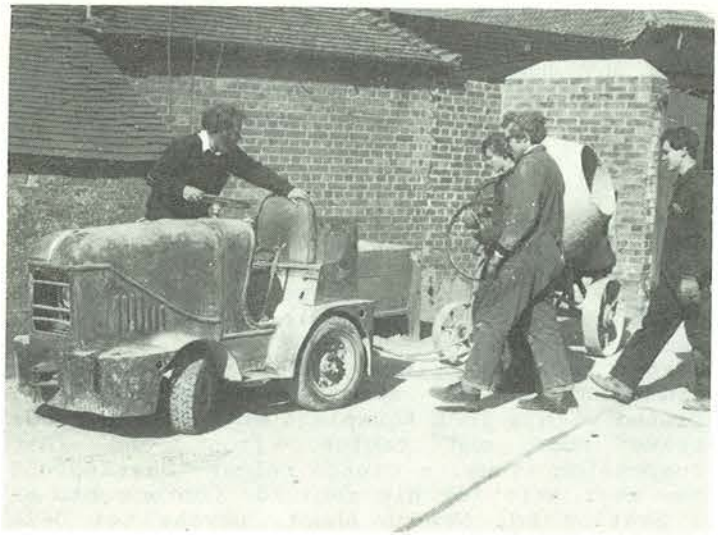
SPECIAL COMPETITION INFO NEEDED

I would like to hear from Special owners who compete with their cars, as I hope to write an illustrated article on competition past and present. I am afraid I am not into competition, and my knowledge is very limited so I do need some help! It would be nice to feature all the makes of car that have been in competition with each other eg: 1172cc formula - Bucklers, Dellows, Morgans etc.

IFS INFO NEEDED

I also require photos or drawings of all the different types of front independant suspension, with details of how it is set up and located.

PLEASE SEND ANY INFO DIRECT TO THE SPECIAL REGISTRAR



The Lansing Bagnal tractor described by John, in the article alongside.

SIDEVALVE SIGHTINGS

RUNNING A SIDEVALVE as weekend transport, if not everyday transport, has its rewards and is indeed a very good way of advertising our Club. Visits in my van to my father's house in Storrington brought news from a near neighbour of a Lansing Bagnall tractor at the local Marley works, the last of three similar tractors he used to repair for the works at the garage where he worked. Following a phone call very early one Monday morning from the head storeman, Mr F Kite, a visit was soon arranged to inspect the vehicle.

This Lansing Bagnall tractor model AF10 was made c.1952 and is fitted with a 10hp Ford Sidevalve engine and gearbox, driving a Lansing Bagnall rear axle, giving very low tractor gear ratios. This one was in good order, considering the hard use it must have been put to in pulling trailor loads of Marley blocks around the works, and the second gear suffered accordingly, hence the visits to the garage for repair! The tractor was no longer in service, and worse than this, the works were due to close the following July. I immediately thought of the Chalk Pits Museum at Amberley as a possible temporary home for the tractor and Howard Stenning was duly contacted. Following negotiations, I was pleased to learn that it had arrived at the Museum in April of this year, just over a year since my visit to the Marley works.

At the Vintage Vehicle Gathering at the Museum on April 15th, the first attempt was made at trying to start the engine, and after changing the flat front tyres, giving the plugs and points a quick clean, and curing a sticking valve with a screwdriver poked in through a plug hole, it fired straight away, much to the delight of several Sidevalve Club members assembled to watch the spectacle! And as can be seen from the photograph, the tractor was soon put to work, with the Museum Director, Ian Dean, about to tow away the cement mixer. So, when you are next at the Chalk Pits Museum, don't forget to look out for this quite unusual Sidevalve.

The 10hp engine is a Ford Industrial Unit and as mentioned earlier, drives through a standard gearbox via a Layrub double universal coupling, with all axial and radial displacement taken up by rubber trunnion blocks, to a heavy duty fully floating rear axle with worm gear and differential rigidly mounted on the chassis frame, giving speeds at 2500rev/min of 11.5mph (18.5kph) in third gear, 6.5mph (10.5kph) in second, 3.8mph (6.1kph) in first, and 2.9mph (4.7kph) in reverse. The front axle is a forged carbon steel beam mounted on two semi-eliptic leaf springs, each with an extra damping leaf. The steering box is a Marles double roller and cam unit. Girling hydraulic brakes are fitted, with a mechanically operated hand brake on the rear wheels, as one would expect. Pressed steel divided type wheels are fitted, which are quickly detachable and permit easy removal of the tyres; 18 x 7 front and 23 x 7 rear. The overall length is 6ft 4.1/2ins (1943mm), overall width is 3ft 10ins (1168mm), overall height is 4ft 4ins (1321mm) and the wheelbase is only 3ft 4.1/2ins (1028mm), giving a turning circle of 13ft 4ins (4064mm).

John Skinner

POPULAR & PREFECT REGISTER

by Bruce Palmer

REGISTRARS REPORT

Not too much to report this month - after National Sidevalve Day my 493A hasn't been out of the garage. Though by the time this has been printed I hope I will have met some of our "southern" crowd at the "All Ford Rally" at Quainton.

I must remind you of the new radiator muffs that Andy Main is having made for "Ford Sidevalve Spares" - the 103E/494A version is really good, and equal to the original 'Midland' fitting. I've got one of these for my 103E but haven't fitted it since 1969. Cooling is the problem on long runs to rallies in the summer - not trying to keep the engine warm! However I've not seen a muff fitted to any other car recently - this ought to add concours points for originality, as back in the 1950's and 60's most 103E's had them fitted in the winter. I remember how my parents 103E's running was improved by the muff - we used not to lower it during the 15 min run to work in the winter. Although I wish interior heating had been catered for by fitting a heater!

Talking about winter reminds me that now is the time to order your Club Christmas Cards - not the 3rd week in December! The cards are very good value and professionally produced - profits go to help Club funds. 35p per pack of 3 from:-

13 St Bernards
Chichester Rd
Croydon
Surrey

Don't forget an SAE!

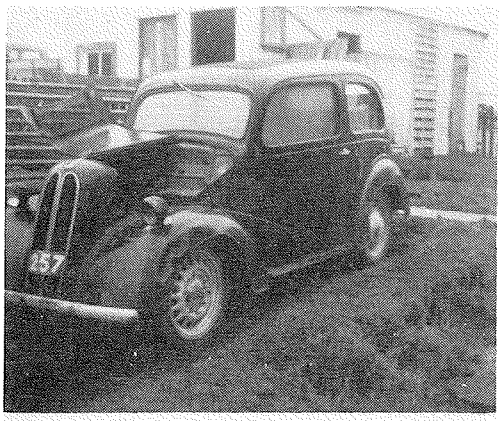
With Christmas in mind another new sales item that is particularly appropriate is our 103E pint glass tankards. You may have seen them at N SV Day, very smart and available from Pat Osborn at a reasonable £4.95 inc postage, cheers!

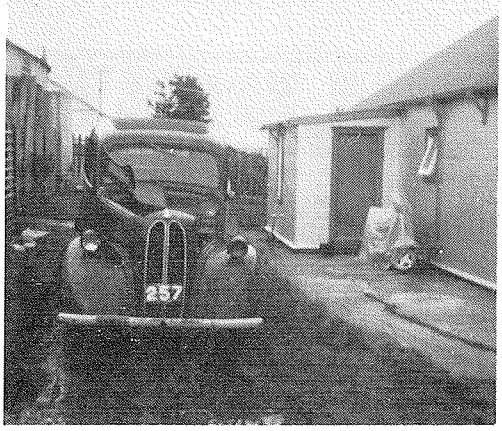
Also for the Christmas stocking is Dave Turners new book on the 'Ford Popular'. Dave used to be our Club chairman and I would recommend this book totally as well worth buying - a really well researched history of the 7/103E family, the definitive work on the cars!

Lastly thank you to all those members who wrote letting me know of original articles that they could lend for our proposed 'reprint' book. I now have a great heap of material to include! Unfortunately a reasonable print run would stretch the Clubs resources too far at the moment. So we wont be able to proceed until next year. Please bear with the delay,

RUBBER WINDOW MOULDINGS

It was mentioned in a recent magazine that the rubber mouldings produced by Edgware Motor Accessories were suspect - this simply isn't true as far as the E93A types are concerned [SEE 100E REG FOR MEL'S COMMENTS - PAUL]. I hope this has not put people off using what are the only correct sections available! I've got both windscreen and rear window mouldings on my 103E and I've found them perfectly suitable, and easily fitted by my local windscreen specialist. On my 493A I've had Edgwares later pattern of rear window rubber fitted and this is an exact duplicate. The only problem is that they aren't complete circular mouldings so you have to cut a correct length - but Edgware know the sizes and will do this for you





103E IN THE FALKLANDS - AT LAST THE PHOTOS'S!

Thanks to FSOC member Ian Davie for providing more info and photo's taken during his recent tour there. The owner is James Mckay of 7 Villiers St, Port Stanley, Falkland Islands. I am sure he would be pleased to here from any member who would like to write to him. The car looks well used and a bit non standard, eg those front wheels! However it has still only got one stop light and is obviously in daily use.

Ian has now returned home and is continuing the restoration of the families collection of Sidevalves. This includes yet another 103E pickup, but as yet no pictures! He has some spares for sale including 3 E93A engines, various mechanical bits, a 6 volt heater and a complete E494A dash. He has an aluminium bodied special currently being fitted with a 100E Aquaplane engine. Ian needs brake rods and cables, front and rear suspension items, a clutch release bearing and new rear axle for his rebiuld. Contact him at 3 Station Rd, Newton Abbot, Devon, tel 0626 60397.

RESTORATION ARTICLES

ADJUSTING A '36 FORD TEN'S FAN BELT

With the shop foreman of the airport close to where my car is displayed I tackled the above problem.

Upon removing the tightening pin, he noticed that its head had been hammered so hard that it could not slide through its hole. The protruding metal was easily ground off. He also showed me that the fan belt was riding deep in the pulley, because it was too narrow. So no matter how tight the belt was adjusted it did not do a proper job. I replaced it with a new one measuring 38" x Y". USA owners can use a Gates 6838.

Remembering how almost imposible it was to remove the old belt under the bottom pulley towards the radiator, I installed the new one from the rear of that pulley. First I pushed as much of the belt in to the pulley as posible. Then by prying up gently with one hand and squeezing more of the belt into the pulley with the other hand, it finally slipped into place. The operation was done while flat on my back, fortunately all my running gear is free from dirt and grease.

Next I removed the shaft off the bottom of the generator and rotated it 180 degrees. We figured that the side against which the tightening pin had been riding might have become worn. A screwdriver had to be employed to help slip the belt on to the top pulley but there was still room for adjustment.

Then we cautiously tapped the pin in as hard as was needed until enough of the threads protruded out of the block to engage its washer and nut.

Hayden Shepley

Tech Tips from - Jim Norman

The big news this month has to be that, at last, a source of steering boxes has been found! It would be nice to be able to say it was due to good detective work, but in fact it was found only when I read September's Practical Classic. The people concerned are Lione (Merton) Ltd, 124 Merton High St, Wimbledon, London SW19 1BD. A rebuild costs £60, quite reasonable as they include a new worm shaft. They do not have any boxes for exchange so you have to send your own and the rebuild takes two to three days plus postage time. PLEASE NOTE THAT THIS IS NOT A CLUB VENTURE - IT IS ENTIRELY BETWEEN YOU AND LIONE. The Club is continuing to look for a supply of parts.

Recently I had trouble finding a set of L10 spark plugs locally and finished up with the NGK equivalent, B5HS. They were rather expensive at £1.10 plus VAT, but were well worth while. The car's tendency to pre-ignition on hill climbing has been completely cured.

A most useful tool is a circuit tester, either a shop bought one (like a small screwdriver with a wire coming out of the handle) or you can make up your own. Use a 12 volt (or 6 volt!) bulb holder, two lengths of wire and two small crocodile clips. If you connect one clip to each battery terminal you can test that the bulb lights. Connect one clip to earth and you can use the other to check for a live feed if there is any doubt.

It can also be used to check a dynamo as follows - pull the leads off the dynamo then join its terminals together with a peice of wire. Fit one crocodile clip to the joined terminals and the other to earth and start the engine. The bulb should glow dull, but get brighter as engine speed is increased, until eventually it far exceeds normal brilliance and will easily burn out. You do not need to go that far though, as long as the bulb glows very bright the dynamo is OK.

I have heard of a couple of cases of cars coming to a halt after a complete failure of the electrical system, with the sole exception of the starter motor. This still whirls the engine over happily, while lights and ignition are not to be had. The cause has been a burnt out voltage regulator. All the non-starter current goes through this between the "A" and "A1" terminals, and if this link burns out you will grind to a halt. The real answer is a new regulator, but you can get home bu connecting the terminals with a fairly thick peice of wire. Before fitting a new regulator though it would be a good idea to find out why the old one failed in the first place!

MEET THE COMMITTEE

As you may have noticed from August's inside cover a new name has appeared under the title Events Co'ordinator, so I'd like to take this opportunity to introduce myself.

I have been involved with cars for about the last 30 years, mainly on the racing side of things. I started with the old faithful Austin Seven Specials, and finished after four seasons of using an upright Pop with full Aquaplane engine in stock car events.

On the restoration side I used to own a 1938 Austin Heavy 12/4, and during my 10 years in South Africa I started on a chassis up restoration of a 1932 Hudson Terraplane, which unfortunately I had to sell before completion. Due to lack of space I have sold my 1961 popular, but have another project in the pipeline as soon as space and time permits.

I see my role in the Club as follows - I would like members who are organising a Club stand at any events, to drop me a line, so that I have the details. I can then keep a record of these events, and contact any one who may be able to offer assistance. In this way we will be able to ensure that any official Club entries into the major shows are well represented with all the relevant regalia etc. Similarly members attending rallies may be able display their cars together and do their bit for the club. Hopefully I would also then get feedback on the success or otherwise of these events, as far as gaining new members etc.,and will be able to put suggestions to the committee.

Next year, as you will have read elsewhere in this mag, there is going to be the biggest motor event ever staged, namely "Motor 100" at Silverstone. This will be in may and I am organising our entry. I am looking for full representation of all classes of vehicle in the Club, and would ask all registrars to start giving this event some thought.

I hope that the above has given you all something to think about, and look forward to meeting as many members as possible.

Peter White.

HAND CONTROLS ON A E494A

Bob North has, with his patient wife Jacqueline and family, recently restored a Ford Anglia of 1949 vintage. When he aquired the car it was fitted with a full conversion for the disabled driver. This is illustrated opposite, in a publicity pamphlet kindly lent to us by Bob. This shows the various extras which took into account the drivers disability. The full kit fitted to Bob's car is still in excellent working order, but Bob has removed all the equipment and will be renovating it for eventual display at future Sidevalve days.

Yvon Precieux.

You will note that the conversion described by Yvon was made by the same firm that carried out the conversions otlined by Mel below

A HAND CONTROLLED PREFECT

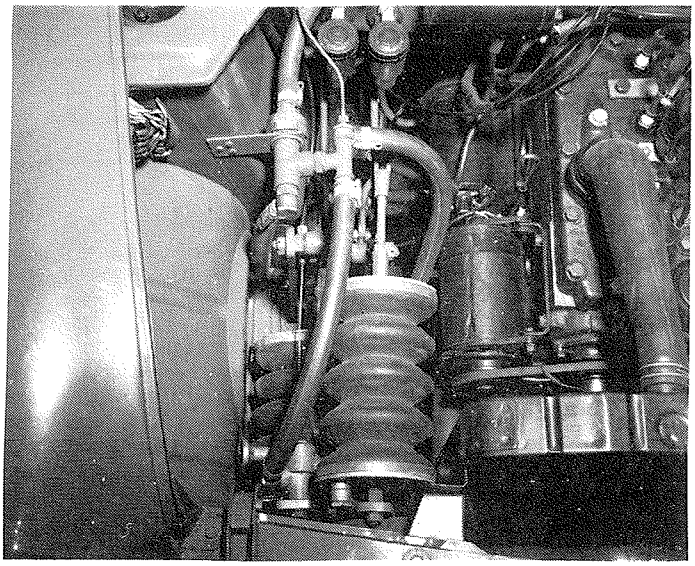
One of the most interesting adaptations of the 100E saloon range came late in 1954, with a modification by Feeny & Johson Ltd of a standard 100E Prefect saloon to suit disabled drivers who had lost the use of one or both legs. Such adaptations were not unusual around that time, but the Feeny and Johnson conversion not only adapted pedal control to hand control, it left both brake and clutch pedals fully operational as well. This had the advantage of enabling an able bodied driver to quickly change places with his disabled counterpart avoiding awkward familiarization or impedance from the secondary systems.

Feeny and Johnson provided the vacuum-servo auxiliary controls and they were then installed by their agents. With these modifications there were in fact certain operations which appeared simpler with a hand clutch than with normal pedal control. For "all-manual" driving the car was fitted with a hand throttle, servo-assisted hand "foot-brake" and servo-assisted clutch.

The layout was simple and the technique of driving with this equipment perhaps easier to master than hand and foot procedures. Motions normally made with the right foot were given to the right hand and the left hand performed the duties of the left foot.

Below the steering wheel, sprining from brackets clamped to the column were D- shaped levers, their arcs following the curve of the steering wheel for a quarter of its circumferance. The upper lever, when lifted by the finger-tip of a right hand holding the wheel, worked the accelerator; the lower lever, onto which the fingers fell with the throttle released, operated the brake system via a vacuum servo-device.

A similar vacuum-servo unit was used to operate the clutch, which, like the brakes, became finger light. The clutch control, mounted on the gear lever, took the form of a grip and a trigger. When the trigger was pressed the clutch was withdrawn, the clutch pedal moving in sympathy. There was no loss in precision in re-engagement and after a week-end test in the winter of 1953-4, spent with a hand controlled Prefect on icy and snow bound roads, one driver at least used hand in preference to foot for delicate wheelspin control. Some practice was neede to learn the art of all-hand double declutching, but this was not difficult and clean silent changes could be made with the minimum of practice.



The conversion in place on a 100E

The accelerator lever controlled the throttle by means of a Bowden wire. It functioned smoothly and the finger movement soon became instinctive to the driver, especially on icy roads, where mild power slide were controlled with accuracy when the hand controlling the throttle also helped with the steering. With the length of the levers it was posible to turn the wheel through a considerable arc with the right hand without altering the finger pressure on the accelerator or brake.

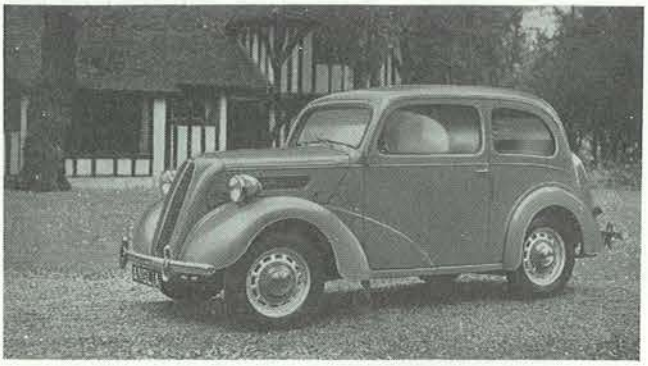
For parking the standard Ford hand brake was retained. It could not be used for restarting on a hill because the left hand was required on the clutch. At these moments drivers had recourse to the pre-set hand throttle adjacent to the accelerator lever. When set at a faint tick over the right hand had only to be concerned with the servo brake, releasing this at the moment when the clutch began to come in. Starts could therefore be made on any climable gradient by this means. Some drivers became expert in releasing the servo-brake while acceleratingg with the fingers of the same hand.

The power to operate the Brakes and clutch was taken from the induction manifold - a convenient source of energy so often used for windscreen wipers and horns, and in America for a variety of much larger jobs, including coupe tops and sliding seats. There were two vacuum units, one for the clutch and one for the brakes. Each unit comprised a stout rubber bellows connected at one end to the induction system vacuum tank and at the other by means of rods and bell cranks, to the normal Ford pedal control gear.

When a lever was pressed a valve opened, allowing the engine to suck air from the bellows, the bellows contracted concertina -wise and thus, by becoming shorter, exerted a strong pull on the control to which they were hitched. The extent of this pull and its progressiveness were governed by valves, so that the 'feel' of the clutch and of the brakes was the same with hand as with foot operation. The unit was not connected to the induction system direct, but rather to a vacuum tank. Every installation included a guage on the facia board to show the maximum amount of vacuum available.

As a guide the following were the Lincoln Cars Ltd prices for converting a Ford Anglia or Prefect in 1954.

Full conversion	£53 15s 0d
Brake only	£26 15s 0d
Clutch only	£26 15s 0d



DISABLED DRIVER CARS

For people with disablement of one or both legs

THE disabled person who has lost the use of one or even both legs can still enjoy all the pleasures of motoring with a Ford "Anglia" or "Prefect" specially converted for hand control.

The illustration shows the simple, finger-tip driving controls of one of these cars.

These controls are light and very easy to manipulate—the power required to apply the brakes and operate the clutch being supplied by the engine—through vacuum servo assistance.

The amount of power used is controlled through a special valve with a progressive action, which enables the driver to apply the brakes, etc., with the same delicacy or strength as if using normal foot controls.

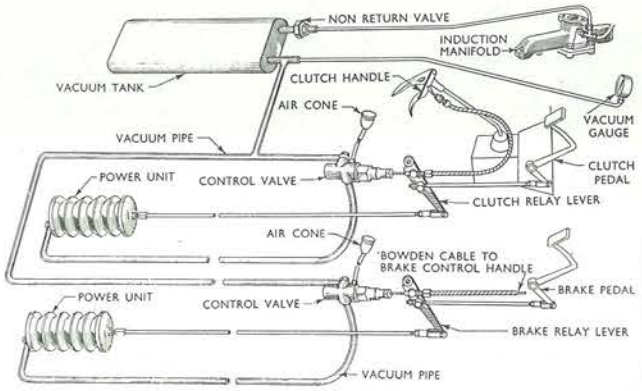
SIMPLE SAFE CONTROL

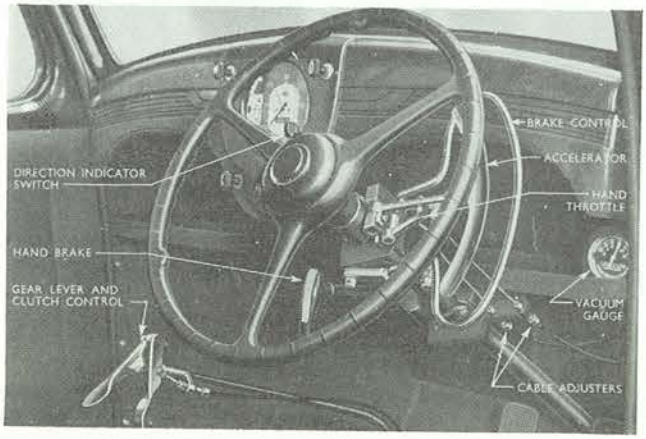
The vacuum servo mechanism operating the conversion controls is very simple and absolutely dependable. It is made by a firm with many years' experience in designing vacuum servo equipment—Messrs. Feeny & Johnson Ltd., of Wembley.

A vacuum tank is fitted underneath the chassis and an easily read vacuum gauge on the dashboard shows the amount of vacuum pressure available at all times (a minimum of 16 in. vacuum for normal running). An outline of the mechanism can be seen in the diagram below.

In the North of England, conversions are carried out by the Northern Invalid Carriage Co., 142, Oxford Road, All Saints, Manchester ; and in the South by Lincoln Cars Ltd., Great West Road, Brentford.

● *General arrangement of complete mechanism*





● *HAND CONTROL EQUIPMENT*

There are four different types of conversion to meet different requirements :—

(*a*) Full hand controls for disablement of both legs.

(*b*) Controls for hand operation of the brakes.

(*c*) Controls for hand operation of clutch.

(*d*) Hand control for throttle only.

A great point about this equipment is that, should the occasion arise, the car can always be driven by another person using the normal controls, without interference from the hand controls.

The position of the dipper-switch is altered, enabling it to be operated by hand. For pre-setting the accelerator a small lever is provided which gives instantaneous and positive control of engine speed.

Type A—Full Conversion

. . . *for Disablement of Both Legs*

The "Full Conversion" includes brake and accelerator levers fitted under the rim of the steering wheel and the clutch is controlled by a small trigger handle fitted at the top of the gear lever. All these controls are clearly illustrated on the opposite page.

Type B—Single Conversion

. . . *for Disablement of Right Leg only*

In this case a hand-operated brake control is fitted, also a hand-controlled accelerator which facilitates easy manoeuvring and starting on hills. The driver is of course able to manipulate the normal clutch and gear controls.

Type C—Single Conversion

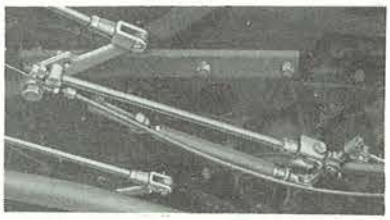
. . . *for Disablement of Left Leg only*

This control consists of a hand-operated clutch and accelerator. The driver, with his right foot, can operate the foot brake and accelerator but needing hand accelerator control when moving off on a slope.

Type D—

. . . *When Right Leg has Partial Disablement only*

Hand throttle control is provided with usual pre-set lever.

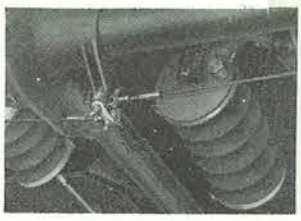


● *Clutch and Brake Control Mechanism showing Bowden Cable*

● *Special Patented Design. . . Progressive Action Valve*

● *Interior view of Controls from left side*

● *Clutch and Brake Power Units*



INTERNATIONAL SECTION

Does that Squire actually pull that huge caravan?!

Dear Mr Palmer

Thank you very much for your letter, I also appreciate the membership form for the FSOC.

I am the owner of a 1957 Enfo "Squire" which I bought new in July 1957. The car has been in storage since 1965, and in the last year I have completely restored the car to absolute new condition throughout.

We drove our Squire to a rally last Sunday about 65 miles from here, and I must say it ran like a brand new car. Now we have put 405 miles on it in 19 years!!!

While at the Philadelphia Auto Show in January 1957, my wife saw a Squire on Display and immediately fell in love with it. We placed the order and in July 1957 it arrived..the car is Carlisle Blue, though I would call it grey!! Squires were imported for a very short time in the USA, and then the dealers switched to the Escort. So to the best of my knowledge my Squire could be the only survivor in the country?

I have one other Ford, a 1920 Model T pick-up truck. I restored it in 1956, and it was the first truck in the AACA to ever win a National First Prize (Hershey '57-58-59). We have driven it on many Glidden Tours. I also have a 1911 Panhard Tourer, and a 1927 Overland sedan.

Once again thank you..

George R Norton
President - Past Nat'l Pres Assoc
ANTIQUE AUTOMOBILE CLUB OF AMERICA

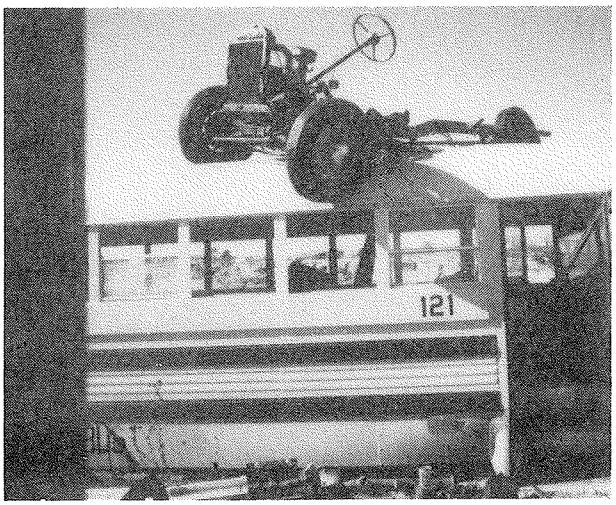
NEWS FROM CANADA - ED INGOLD

I've been trying to do a bit for the Club at the flea markets and meets, handing out my card copies but without any luck. Except that one got to some guy north of Toronto who has a '59 100E Prefect with only 18,000 miles on it and original wide whitewall tyres. He does not want to join the club just sell the car! However I will keep trying, maybe the new owner will join up.

There has not been much word of interest from Canadian members lately. What people are doing with their cars I don't know, owing to the distances involved I cannot as a rule get to see them. However, I hope to see Mr J Marr of Moncton, New Brunswick, when I am on vacation in that area in August.

Ed Ingold's 100E, attending a Concours d'Elegance in Toronto

Don't remember whether I mentioned it or not in my last letter, but my '58 Prefect won a third place plaque at the ACCCC's National Concours d'Elegance held in Toronto last fall. Much to my surprise, considering the competition in its class - Late General Interest.



WATCH OUT LOW FLYING E83W's

John Kosterlink wrote's from the USA

"Whilst chasing down parts in a breakers yard in Fort Worth, Texas, (1,000 miles from my home) I got that strange feeling that something was watching me... When I turned around I saw this complete (E83W?) chassis ready to pounce!

After full inspection of the body-less Sidevalve I went up to the owner of the yard to inquire if he knew what it was. He claimed it was a Ford Model "T"!!! I suggested to him that it was English built, possibly in the late 1930's - but he kept to his belief. Ok, so I asked him how much he wanted for the carb and air cleaner? The reply was $100, then about £76!! As you may have guessed, I didn't buy any Model "T" parts!!

In closing - it's good to know that Sidevalves and parts can survive in perfect physical condition in Texas's climate!!!"

FORD SIDEVALVE OWNERS' CLUB (IRELAND)

CHRISTMAS LUNCH - SATURDAY 15TH DECEMBER, 1984

It's that time of the year again when we celebrate the end of the Rally season, by holding our annual Christmas Lunch.

This year it has been organised by John Murray and Mick Jones and will be held in the **Lucan Spa Hotel, Lucan, Co. Dublin.** This is on the main Dublin - Galway road.

Lunch commences at 1.30pm on Saturday 15th December, 1984. As usual there will be a Raffle, where there are lots of amazing prizes to be won - all proceeds go to the Club Funds. Contributions for the Raffle are always welcome!

Everyone, including children, is welcome; bring your friends - the more the merrier, and if anyone has a musical instrument - that they can play, of course - be sure to bring it along, you can serenade us during our meal.

Prices are Irish £7.50 (£6.00 Sterling) for adults and Irish £3.00 (£2.50 Sterling) for children, so see you all at the Lucan Spa Hotel!

F.S.O.C. (IRELAND) ENTRY FORM

CHRISTMAS LUNCH - SATURDAY 15TH DECEMBER, 1984

NAME: .....

ADDRESS: .....

.....

LUNCH AT LUCAN SPA HOTEL
NO. ADULTS ..... @ IR £7.50 (£6.00stg)
NO. CHILDREN UNDER 12 YRS. ..... @ IR £3.00 (£2.50stg)
TOTAL ..... @ £ .....

All monies to be made payable to **FORD SIDEVALVE OWNERS' CLUB (IRELAND)**

The Ford Sidevalve Owners Club (Ireland) will not accept any responsibility for any loss or damage to persons or property during this Event.

SIGNITURE: .....

Please return remittance with completed entry form to **Maire Crean, 1 Alderwood Lawn, Tallaght, Dublin 24** to arrive not later than Friday, 7th December, 1984.

To:

PAT OSBORN
14 WINSCOMBE,
GREAT HOLLANDS,
BRACKNELL,
BERKS.

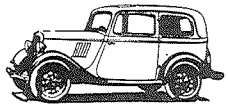
ORDER FROM
FOR
CLUB BOOKS & REGALIA

Please send the following to:-
Name.....MEM. NO.....
Address.....TEL. NO.....

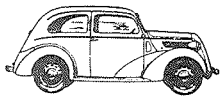
... New License Disc Holders (send S.A.E.)..... @ £ 0.60
... New WOVEN BADGES.. F.S.O.C. sidevalve emblem..... @ £ 1.40
... 'The 100E Sidevalve Saloons' by Mel Smith (FSOC)..... @ £ 2.80*
... SPECIAL 30th ANNIVERSAY COMMENGRATIVE T-SHIRTS
Design: 103E/100E..... @ £ 4.00*
... Handbook for Ford 8 also 10 & Upright Prefect..... @ £ 3.25*
... FORD POPULAR 'Motoring at still lower cost' Booklet
(S.A.E.)..... @ £ 0.45
... 'Running In' Booklet for Anglia/Prefect dated 9/49)
(S.A.E.)..... @ £ 0.45
... Reprint of Parts Book for 8 and 10hp Models '32-59..... @ £ 9.00*
... Reprint of Parts Book for 100E & 300E Models..... @ £ 9.00*
... Reprint of Workshop Manual for 5 & 10 cwt Vans
Anglia/Prefect '39 - 59 & Popular '53 - 59..... @ £ 9.35*
... Ford 100E Anglia, Prefect & Popular
by D. Kaberry (Pearsons)..... @ £ 0.85*
... Club Badges: Car (grille fitting) round or square..... @ £ 3.60*
Lapel Badge (button) Y 7Y 7W C 100E.....
E83W pick up E83W van E493A E494C 103E (S.A.E.).. @ £ 0.25
... Club Sweaters (black with gold embroidery)
large sizes only..... @ £ 8.50*
... Club T-Shirts (white with blue FSOC badge on front)
small medium large ex-large..... @ £ 3.50*
... Car T-Shirts (with Sidevalve picture on front)
Sizes: small medium
Design: E493A E494A 103E 100E..... @ £ 4.00*
... Leather Key Fobs (with medallion) Anglia
Popular, Prefect, Escort, Ford (S.A.E.)..... @ £ 0.75
... GLASS TANKARDS. Fifty Years of Model Y 1932-1982..... @ £ 4.95*
... WINDOW STICKERS (F.S.O.C. design) send (S.A.E.)..... @ £ 0.25

Eurocheque Surcharge: Eurocheque Surcharge.
55p (orders less than £75) £1.10 (over £75) TOTAL...
Please circle size and design where needed
* Prices include packing & postage. For other items enclose a stamped addressed envelope unless ordering items marked* at same time.
Cheques/P.O.s to be made payable to "Ford Sidevalve Owners Club"
Overseas members please pay in pounds(£) sterling.

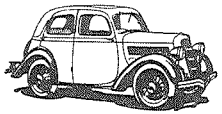
CLUB PRE-WAR SPARES FOR SALE



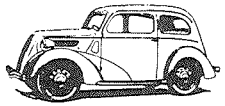
POPULAR
(Model "Y")
1932/37



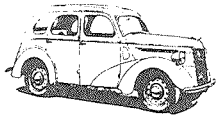
THE TEN
(Model "7W")
1937/39



DE LUXE
(Model "C")
1934/37



THE EIGHT
(Model "7Y")
1937/39



PREFECT
(Model "E93A")
1939/48

NEW ITEMS

(ALL PLUS P&P)

"C" king pins	£9.00 ea
early 10hp piston sets	£12.00 ea
early 8hp piston sets	£12.00 ea
Valves (short type)	£2.00 ea
Valve springs (Y & C)	£7.50 ea
Starter handle dogs	£1.50 ea
Starter brush sets	£1.50 ea
Rear hub grease seals (all models)	£1.00 ea
"Y" shackle pin sets	£2.50 ea
Timing chains	£7.00
Rad caps (screw type)	£2.00 ea
Clutch linings	£4.50
"Y" gaskets rear T/tube	.25 + SAE
all models gasket speedo cable to T/tube	.25 + SAE
various bulbs, send SAE	for prices
E93A headlamp rims	£8.00 pair
"Y"/"C" radius rod to front axle	£8.00
E04A grille	£30.00
7W king pin bushes (bronze)	£2.00
7W side window valence	£3.00

USED ITEMS

(HEAVY ITEMS FOR COLLECTION ONLY)

Gearbox primary shaft (please indicate if main drive gear bearing retainer has oil seal fitted)	£8.00 ea
E04A engine	£30.00
Ford 10 engine (late)	£30.00
Various con rods (for remetalling)	£1.00 ea
Model "C" door	£30.00
Model "C" front wing	£30.00
Model "C" carburettor	£4.00
Model "Y"/"C" gearboxes	£30.00
Model "Y" speedo	£2.00
Model "C" speedo	£2.00
2 rear "C" brake drums	£10.00
E93A oblong amp gauge	£4.00

PLEASE READ BEFORE YOU ORDER

Please write for those otems you require together with an SAE. I will send an invoice for those goods which are in stock. On reciept of this send me cheque (WITH YOUR NAME AND ADDRESS ON THE REVERSE) and I will send the spa to you. Finally prices may be subject to revision.

YVON PRECIEUX.
12 Firs Close
Forest Hill
London

SIDEVALVE NEWS - Classified Advertisement Form 1984

A FREE SERVICE FOR MEMBERS. PLEASE RETURN THIS FORM TO:-
PAUL EDWARDS, 166 Ferrier Road, Stevenage, Herts, SG2 0PD.
USE CAPITAL LETTERS, ONE WORD WRITTEN PER BOX. YOU MUST INCLUDE AREA AND PHONE NUMBER, OR NAME AND ADDRESS, AS PART OF YOUR ADVERT.

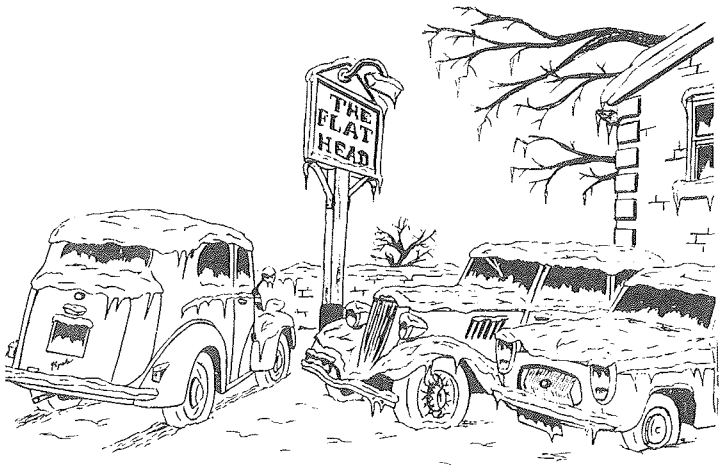
PLEASE TICK ONE BOX TO INDICATE HEADING:-

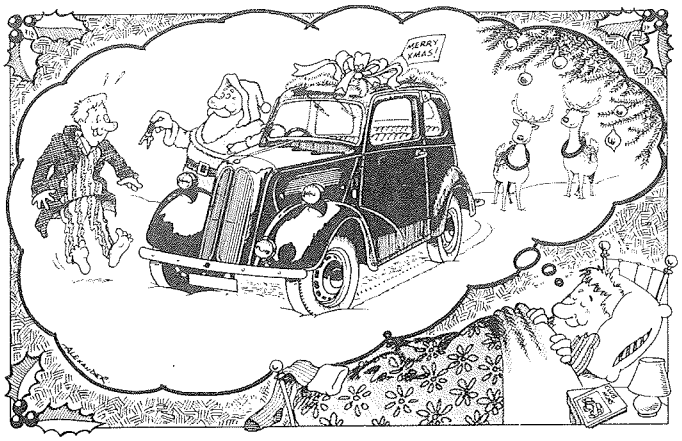
FOR SALE ☐ PRE-WAR ☐ POST-WAR(upright) ☐ 1000/1070 ☐
SPECIALS ☐ SPARES ☐ MISCELLANEOUS ☐
WANTED ☐

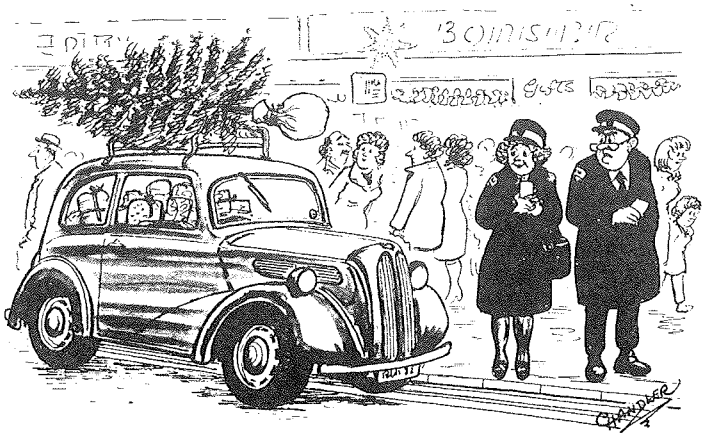
NAME.....
ADDRESS.....
MEMBERSHIP NUMBER.....

CLUB CHRISTMAS CARDS

As seen in October's Thoroughbred and Classic Cars!!







"I don't care if your granny used to drive one—book it!"

THE THREE DESIGNS ABOVE WERE DRAWN BY BRIAN CHANDLER OF "COMMERCIAL MOTOR", NIGEL ALEXANDER OF "PRACTICAL CLASSICS" AND OUR OWN IAN MADDENS.

Sold only in packs of three (one of each design) at 35p + postage per pack
Substantial discounts available for orders of over 30 packs (90 cards)
ie:- 30 packs at £7.50 + postage. So why not club together with your fellow Sidevalve owners for a bulk order
DETAILS AVAILABLE ON 01-686-3179

ORDER FORM

TO: Ford Sidevalve Owners Club,13 St. Bernards, Chichester Road,Croydon,Surrey.

I WISH TO ORDER .... PACKS OF CARDS @ 35p per pack .....

I ENCLOSE ....35p FOR POSTAGE .....

OR I ENCLOSE A LARGE SAE (no postage required) .....

CHEQUES/P.O.'s made payable to FORD SIDEVALVE OWNERS CLUB

NAME..... FSOC membership no .....

ADDRESS.....

.....

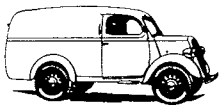
PHONE NUMBER..... DATE .....

POST-WAR UPRIGHTS

Thames E83W 10cwt van with side windows, 1953, good condition, good investment, space forces sale, £800. Tel Ashington(W. Sussex) 892679.
E83W Utilecon recon engine, 5000, new starter, tyres, dynamo, king pins, resprayed but needs top coat, good condition. Tel 01-856-9333, eves.
E494A Anglia 1953 MOT mechanically original, bodywork restored, outstanding condition throughout in black with brown interior £995 ono. E493A Prefect 1951 complete £395 ono. Many spares. Bolney 684.
Prefect E93A 1952. Offers invited. Many new spares - carb, petrol pump, 8 brakeshoes, set king pins, front exhaust, 2 shocker links, set of rings & 20 gaskets etc. Engine u/s. Some parts still usable - doors, bonnet, boot lid, etc. Must tow or trailer. Tel 01-393-4015.
E493A Ford Prefect 1952 fully restored, new interior, £800 ono. Unemployment forces sale. Hinckley 38873.
E494A 1953 dismantled for restoration, new wings, sills, requires reassembly, spraying etc. Offers Marsden Tel Chesterfield 0246 569393.
1948 Prefect, stood outside for quite a few years, complete, many useful spares included. Open to offers. Tel Peterboro 44098.
E494A Anglia full MOT, tax, vgc, drive away. £725. Also heaps of spares for same, almost 2 complete cars, offers invited. Colchester 394221.
Fordson 10cwt van reg no GJH 255, partly restored, reasonable offers or exchange for MINI in running order.
1956 Ford Pop complete, chassis good, need new sills, rust around boot area, also spare g/box, radiator, dynamo and water pump suite restorer £850 ono. Tel Hastings 531182.
E493A Ford Prefect 1952. Complete and running needs small amount of work to complete restoration, £500 or offers. Tel Milton Keynes 0908 676575.
Ford Prefect E493A, colour Ford green, only 2 owners, vgc, 48000 miles. Many spares. £875. Midhurst 2354 eves up to 10pm.

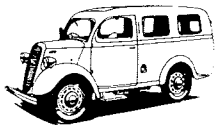
PRE- WAR

1935 Y type Ford for sale, has been renovated but not used for past 7 years, needs very minor attention. Rebuilt engine, new exhaust. £2,200. 01 690 5609



10 CWT. VAN
(Model "E83W")
1938/57

ESTATE CAR
(Model "E83W")
1949/57



PICK-UP
(Model "E83W")
1950/57

SPARES

1953 POP reg plates for sale, OGK 210 ex London CC, £100, 78 Kirby Rd, Walton on Naze, Essex
New 100E clutch release bearing £4.95, centre plate £7.50, cover/pressure plate assembly £11.50, all 3 for £20. 04215 69490 (Hants)
Prefect chassis/running gear 1939, E93A gearbox, 100E engine, instruments, offers to Alan Watts, Bristol 693831 ext 741 daytime
103E rolling chassis, inc engine and gearbox, can deliver, will split or offers of £30. Aldershot 331380, Mark, evenings only
1172cc 10hp E93A engine, plus Sidevalve bits, cheap! 0342 892043 (Surrey)
103E engine, front suspension complete, offers, Slough 411620
100E back axle, inc wheels, tyres and prop. VGC £30. Wentworth 4438.
New red interior for 1956 100E Anglia, inc cloth headlining, carpet and door trim.
Breaking 1956 100E Anglia, 3 bar grille + small rear window. Bracknell 53908
100E bits, bonnet, boot, pet. tank, etc, plus hub puller. Mrs Wood, 35 Alexandra Rd, Wolverhampton. WV4 5VA
Fuel guage, Smiths UF 1226, looks pre war, offers, 0323 58803 (Sussex)
100E numerous good spares. Light asseblies, dashboards, doors, springs, starters, rads, gearboxes, etc etc. Mr Smythe, 126 Fentham Rd, Erdington, Birmingham. B23 6AN
100E spares, gearbox, cyl head, electric wipers, hub puller, Motolita 13" steering wheel (takes indicators) one widened wheel. John, Leicester 694825
103E rear bumper "10, two front seats £10, WANTED Bakelite rear side window trims, good price paid. Reading 418368
E493A Prefect front wings, pair as new £60. 0202 510295 (Dorset)
Complete 1172cc engine decoked, 2 sets pistons and con rods, 1 fitted shell bearings, 2 cranks, 2 manifolds, other parts £50. Hornchurch 40306
103E Pop LH front wing, good cond. RH side front also, some rust, £30. tel after 6, London 648 5312
Ford Y, 1 running board lined rubber £18, pair
E83W rearr brake cables £20. 01 595 4871 evenings
100E large box of spares, inc hub puller, rad, 2 water pumps, carb etc. Peter on Rushden 314869
Anglia/Popular 100E new unused FNS wing and front panel £50 each. new unused petrol tank £10. 0532 680275 (Leeds)
E83W van 1950's, very rough condition for spares. Stonehouse Glos 4387
100E spares, recon gearbox £10, bonnet £4, bootlid £3, sills new £5 pair, van silencer £5, steering rocker shaft new £5. Barry Glamorgan 745452
Pre war piston sets, with rings 8hp, 10hp, and V8, approx 15 sets all O/S, offers around £50 the lot. Langley Mill 715679
E493A chassis £5, 10hp engine £10, 6V battery £5, 5 4.50*17" wheels and tyre £20, all in good cond. Trowbridge 66700
Weathertex fold over car cover, suit 100E, excellent weather protection, buyer collects. Mel Smith, "Springfield", The Ridge, Epsom, Surrey
Rustfree 100E less engine box, floor mod for O.H.V., 107E X-member, worthwhile project, buyer requires trailer, sensible offers, full details on 01 777 2494 (Croydon)

100E/107E's FOR SALE

Ford 107E Reg no 3381 mf, 1960, 4-speed, 4-door saloon. 2 tone green/white. Many spares including engine! Mechanically v good, body needs some attention. £150. Tel (Pinner) 01-42 8-4972.

1958 Ford Popular 100E, grey, Reg no NDY 990, no MOT. suitable for restoration or spares. Some new parts fitted @ 3,000 miles ago.60,000 miles on clock. Tel 01-690-3185

Good home wanted for 1960 107E, HEY 241 with V5. Used till 1976, then garaged till now. Ave condition, repainted. Reasonable offer - owner moving. R. Dimmick, 48, Yardley Green Road, Birmingham. Tel 021-772-1706, mon-sat, 9am-6pm.

1958 green 100E Sidevalve, in immaculate condition, resprayed, new carpets & seat covers, engine perfect. £900. Tel Lowestoft 511742 eves & weekends.

1961 Popular 100E deluxe, 17000 miles from new, immaculate condition inside and out, many spares included, £795 ono. Tel Dartford(0322) 25820.

1960 Prefect, original condition, MOT October, genuine 40000 miles one other owner. Immaculate outside, inside, and under, mechanically perfect, used daily. Offers. Tel 01-761-0044.

Anglia 1959, Red, long MOT, genuine 25000 miles, one owner till summer 1983, immaculate, £400. Tel 021-704-4786(Solihull).

1959 Prefect 101E(LHD 100E) 18600 miles original ww tyres 2-tone paint. Runs like new. Jim Rae, Stouville, Ontario, Canada. (416)640-1883.

Popular 100E, genuine 39000 miles, vgc £550. Tel Worthing 692304.

Ford Popular deluxe 100E 1962. Good condition, 2 owners 39000 genuine mileage £350 ono. Tel Bitton 3881.

1953 Prefect 100E, non runner, ideal for spares or renovation, any offers? Tel 01-894-6700.

1959 Ford Anglia one lady owner. Original class one condition (almost concours) inside and out, mechanically perfect, original log book and handbooks, £1200 or nearest. Tel Sedgley 77580 (West Midlands).

Collectors car. 1962 Ford Popular deluxe 100E. True mileage 10464. Garaged and unused much of its life. £700. Tel 0244 300674(Chester).

1956 van 300E & smashed one for spares £400, mileage 56000. Tel Wormley 2852.

Thames van almost complete for restoration, spares. Reg no POR 60, new and old log books available, £200. Tel eves New Milton 617276.

1961 100E taxed expired MOT Oct 1984, requires attention.Engine OK/. Spares - old g/box windscreen tyres good £125 ono. Simmonds, 91 Hubbard Close, Wymondham, Norfolk.

F Escort 100E S/valve estate. 1960. MOT June 85. Taxed end Nov. 1st gear needs attention. £400 ono. Tel Bristol 741708.

100E Anglia Reg no WYX 365, taxed end Dec, MOT Jan, used daily, in good running order. £300 with spares. Tel Hurstpierpoint 834872.

Ford Pop 100E S/valve. 1960, good running order, body work fair, taxed to Nov, MOT Mar 1985, green. Offers. Tel 01-534-7180.

107E Prefect, 1961, Sapphire blue, prof respray 1981. Good bodywork, clean interior, recon engine 1977. Laid up 1982. £300. R. Jenner, 11 Fitzgilbert Road, Colchester.

Ford Cortina bearing reg no LNX 100E> Anyone interested? C. Norton, 6 Knightstone Rise, Bridport, Dorset.

Popular 100E 1960 complete reliable motor used every day. Must go due to increase in family. £250 ono. Tel Milton Keyenes 0908-67575.

100E Anglia 1959, white, MOT, 23000 miles, immaculate condition, £925. Overbury 344, Glos.

1961 Pop 100E small welding jobs required, engine recon 2000 miles. Some spares, must go space needed. £75 ono. (0375) 30304 (Grays).

107E parts, engine, gearbox, bonnet, boot-lid, doors, grille, petrol tank and more. Tel 021-351-7277. (Birmingham).

1958 100E, inside & outside fair, engine very good - recon 2 years ago, 1000 miles since. £850 ono, Tax end Oct 84, MOT Sep 84. J.G. Pettifer, 6,hammond Street, Road, Cheshunt, Herts.

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