

Second Gear Chatter



Vol 33 No 5 November 2024

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Deadline for inclusion in Mag 5th of each Month

Meetings are held on the **3rd WEDNESDAY** of each month at **8pm** in the

Model T Ford Clubrooms Port Rd West Croydon

CLUB FINANCIAL YEAR 1st JULY - 30th JUNE

The views and comments expressed in this magazine are not necessarily those held by the club or committee.

FORD 8 & 10 SIDEVALVE CLUB INC.

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Incorporation No 8008X

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Presidential Ponderings

Hi again everyone

Bev and I have just got back from watching the Bay to Birdwood going past. Unfortunately we couldn't go to the pre Bay to Birdwood lunch with the rest of the members because we had a wedding to go to and they wouldn't put it off for us.

Because we hadn't entered the Bay to Birdwood this year we decided to stay in Adelaide after the wedding and watch as the Bay to Birdwood procession went past. Several years ago on another occasion when we hadn't entered the Bay to Birdwood we found a good spot on North East Rd to watch from, which is close to food outlets, toilets and a set of traffic lights to slow down the traffic and allow a better look at the vehicles as they go by.

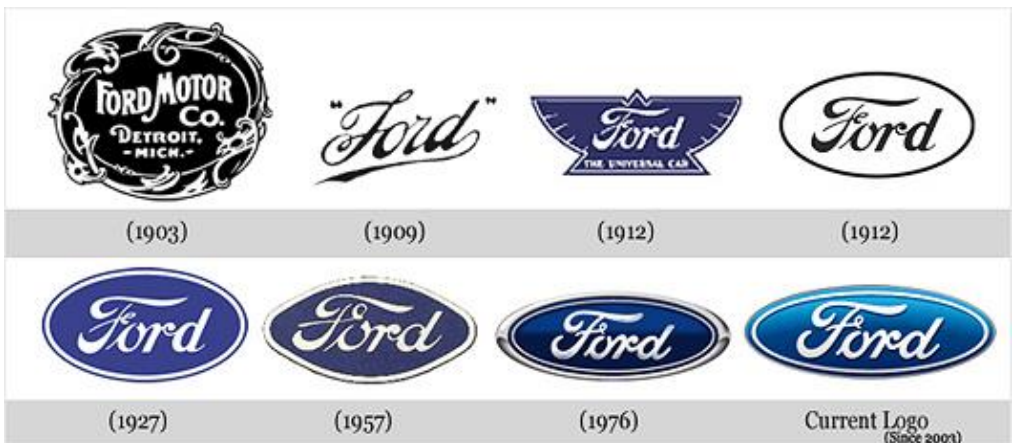
Maybe I'm just getting old but I found it a bit hard to determine if some of the passing cars were in the Bay to Birdwood or not. The officially entered vehicles had entry numbers in the windscreen, but there were more of similarly aged cars going past that did not have entry numbers. Now I know that a lot of people with interesting cars don't enter the run but just drive along with the entered vehicles. Even with this in mind there seemed to be a lot of daily drive cars of eligible age going past.

By the time you all are reading this page it will be long past but as I am now writing next week will be the All Ford Day and we are hoping the weather will be as nice as it has been today for the Bay to Birdwood.

Also don't forget the club Christmas lunch will be held at the clubroom on Sunday 1st December. Come along and join in the fun.

Happy Fording

Jim Puust



Editorial

Keep Fording On

Well here we are another month over & setting up the Mag, actually not as its only been a couple of weeks since I did the last one, but as we will be away for 3 weeks & will only just have come back days before needing this mag to be at the printers I have made sure that I will only have to add a few final touches to get it there in time.

Well we made it back from our cruise odyssey around New Zealand, mostly we had a good time visited some great places & the ship was able to get into the Fiords for a great day of cruising, this can be very hit & miss due to the weather our Cruise Director told us that this was his 5th trip around NZ & the first time that they had been able to make it into the Fiords, so we were very lucky. On the down side I managed to join the many who had a case of Gastro & spent a day in isolation only to be released & Maralyn came down with the dreaded Covid which she very nicely shared with me so another couple of days in the stateroom, thankfully we had a balcony so could get fresh air, as this all happened on sea days we did not miss any shore excursions.

I would like to thank Don Kissock for sending in a story on his Bay to Birdwood adventure, I believe that we also had the All Ford Day & the Lenswood Picnic during the last couple of weeks did any Club Members attend these events? If so why not write a story & send some pictures in so that you can share with other people what a great time was had at these events, it just might help to get others thinking that maybe next time they might like to come along & join in.

On this note do not forget the Club Christmas Party on Sunday 1st December at the Clubrooms see page 9 for more info.

Going forward I would like to start a series of articles about how each of us got involved with the Club as per Gordons story in this issue, please think about what your story is , as most of us probably don't know how others got involved. If you don't have a computer just write it out & I can sort it into a printable form.

Mr Ed.

My thanks to the following for their input this month.

Jim Puust, Maralyn Urry, Barb Bartholomew, Tony Russell, Gordon Cowley, & Don Kissock



Front Cover Photo:
The crew at Port Pirie in 2023

All photo's printed in this magazine are from the Editors own collection or the S.G.C. archives unless otherwise stated.

MINUTES OF THE FORD 8 & 10 SIDEVALVE CLUB INC

Meeting held 16th October 2024

Meeting Opened:

President Jim Puust welcomed 19 members and friends to our October meeting and declared the meeting open at 8pm.

Apologies:.. Fred & Jane Reiter, Sylvia Duthy-Jones

Minutes: Tony Russell moved that the minutes of September meeting as printed in the magazine be accepted. Sec by Don Kissock. Carried.

Correspondence:

In:

Magazines - Cortina Capri Car Club; Buzzer Box; Country Motor Australia; Steering Column; Ford Ink; Transverse Torque; V8 Views; MAPS newsletter; Perfect Angle; NZ Club newsletter

Insurance Certificate of Currency

Tickets for Bay to Birdwood to step back in time prices

Bay to Birdwood - Stuckey Tyre Service

Bay to Birdwood Fab Fashions on the Field

Applications open for 2024-2025 Car Club Programs

Federation Minutes

Jayden Russell moved that correspondence be accepted as read. Sec by Phil Jones. Carried.

Federation Report: ATO letter – Federation is looking at a seminar next year re the ATO issue. Shannon's have a preferred repairer in case of an accident. They have no SA assessors and if you take your vehicle to a non-preferred repairer there will be delays. They also use Windscreens O'Brien.

Financial Report:

David Urry gave financial report to members. David also spoke about the new insurance from AON. Russell Maxwell moved that report be accepted. Sec by Gordon Cowley. Carried.

Past Events:

22nd Sep Arthur Clisby Day – no-one went

29th Sep Bingo run – good fun, excellent food thanks to Sylvia & Phil. Different and very scenic trip to Blewitt Springs. Neil Phillips enjoyed 2 ice creams!

Future Events:

19th Oct Pre Bay to Birdwood lunch

20th Oct Bay to Birdwood

35th Anniversary for Cortina Car Club at Mylor

27th Oct All Ford Day at Oakbank

3rd Nov Lenswood Ford Picnic – meet at Café de Vili's at 10am

8th & 9th Nov Hare & Forbes opening at Woodville – see Phil Jones

9th Nov Official opening of clubrooms. All have been invited and they are asking for 2 club vehicles. From 9:30am, official opening at 11am. Don Kissock and Jim Puust to bring vehicles for display

9th Nov Power of the Past

1st Dec Club Christmas party at club rooms – chicken & salad lunch

19th Jan Club Breakfast – David to arrange

May 2025 Ford on Swan WA National Rally

General Business:

Gordon Cowley donated club a copy of Ford 10 Tuning manual

David Urry apologised for missing Phil Jones birthday in the magazine.

Jim Giles has been given 3 hubcaps with Ford logo on it and looking for a 4th. Gordon has one available.

Around the Garages done.

Lucky square winner – David– 2nd prize basket Grace.

Meeting Closed: 9:10pm

Photo at right from the Internet

A racing 100E Prefect



Upcoming Member Birthdays
Please join us in wishing them all a very



Glenda Lind	24 November
Danny Wallace	26 November
Gino Cricelli	27 November
Richard Parker	29 November
Tony Russell	2 December

Ford on Swan 2025

**To all who are thinking about travelling to
Western Australia next year to attend the
National Rally**



We are looking at travelling in convoy departing Adelaide on Saturday the 3rd May & taking 6 days for the trek across, arriving into Perth on Friday 9th May.

Please contact the editor David for more info or talk to us at a meeting.

More info re Rally as it becomes available.

Club Christmas Party

Sunday 1st December

This year we are returning to the new Clubrooms as we have in previous years to be able to have a great day catching up with good friends.

Lunch will be at 12 o'clock followed by our famous oversized raffle!!!!

So bring along a gift or 2 to add to the prize pool & some small change to buy your fill of raffle tickets.

Cost for lunch will be \$10 each

(this should leave you plenty for raffle tickets)

We will be having a chicken & salad main course followed by an array of delightful desserts.

Tea & Coffee supplied,

B.Y.O. any other drinks you may desire.

Please just bring along a dessert to pool.

Plates & cutlery will be available to use.

Join us for some fun & frivolity, we always try to make sure that you will have a good time.

Please let organiser know if you will be attending as we need numbers for catering purposes'.

Ph David 0400 552 837 or at Nov meeting



Future Events

All Club Events in Bold

November

Wed 20th *Club Meeting 8pm* T Ford Clubrooms

December

Sun 1st *Club Christmas Party* T Ford Clubrooms

Wed 18th *Club Meeting 8pm* T Ford Clubrooms

January

Wed 15th *Club Meeting 8pm* T Ford Clubrooms

Sun 19th *Annual Breakfast Run* TBA

February

Wed 19th *Club Meeting* T Ford Clubrooms

Sun *Model A Breakfast* Glandore

March

Sun 2nd *All British Day* Echunga Oval

Wed 19th *Club Meeting* T Ford Clubrooms

May 2025

10th—18th *Ford on Swan 20th Ford 8-10
Sidevalve Club National Rally* Perth WA
More Info page 19



ALL BRITISH DAY INCORPORATED

First Sunday in March 2025

PO Box 43, BURNSIDE, SA 5066

WEBSITE: WWW.ALLBRITISHDAY.COM

Patron: Mr Jeremy Cordeaux A.M, K.G.S.J

You are invited....join us in 2025

Registrations will open early on 1st Oct 2024 and close on 1st Dec 2024 -

That's 2 full months to apply!

Go to Website: <https://www.allbritishday.com>

So if you are thinking of going get in early to save your spot.

Make sure to mark that you will be parking with the Ford 8&10 Club so that we get enough spaces allocated.



Guess Who?

Answer next month.

Answer to last month

The Urry family

Barbara & Bill

With their little bundle of joy!!!!

David

Sunday the 28th Sept Bingo Run

I decided on Saturday that we would take the modern seeing the run was down south we met at the Airport look out on Tapley's Hill Road. We have driven past many times but can't ever remembering stopping quite interesting.

Not all met here Russell was our host for the run as Phil and Sylvia were home preparing the festivities, around starting time we were given some good words of advice and we were on our way South to Brighton Road, Cement Hill, eventually getting onto the sea front drive. It has been a while since we last drove on it and like most areas lots of new homes have gone up. Then it was a pit stop. After around 15 min we were on our way again a lovely drive through the southern country side which is looking pretty good even though we haven't had a lot of rain this winter and made our way to Phil and Sylvia's place and found a place to park. Other members met us there. We then made our way down to the house where Phil had turned the car port into a nice enclosed warm eating area and found a seat, talked for a while and nibbled on some garlic bread then we were treated to some nice homemade soup, which was followed up with help yourself to the main meal which was delicious.

Then it was ice cream in a cone. On completing that the tables were cleared and Bingo cards were handed out. After some haggling the rules were sorted out and it was time for our caller Russell to start calling some numbers. The caller was getting hassled for not calling the right numbers but soon we had the first line winner, then we carried on with more numbers until someone filled their page and called out BINGO. After some discussion new sheets were handed out and another game was on the way running a bit smoother. BINGO was called out a few more times. On completing the game we were treated to a muffin to go with a second or third cup of coffee.

Another great day with good company also fine weather.

Thanks Phil and Sylvia and also Russell for a great day

Kay and Tony



Pre Bay to Birdwood Lunch

By Maralyn Urry

As it was only going to lunch at the Morphett Arms Hotel we decided to take the modern today and as it turned out everybody had the same idea.

We arrived at the hotel just after 11.30am so as to make sure that we could get settled at our table before the others arrived, then Barb & Brian came in followed by Russell, not long after came Kay & Tony with Sylvia & Phil rounding out the numbers.

We then ordered our lunch, we could all order from the senior menu, which is great that there are more venues starting to allow this on weekends as we all do not eat as much as we used to.

After a great meal we all enjoyed some good catching up & did not leave until around 2.30pm.

Unfortunately the numbers this year were down on previous years, not sure why as we usually get a good turn out for these lunches.



THE LAW OF FORD 8&10 RESTORATION

1. If anything can possibly go wrong, it will.
2. Any piece of wire or tube cut to length will be too short.
3. The remaining piece of wire or tube will also be too short, necessitating a trip to the hardware store, which will be closed.
4. Dimensions will always be expressed in the least usable terms.
5. Any error that can creep in, will; and it will always be in the direction that can do the maximum possible damage.
6. All constants are variable.
7. Interchangeable parts won't.
8. Components that must not & cannot be assembled incorrectly will be.
9. The most logical way to assemble a part will be the wrong way.
10. After a part has been fully assembled, extra components will be found on the bench, floor & any other place you care to look.
11. An adjustable spanner used to remove a component will either be too slack or too tight to replace the same part, even if you try to replace it immediately.
12. A dropped tool will land where it can do the most damage, or where it will be most inaccessible often it will do both, (this is known as the Law of Selective Gravitation).
13. The availability of a part is directionally proportional to your need for it.
14. Tolerances will always accumulate towards maximum difficulty of assembly
15. Hermetic seals will leak.
16. After the last 16 screws (usually rusted in place) are removed from a component, you will find that you are dismantling the wrong part
17. A random percentage will constantly be operating to your disadvantage.
18. After buying a special tool at great cost to remove a certain part, you will hear of someone who removed the same part with a spanner & a screwdriver.

AND FINALLY. To estimate restoration time, carefully work out how long you expect the job to take & multiply by 5. To estimate the cost of the restoration, carefully work out all known expenditure, add any number between 1 & 100, & put a couple of noughts on the end of the total. You will still be wrong, but not as wrong as you would have been had you believed your first total.

Bay to Birdwood 2024

By Don Kissock

Having missed the last 2 or 3 Bay to Birdwood runs due to late entry, I decided to register as soon as I could this year. This happened before I tripped and broke the scaphoid bone in my left hand which the doctor told me that I couldn't drive. After 8 weeks and 3 CT scans, still wearing the brace I asked the doctor if now I could Drive. He said yes but be careful. I was ok with the Rav4 auto. Then tried the Prefect. Took it Marion S.A. service centre and parked in the car park with Rosemary sitting in it whilst I went to lodge my heavy vehicle medical certificate. Along came some Asian people and asked if they could take a photo of the car. On returning home Rosemary said that I had done ok.

So 8 days before the Bay to Birdwood it was all systems go. Up at 6am for breakfast we went to West Beach to arrive before 7.30. Looked at some cars before leaving at 10.15. Dropped into McDonalds at Giles Plains for obvious reasons and saw Bev and Jim waving as we left. Made good time until we reached Inglewood, then it was very slow till we reached Birdwood. (about 5mph) Possibly could have got out and walked faster than driving.

Parked in the paddock then had lunch before going to the Motor Museum to see some exhibits. Then decided to head home. Went passed the Tesla cybertruck. Apparently it would not go at the start at West Beach. It is an ugly piece of machinery. Lots of people didn't like it being part of the run. Home trip was very uneventful

Ford 8&10 Sidevalve Club Library

- 1A Workshop Manual 8 and 10 HP Pub 1950
- 1B Workshop Manual 8 and 10 HP Rev 1953
- 1D Workshop Manual 8 and 10 HP Rev 1955
- 2 Repair Manual 100E 1953/1959 - 300E 1954/1961
- 3 Service Pamphlets 8&10HP 1938-1947
- 4 Anglia Instruction Book 1949
- 5 Service Manual 100E Anglia & Prefect 1953-1956
- 6 Spare Parts List 8&10HP Cars & 5-10CWT Vans-1932-1956
- 7 Ford Model Y Parts Catalogue 1937
- 8 Spare Parts List Ford 10 & Prefect 1937-1948
- 10 Identification Manual 1932-1955
- 11 Instruction Book Anglia, Prefect/5&10CWT Vans 1939
- 12 Ford Prefect Handbook
- 13 Repair Manual Anglia, Prefect, Escort & Thames Vans 1953-1956
- 14 Sales Brochures & General Information
- 16 Gilltraps " Little Black Book"
- 17 Ford Popular & the Small Sidevalve by Dave Turner
- 18 How to Restore - Electrical & Ignition Systems
- 19 How to Restore - Car Interiors
- 20 How to Restore - Fiberglass Bodies
- 21 How to Restore - Paintwork
- 22 How to Restore - Wooden Body Framing
- 23 How to Restore - Wooden Body Framing
- 24 How to Restore - Sheet Metal
- 25 How to Restore - Sheet Metal
- 26 Ford Specials 1960 by PJ Stephens
- 27 Ford 100E Workshop Manual 1953/1962
- 28 Spare Parts List 100E/300E 1953 onwards
- 29 100E Parts List 100E/300E 1953 onwards
- 30 Handbook of the Ford Popular 1955 by Ellison Hawkes
- 31 Handbook of the Ford Anglia 1940-53 by Ellison Hawkes
- 32 Instruction Book 8&10HP for Industrial Purposes 1948
- 33 How Old is that Car 1923-1938

Ford 8&10 Sidevalve Club Library cont.

- 34 Spare Parts List 8&10HP Cars & 5-10CWT Vans-1932-1951
- 35 Cars of the Fifties & Sixties by Michael Sedgewick
- 36 Instruction Book of The Ford Ten 1937
- 37 Ford Motor Cars 1945-1964 by Nostalgia Road
- 38 Ford 100E Repair Manual 1953-1962
- 39 Anglia Prefect Popular from Ford 8 to 105E by Michael Allen
- 40 FORD The men & the machine by Robert Lacy
- 41 Tuning Side-Valve Fords by Bill Cooper
- 42 Ford Model Y Henry's Car for Europe by Sam Roberts
- 43 History of the Motor Car
- 44 Sidevalve Fords Briefing Excluding 100E
- 45 Ford 100E Briefing
- 46 Road Tests & Articles Ford Anglia, Prefect & Popular
- 47 Ford Anglia, Prefect & Popular Road-tests Articles Adverts
- 48 Ford Anglia, Prefect & Popular Road-tests Articles Adverts Vol 2

All the Club Library Books are available at Club Meetings.

If you would like to read any of the books please contact our Librarian David.

YOU CAN'T BUY HAPPINESS

But you can buy an Anglia

And that's kind of the same thing.

The Ongoing Operation Saga

Hi Everybody,

Not much has happened this last month with David being away enjoying himself on a cruise, but hopefully he will make some time to come into the shed & do some work on me when he returns.

So I have sent in a couple of photos below from my early days with the Matthews family when they took on vacation with them.

Hopefully more to report next month.

Cheers Sandy



Taken near Tamworth NSW
in 1960 playing in the snow.

Taken in outback
Queensland if I
remember correctly
around 1961



Life is too short.
Buy a **PREFECT**



Ford On Swan W.A.

20th, 8 -10 National Rally

Saturday 10th May to Monday 19th
May 2025

Venue: Advent Park, 345 Kalamunda Rd, Maida Vale. WA. 6057.

Sat 10th - 4.00pm. Meet and Greet in the Function Room.

Present Booklet and Goody Bags & catch up with Old friends.

- Round the River Run. Lunchtime destination is at the Como Hotel.
- Fremantle Run. Display cars on the Oval. (TBC)
- Free Day.
- Bailup Ford Farm, Lunch at Noble Falls Tavern followed by Pizza and Film Night at Hillview Golf Club.
- Fergonfly Estate. 150 Holstein Loop. Lower Chittering. Includes Sausage Sizzle, Slot Car Challenge and Compulsory Quiz, Car Display and vote on cars for presentation on the last night.
- Hills Run to Avocado's for lunch.
- Run to Yanchep National Park for BBQ lunch.
- Gingin British Car Day followed by the Dinner and Trophy Night at Hillview Golf Club.

Mon 19th - 8.00an. Farewell Breakfast at Advent Park.

Bacon Sausage, egg, and pancake breakfast.

Further Bulletins will be forwarded as the organisation of the Rally progresses.

Stay safe,

Gary Anderson,

Rally Director,

Ford on Swan W.A.

7th July 2024.

MM, AF, BSW, BSF Spanner Conversion Chart

If your classic was built - or at least designed - before 1960, there is a strong chance it will contain a combination of Imperial AF and Whitworth bolts and fixings. If it's Continental, metric fittings will be the standard.



The following chart allows you to convert easily between all of the major standards - MM, AF, BSW and BSF - making it a lot easier to find a spanner or socket to fit.

Metric bolts, which are measured in MM across flats (edge-to-edge) of the bolt head, are the most common fittings for continental vehicles. In an attempt to standardize certain fittings, some metric sizes which have an Imperial equivalent have been used for major fittings (such as wheel nuts) for many years. After around 1970, wheel nut sizes have virtually been globally standardized at 19mm, an almost exact match for a 3/4in AF socket in Britain. Likewise, earlier vehicles have 18mm wheel nuts, corresponding directly to 3/8in Whitworth (BSW).

The most common Imperial standard in classics built after 1960 is the 'increments of one inch across flats' or 'AF' system. A good quality AF socket set will fit the vast majority of fittings on a British classic car.

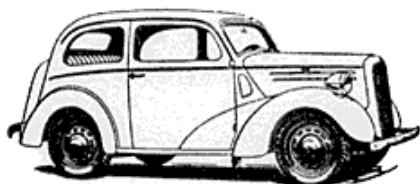
The 'Whitworth standards', of which the most common are BSW (British Standard Whitworth) and BSF (British Standard Fine), are a collection of standards based on the Whitworth thread. Devised by Victorian Industrialist Joesph Whitworth in 1841, it became the World's first standard for fittings, hugely benefitting Britain's Industrial Revolution. Whitworth set out the thread angle and pitch of a bolt, which increases in a ratio the larger the bolt becomes. The size of the bolt head also increases proportionally. The 'sizes' of Whitworth spanners refers to the diameter of the threaded stud, and not the bolt head itself: it is not an AF system. For this reason, BSF spanners are one size larger than the equivalent BSW, despite the fact that the bolt head is exactly the same size. The difference in measurement refers to the fact that the threaded section is thicker.

If you own a classic built or designed before 1960, and you are regularly struggling to find a spanner or socket to fit nuts and bolts (particularly on bodywork), it is a wise idea to invest in a set of Whitworth tools.

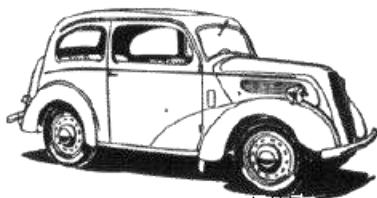
Source: Classic Mechanic

Jaw Gap		Spanner size			
Inches	MM	MM	AF	BSW	BSF
0.250	6.350		1/4		
0.275	7.000	7			
0.313	7.950		5/16		
0.315	8.000	8			
0.344	8.737		11/32	1/8	
0.354	9.000	9			
0.375	9.524		3/8		
0.394	10.000	10			
0.433	11.000	11			
0.438	11.125		7/16		
0.445	11.303		3/16	1/4	
0.472	12.000	12			
0.500	12.700		1/2		
0.512	13.000	13			
0.525	13.335			1/4	5/16
0.551	14.000	14			
0.562	14.275		9/16		
0.590	15.000	15			
0.600	15.240		5/16	3/8	
0.625	15.875		5/8		
0.630	16.000	16			
0.669	17.000	17			
0.686	17.424		11/16		
0.709	18.000		18		
0.710	18.034		3/8	7/16	
0.748	19.000	19			
0.750	19.050		3/4		
0.787	20.000	20			
0.813	20.650		13/16		
0.820	20.830		7/16	1/2	
0.827	21.000	21			
0.866	22.000	22			
0.875	22.225		7/8		
0.906	23.000	23			
0.920	23.368			1/2	9/16
0.937	23.800		15/16		
0.945	24.000	24			
0.984	25.000	25			
1.000	25.400		1"		
1.010	25.654		9/16	5/8	
1.024	26.010	26			
1.063	27.000	27	1 1/16		
1.100	27.940	28		5/8	11/16

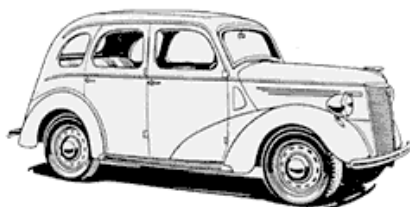
Arrow indicates interchangeable spanner size. Jaw gap is identical +/- 0.0075in / 0.2mm



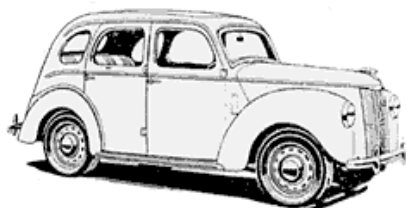
E04A 1939-1948



E494A 1949-1953



E93A 1939-1948



E493A 1949-1953

Gordon Cowley and the small Sidevalves.

I was asked recently “how long have you been in the local 8 + 10 club”? So clearly some people do not know where I sit in relation to the local 8 + 10 club. Here is my story.

When my father had two children old enough to drive a car legally our father bought a 7W sedan for us to drive around in as we did not get to drive his car. Later, three of us drove the car and the kid’s car at some time became a 1948 Prefect. My father’s cars in order were a 1936 CX roadster, a 1939 Ford V8 sedan, a 1951 Ford Pilot, Mk 1, Mk2 and Mk3 Zephyrs and then a series of Ford Falcons.

I clearly thought “that going Ford, was the going thing” and I bought my first car in 1959 which was 1954 100E Anglia. I had that car for 6 years and did approx. 100,000 miles in it. I was given a FJ holden which my wife drove and when I was given the reggo papers for the car it quickly turned into a 1964 Mk 1 Cortina GT in 1966. The 1964 Mk 1 Cortina GT was eventually traded for a 1967 Mk 11 Cortina 240.

I then started a collection of upright small Fords. A rellie had a big unused shed, and I eventually had a tourer, a two-door sedan, a four-door sedan, a utility, and a van. The shed went and the vehicles other than the tourer were sold off. I bought a 1954 Ford Pop 103E ute which was put on full reggo and used on car runs. The ute was sold off and the Anglia Tourer ended up on the road. I bought a Ford 7W sedan at some stage and that was registered and used on car runs until it was sold at the Barossa Bivouac. I bought a gutted and no engine and gearbox two door 1948 style Anglia and built it up as mud sprint and English style trial car and at that it was quite successful. Most bits were sold off, but the boot lid also adorns the north wall of the shed. I built a Tow Motor to move my trailers around my backyard from 1948 style Anglia and Prefect parts and when I fitted hydraulic four-wheel brakes and a separate handbrake system I had it registered as a “special purpose vehicle not for the use of carrying goods or passengers”. It bears the personalised number FORDY-8. Forklifts and road rollers are registered the same way for use on the roads and public areas.

Rochdale GT. I did a lot of research on Ford 10 kit cars with fibreglass bodies and decided on purchasing a Rochdale GT. I looked at couple when I was in the U.K. in 2003 but did not purchase either. Months later I saw one advertised and I had U.K. friends check it out. That car was purchased and after all the paperwork required it arrived at my place. Earlier when the opportunity came up and in the expectation of eventually getting some form of kit car I purchased a 100E Willment OHIV head and a 100E gearbox kitted out with a Laycock electric operated overdrive unit. Both of those units were available for fitment to 100E powered vehicles when the vehicles were on the market in Ford dealers. You could buy a new vehicle fitted with the above equipment from a Ford dealer and unless the vehicle was “raced” the vehicle was still under warranty by Ford. Due to chassis modifications, I eventually worked out that the Rochdale GT would not go on the road as an historic vehicle under the scheme at the time. So, I sold the Rochdale GT. It would probably have made the grade under the new proposed ICV system.

When I left school, I was apprenticed into a pharmacy. I was not really all that good at that which in a way was fortunate as I went on to be a useful Senior Tower Controller at Adelaide Airport. The shop vehicle at the pharmacy was a Thames 300E van. If I had to work after 6.00 P.M. I got to drive the Thames home. After tea I would ring a friend of mine (male) and we would drive the Blackwood and south area. I would fill the Thames with petrol in the morning and return the van and me to work. Getting the van took a fair while and eventually one was bought through eBay. Currently (May 2023) getting it back on the road is a “a work in progress”.

When I had the 100E Anglia sedan and the Mk1 Cortina GT I was reading U.K. car magazines and found out about the Ford 100E Owner’s Car Club U.K., and I joined that club. The 100E club had members with earlier small Fords and when the numbers of the earlier models became significant the club morphed into the Ford Sidevalve Owner’s Club which still exists in the U.K. I was a founding member of the FSOC and am still a member of that club. Quite a few of the original FSOC members are still with the club.

The Mk 11 Cortina was the only car that I have ever bought brand new and to celebrate that fact when the Cortina had done 30 plus years and 300,000 or so miles the upgraded mechanicals were removed, and the front 12 inches of the Cortina now adorn the north wall of my shed. The rest of the body went to the metal recyclers.

Prior to 1981 there was no “small Ford car club” in South Australia and I thought that the established Ford Owner’s Car Club based on current Ford vehicles and of which I was a member was not the place for the older cars. Before 1981 I was getting names and addresses of small Ford owners that I came across at car shows and wherever I found them. I arranged for several small Ford owners to attend the All Ford Day organised for 29 March 1981 and it was agreed to form the “Ford 8 and 10 Sidevalve Club Inc” on that day. I did have a new receipt book with me on the day and the appointed Club Treasurer wrote out membership receipt number one in my name on that day. I still have that receipt. Tony Russell and John Howard are the only other members that have been in the 8 + 10 club from the start.

I noticed that the 8 + 10 website says that S.A. was the first state to have a dedicated club for the small Fords. Before the S.A. club was formed, I was also corresponding with Phillip Handel (deceased) and Jim Oliver who started the N.S.W. and Victorian clubs respectively. I believe that the NSW club predates the SA club.

Perhaps some other members of this club could write their small Ford story for “Second Gear Chatter”.

Gordon Cowley, 15/10/2024.

The below quiz was sent to us in 2015 by Bill Urry & I thought that we could have a bit of nostalgia by using it again & see if our brain matter may be able to work through the answers. Ed.

Bill's English Motoring Quiz

Question 1

Using all the letters of the alphabet at least once name a total of less than nine [9] Models [not Makes] of Classic Pre 1965 English Cars.

Question 2

Name eight [8] or more Models [not makes] of Pre 1965 English Cars that used Animal Names.

Question 3

Name seven [7] or more Models [not Makes] of Classic Pre 1965 English Cars that used names of Towns or Counties in England.

Answers next month, but will be discussed at the November meeting so bring along your answers. May be a prize for the most correct.



At left Bill with his All Ford Day trophy for best 107E in 2010.

The Green 107E then passed through various owners in the club & is now being looked after by Jim & Bev Puust.

In the Kitchen

PUMPKIN & SPINACH FRITTATA

- 400g pumpkin, peeled & cut into 3cm cubes
- 1 tablespoon olive oil
- 1 tablespoon soy sauce
- 2 leeks finely sliced and washed
- 2 cloves garlic, crushed
- 250 - 300g spinach
- freshly ground black pepper
- 8 eggs
- 400g low fat natural yoghurt
- 50g matured cheese, grated
- Extra 1 tablespoon oil



Preheat oven to 170C. Grease small baking dish with a little oil.

Place pumpkin in a bowl with oil & soy sauce and toss to coat.

Tip pumpkin onto baking tray and roast for 25 minutes.

Heat oil in a frying pan over medium heat Add leek and cook for 5 minutes or until soft. Add garlic and spinach and cook until spinach has wilted.

Whisk eggs, yoghurt and cheese together lightly in a large bowl. Add pumpkin and spinach mixture and gently stir to combine. Pour mixture into prepared dish season to taste with pepper. Bake in oven for 20 minutes or until set. Serve with a salad.

Barb's Handy Hints

After peeling and chopping/slicing onions, wash your hands in a little milk to remove the odour.

Cutting through sandpaper 5 or 6 times will help sharpen dull scissor blades and the like.

To remove a burnt toast smell from the house, boil a few cloves in a saucepan of water.

Stained wooden spoons from making jam etc. can be refreshed by soaking in a strong lemon juice and water mixture, then washing as normal.

To clean the vacuum cleaner brushes, use a metal pets brush.

A stick of chalk kept in a jewellery box will help to stop the contents becoming tarnished.

Use those little sachets of silica that come with some different type purchases and place them in your tool box as this will help prevent your tools going rusty.

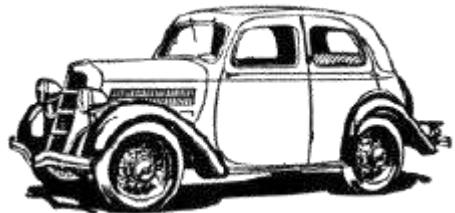
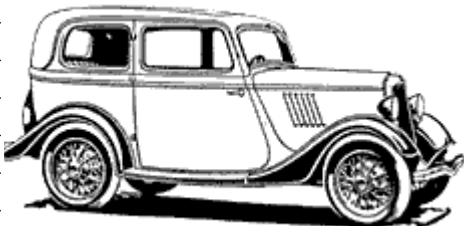
To soften hardened brown sugar place it in a warm oven for a few minutes.

To prevent silverware which is stored from tarnishing wrap it in aluminium foil.



Model "Y" 1932-1937

Model "C/CX" 1934-1937



Club Regalia

Contact Barb Bartholomew M;0429 426 996

New Club Shirts, Softshell Jackets & Polar Fleece Jackets are available to order now.

Window Stickers (inside glass) white or blue	\$12.00	Baseball Style Caps	\$15.00
Polar Fleece Zip Up Jackets Unisex Sizes XS-5XL	\$50.00	Softshell Jackets Male & female sizes	\$60.00
Men's Polo Shirt Short Sleeve Sizes XS-5XL	\$35.00	Ladies Polo Shirt Short Sleeve Sizes 8-24	\$35.00
Men's Polo Shirt Long Sleeve Sizes XS-5XL	\$38.00	Ladies Polo Shirt Long Sleeve Sizes 8-24	\$38.00

For Sale

Bedford CF 1977 4m tray.

Ex Aust post. Red, 186 auto. I have used it to carry the Prefect, but circumstances have changed. Winch & ramps included at sale price (2K + value). Minimal rust.

\$13,000 Contact Russell 0417 882 583

1950 Ford Anglia Tourer

Two tone blue repainted by previous owner. 10HP engine, doesn't jump out of second gear, 12-volt conversion. Hood in VGC as is interior trim. Historic rego, so not transferable. Downsizing as too many cars.

\$15,000. Contact Russell 0417 882 583

