

News



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sidevalve side

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Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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

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Area Groups

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

Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Cambridgeshire	Brian Cranswick 01733 203776. <i>Please ring for details.</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday: new venue to be decided. Contact John Porter at Sv1172@aol.com</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
Glos, Hereford and Wores	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: Bunch of Cherries, Hatfield Road, St. Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Mid Wales & Borders	Dennis Duggan, Rock Cottage, Brook St, Welshpool, Montgomeryshire, SY21 7NA. 01938 555574. E-mail: djduggan@supanet.com
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
Norfolk	Colin Read 07957 557793 or norviccol@yahoo.co.uk
Central Scotland	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Sussex	David Taylor 01323 845001. <i>3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.</i>
Surrey	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
Yorkshire	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

International Contacts:

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Editorial

John Porter (Chairman)

Those of us with more than one car will probably be getting a little concerned at the amount of calendar watching necessary to keep the government wolves from the door. We have each vehicle's VED (vehicle excise duty) - even if pre '73 or SORNED, the necessary forms must be filled in and returned. I remember reading that DVLA cannot guarantee to send reminders and are not legally bound to do so, hence the calendar watching!

The new MOT arrangements seem to have caused few ripples in the classic car movement, mainly because the test itself has not been altered. If you are a regular customer at a test center, then you may be lucky in that they send out "test due" reminders. Now that the insurance companies are linked to DVLA and thence the state of your MOT, if you miss one or more form-filling activities then the wrath of the government will be upon you

No doubt you read the usual stories in the press where Johnny Innocent, who lives alone, is taken ill and spends, say, six months in hospital. On his return home, he finds that his SORN is out on the car he is rebuilding and there is a fine awaiting. He then finds that he is over the "time to pay" limit and has to go to court to plead his case. His everyday car, which was parked on the street outside, has been impounded by the local police/parking authority, as the VED is out of date. So he has to pay his tax from the date it ran out, and as he tries to do that he finds that his MOT is out and he hasn't got the car! One assumes that at this point he pays his storage and gets the car taken to his local MOT station on a trailer for a test so he can get his tax. He will, of course, be fined for no "continual licensing" being in place!

The moral of this is to never be taken suddenly ill, and to have someone with the power of attorney waiting on standby who knows what forms have to be filled in and when they are necessary. What will Johnny do in the future? Get rid of the restoration project, sell his everyday car and buy a bicycle? 1984



Colin's E494A - a car with an interesting history - see page 7 to find out more

was just a bit late coming but is now here with a vengeance.

Local Group Changes

We have two new local representatives - one in the UK and one to replace Ed Ingold in Canada (stepping down after his long stint as the FSOC's representative for the whole of Canada).

New Norfolk Group

Colin Read writes "Dear John, I am interested to know if anyone would like to form a Norwich/Norfolk area group? I have been talking to Brian from the Cambridgeshire Group and he suggested forming a local group (as he lives 80 miles from me)." So, those of you out there in Norfolk can get together with Colin. Phone him on 07957 557793 or his e-mail address is norviccol@yahoo.co.uk. Colin's Anglia is pictured below - see page 7 for more details on the interesting history of this car.

New Canada Contact

Les Foster (in Canada) has been a FSOC member since 1994 and has contributed a number of articles, mostly to the E83W Register. As he writes, "I am also E83W Technical Advisor for the North American English and European Ford Register (NAEEFR). I also belong to the Old English Car Club of B.C. and have formerly been Newsletter founder and Editor (4 years) and Vice-Chairman (2 years) as well as assisting with numerous club events. I am currently restoring a 1951 E83W steel-boxed pickup which took its first drive in a great many years this weekend! It is now mechanically restored and the next steps will be the frame itself and then the bodywork. I own four other E83W's as well." Les can be contacted at 1212- 52 St. Delta, B.C. Canada V4M 2Z2, e-mail: leswfoster@hotmail.com or telephone 604-943-4936).



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Events

John Porter

The Joys of Spring

Having talked about the benefits of the more leisurely progress of our cars last issue, you are now itching to get behind the wheel and it is time to get your car out of the garage. Won't move? Don't say you left the handbrake on so that the linings have stuck to the drums. This could mean that no one is going anywhere for a while. If you have a 100E then the hydraulic cylinders may have seized as well as the linings. Retire to the house to read the manual.

Depending on how the car was put away at the end of the season will dictate what sort of experience you will have on this spring day. If you drove the car into the garage after the All Ford Rally in late September, then a good six months may have passed since the old girl turned a wheel! It is now too late to remember the good advice given in the classic car magazines about how to lay up for the winter. With all models, you may have to battle with leaking cooling systems if you drained the radiator to avoid putting anti-freeze in a car that would be snug in a garage during the freezing months. Perhaps the freezing side of winter was forgotten and the unprotected water has frozen on and off during winter?

Battery Too Bright?

How about the battery sitting in the depths of the engine compartment? Ideally you will have disconnected and periodically trickle charged the battery to keep it ready for the Spring "fire up." Alternatively, you have just been down to the motor factors for yet another new battery that bears no resemblance to the original and you will be busy working out how to restrain the bright and out-of-place low maintenance battery from leaping into the fan at the first junction.

Spark of Interest?

With the engine turning over, you may reasonably expect a spark of interest from the engine, but in reality all you get is a wheezy cough. Find the plug spanner and battle with seized plugs only to find them dripping wet with the precious over-taxed liquid that you have poured into the tank from the supply kept for the lawnmower last year. Spin the engine over and discover no sparks from the leads, so off with the distributor cap and peer inside. If there is now a spark then the unburnt petrol will explode with enough flame to remove your eyebrows. Depending on your knowledge, you may slam the bonnet down and go inside for deep thoughts about classic cars! You may gird your loins and clean and adjust the contact set and reset the timing as suggested in the car's manual. All back together again and off she goes in a cloud of last year's petrol. By this time there are

unlikely to be any cats in the neighbourhood due to a combination of bad language and backfires. Keep the engine running to warm up and then notice that the charging light is staying resolutely ON. Those of you with an upright can remain ignorant of the lack of charge until you grind to a halt some while later at the most crowded junction that you can find on a Saturday morning. To quell the red light, you decide to either put sticky tape over it (this is very temporary as you will join the upright at the lights), order a new dynamo and regulator, or go to the local auto-electrician who will persuade you to pay for the fitting of an alternator as he has never worked on a dynamo system before.....

Only Flat at the Bottom?

Once on the road, all the cares and worries pass by as the wheels turn and you relive the delights of the open road - don't worry about the 40 tonne Polish juggernaut that is one metre from your tender rear end! Yes, wheels are turning but what is that regular thumping noise? that is just the flats created by the weight of the car over six months of inactivity - if you are lucky they will soon even out. If the tyres are old and the flats remain, you will then be able to enjoy a visit to the local tyre specialist for some replacements. Your patience will be tested as the "technician" explains that they don't make 17" tyres anymore but how about some motorcycle tyres? The request for some genuine 13" crossplies will be met with a quizzical stare - "what's a crossply?" The luckless 100E owner may end up struggling with soggy, heavy steering at the end of some over-wide modern radials that bulge out over the standard 3.5 inch rims. Talk about turning a super-tanker.....

Fanbelt Finale!

Driving home, arm on the windowsill and all is well, thoughts turn to the events that you have booked in for. Tingggggg, flop, flop - what now? The fanbelt is now hanging off one of the pulleys - broken. Never mind, there is one in the boot, isn't there? Well there was last year. Where is the RAC card? Oh no, the mobile's battery is dead. When you are mobile again, what about these events:

Events & Clubstands

April 29th - FSOC AGM at Coventry Transport Museum - details in last issue of Sidevalve News or from me on Sv1172@aol.com. Special parking for those bringing their Sidevalves has been arranged in the public display area at the front of the museum. The special parking area has to be reached from a small side street off Cook Street at the back of the museum. Please contact Geoff Hammond 02476 334201 if you intend to bring your sidevalve so he can advise further. For those bringing their everyday cars

the nearest parking is in Tower Street (pay and display). Make a weekend of it - go and see the historic specials at the event below too!

April 30th & May 1st - Historic Specials And Classic Kit Cars Show. NAC. Stoneleigh Park, Warwickshire. The world's number one show for every kit car enthusiast with old or new kit cars. All kit car drivers are admitted free of charge, passengers, I think, are ½ price. Come to the main vehicular entrance (follow signs for clubs and exhibitors) which is located on the B4113 the Coventry to Leamington Spa road. Contact Tony Stanton 01527-402367. tony-stanton@fsmail.net

27th, 28th, 29th May - Enfield Pageant of Motoring, Middlesex. Contact Mick Crouch.

May 28th - Festival of Transport at Newton Longville (Hammond Park, adjacent to Longueville Hall, in the village which is approx. 6 miles west of Milton Keynes just south of the A421 which joins Buckingham to Milton Keynes). The organiser would like to invite FSOC members, particularly those from Bucks, Beds, Herts, Northants, Cambs, and Oxon. The festival is a family day out, held for charity (St Faiths Church Restoration) and is open to all interesting vehicles and motorcycles from veteran to modern day, and also welcomes motoring related trade stands. We have held events in 2004 and 2005, and with more than 200 vehicles and 3000+ people attending last year it was a resounding success. This year we are hoping to improve on this with a bigger and better show with even more attractions, and would love to see some local representatives from your club attending. Contact David Miller Organising Committee NLFT 05 on d.c.miller@btinternet.com

June 3rd & 4th - Tatton Park Show Club stand. Contact Joe Wheatley, Merseyside Group organiser for details

June 4th - Prewar Austin Seven Club Autokarna, Nottingham. FSOC members are very welcome so contact the organizer: mick@steammill.fslife.co.uk

June 18th - Kemble Air Day 2006. Kemble, Glos. We have been invited to put on a club stand among the vintage aircraft at this very successful show. It is a very prestigious air display for which the paying public are charged large amounts. There will be no individual entries this year for classic vehicles, as they are organising it on the basis of a number of club stands, each having 8 to 12 vehicles. They have sent Peter Williams a form to list the vehicles that will be attending. Each vehicle will get 2 free passes, extra passengers must pay normal entry fee. Camping overnight on the Saturday can be arranged. The classic vehicles will parade past the parked aircraft during the lunch break. This is a good opportunity for entrants to see a marvellous air

Events cont . . .

John Porter

display. Names and details of vehicle to Peter Williams or Ivor Bryant as soon as possible. Details from Peter Williams (address inside front cover) or from the official website www.kembleairday.com

June 25th - Eleventh Chipping Sodbury Rotary Club Classic Run. The Rotary Club of Chipping Sodbury invites you to enter the eleventh Chipping Sodbury Classic Run. This year's event will be approx. 90 miles long and will start in Chipping Sodbury's Broad Street, which is expected to be closed to all other traffic. The route includes a morning coffee stop at Kemble and will finish at Slimbridge. All entrants will be entitled to one FREE entry to Slimbridge Wildfowl Trust and one discounted ticket (£3.25). The event is open to pre-1975 cars, motorcycles and light commercial vehicles. The event's headquarters will be the Squire Inn, Broad Street (by kind permission of the Landlord) where breakfast will be available, (all proceeds going to the R.N.L.I.). For more details and to enter; contact Ian Joseph, 70 Kent Avenue, Yate, Bristol BS 37 7RZ.

July 1st & 2nd - Hollowell Steam Fair, Northants. I understand that space is at a premium so early entry is necessary! The website is <http://www.hollowellsteam.com>

July 8th & 9th - Ardingly Vintage Vehicle Show, West Sussex. Contact Mick Crouch.

July 9th - Buckler Day at the Memorial Hall Long Lawford Rugby, 10am to 5pm. Usual Road Run and pub lunch. All Ford sidevalves and specials welcome. This year is the 50th anniversary of the Buckler DD2 and they are hoping to attract more DD2's than

usual to the event. More information from Stan or Ken. StanHibberd@aol.com or kengreen@landcrab2.freemove.co.uk

July 9th - East Of England Car Show at the Huntingdon race course, Cambridgeshire. The organizer wonders if FSOC members might like to bring their cars along. If you are interested contact Derek Fitch on oakwoodevents@aol.com

July 15th & 16th - Royal International Tattoo at RAF Fairford, Gloucestershire. Contact Clive or Wendy Elsdon on 01453 845645 or email on clive@cliveelsdon.co.uk also www.airtattoo.com.

July 22nd & 23rd - Wood Green Steam and Country Fair, Godmanchester, Huntingdon. If you attended the show last year the organizers normally send you an entry form. This is a great well established show held adjacent to the Wood Green Animal Rescue Centre. Book early as the closing date for entries is the 30th May. Contact Brian Cranswick, Cambridgeshire group on 01733 203776.

July 23rd - Beaumanor Hall Classic Car Show at Beaumanor Hall, Woodhouse, Leics. A super venue, with a drive through some of the best scenery in the county. A small, but interesting range of autojumble and craft stalls. To be on the club stand contact the events co-ordinator (details inside front cover of the magazine). See the organiser's website www.geocities.com/transtaruk/showdates.html for map and details.

August 5th & 6th - Woodvale Rally. Cars, planes and much more! Club stand. Contact Joe Wheatley, Merseyside area organiser for details.

August 6th - Historic Specials Day this year combines a road run and evening meal on the 5th. More information on the road run and the evening meal from Richard Disbrow - richard.disbrow@virgin.net

August 6th - Eastern Sidevalve Day at the BMC/BL Rally, Ferry Meadows, Peterborough. Although this show is mainly for Austin, Morris and alike cars, the organisers are happy for other makes to attend. This is a well established show into the 13th year and overnight camping is available. This is held at a lovely location with a large number of cars and clubs attending every year. Should be room for a large club stand. Contact Brian Cranswick, Cambridgeshire Group on 01733 203776.

August 19th & 20th - Tatton Park Show Club stand. Contact Joe Wheatley, Merseyside Group organiser for details

27th & 28th August - Hampshire Pageant of Motoring at Broadlands, Romsey, Hants. Contact Mick Crouch.

September 2nd & 3rd - National Sidevalve Day at the Shackerstone Festival, near Market Bosworth, Leicestershire (just off the A444 North of the A5). Check out the Festival website for more details of this year's Festival: www.shackerstonefestival.co.uk or contact John Porter.

September 2nd & 3rd - Skylark Tractor and Vehicle Show, Nr March Peterborough. A small show now in its second year and held at the Skylark Garden Centre at Manea Nr March. Contact Brian Cranswick, Cambridgeshire group organiser on 01733 203776.

Tales of BOA

Jim Norman

There were no Tales of BOA last issue, basically because there were no tales to tell. She continues to do her job, as all good cars were designed to do.

One landmark though was in December when she clocked up 150,000 miles. This isn't very much for a 45 years old car, until you take into account that the mileage was just over a mere 59,000 when I bought her in 2000. So this mileage was achieved in the first 40 years of her life; but the final five years have added another 91,000. To put it another way, 39.3% of her total miles took 89% of her current life; the other 11% of her years crammed into the last 61.7% of total miles! But despite this appalling mistreatment of a venerable old lady, the only job that has been

needed since October is the replacement of a sidelamp/indicator bulb. Come Easter, though, and I anticipate finding a few bits that will



9.00 am on 4th March. BOA is about to be defrosted prior to several short trips and another to Liverpool on the weekly family visits.

need some attention prior to the MoT test in late June. All-weather use takes its toll, as the photos show.



5.00 pm on 4th March. A mere seven hours later almost all the snow as gone, but BOA retains large areas of white streaks - salt from the roads. She actually looks much cleaner in the photo than was actually the case!

Coventry Group

Mark Bradbury

As far as I've been concerned, it's been a relatively quiet start to the Sidevalve motoring year. I haven't been able to attend the usual NEC early new year autojumble and due to other important commitments (ok, holidays) I've also had to miss a couple of the Coventry and Midlands' Group monthly meetings.

Brass Monkeys

It's also been particularly cold in the workshop of late; as I write this in early March, the last week or so has had the odd night where temperatures of -5 or -6 Celsius have been recorded on my trusty max-min thermometer - far too cold to get up to too much trouble on the old girl (the '56 Pop still languishing in my garage that is). Let's hope the advent of spring heralds a long, hot summer - global warming: great isn't it?

Hopefully by the time you've read this the Coventry and Midlands' Group will have attended the usually excellent restoration show cum autojumble at the NAC (not to be confused of course with the NEC - think "Agriculture"

rather than "Exhibition") - smashing for those late-winter-project odds and sods.

Piston Broke

Talking of my Pop and its prolonged and drawn-out restoration, I can report some minor but prophetic (or pathetic, depending on how you look at it) progress on the engine front; you may remember that my previously sound engine suffered a weep of water via the head gasket into number two cylinder, apparently seizing it rather solid. I can report with a certain amount of satisfaction that many days of soaking in diesel, 3-in-1, Plus-Gas, HP sauce and many other things, coupled with top gear engaged and gently "jiggling" it a bit has finally resulted in a freed-off engine. It now turns but sounds very "dry" (I think I even detected a faint squeak despite copious amounts of slippery stuff, either that or there's a mouse in the sump) and I haven't attempted to move it more than was absolutely necessary to free it off. On the more positive side, the section of the bore I can see looks unmarked, and the engine appears to have never been rebored. Naturally an engine stripdown is now imperative (silly not to now) and this will happen as soon as the frostbite has worn off.

I'm busy saving up for the machining, white-metalling and the myriad parts.

Nag, Nag, Nag!

Yes, now it's time for the annual nagging session; if you've never been along to one of our AGMs before, please do make every effort. I'm sure you'll find it interesting, enjoyable and impressive just how professionally this 'ere club of ours is run, and it makes all those long hours of hard work the committee members put in all the more worthwhile.

This year the venue for the AGM (29th April) is absolutely slap bang on our doorstep at the Coventry Transport Museum and what a truly cracking place it is - a really interesting selection of vehicles, most of which have a local connection of some kind or another, so don't expect too much from Dagenham, Doncaster or Halewood! There will of course be the informal selection of members' Sidevalves on display (in front of the main entrance I think), a free buffet lunch, plus, after much negotiation, absolutely free entrance to the exhibits for the entire family! Ok, so the museum is always free for everyone (yes, really!) but it'll still be a great day out! Nagging over, see you there!

North London Area

Robin Thake

The Rally invites are now dropping through the letter box, so it's a busy time working out should we go here or there - some shows are asking us to attend on more than one day or they will charge full admission fee, so it's no thanks!

I managed to get the Anglia out in February to go on a 'fun run'. This was an invite from a friend who has a collection of MGs. The "Snowdrop Run" started at Wimpole Hall and ended at Anglesey Abbey (both National Trust properties in Cambridgeshire). A frosty Saturday morning dawned, so it was a case of should I or shouldn't I get the Anglia out of the warm garage, and should I get out of the house after having had a week off work suffering from the flu? Not wanting to let the friend down, I made the move and it was off down the road, but after only five miles the fog came down and the inside of the screen froze up, so I now know what it was like to be driving in the 1940's!

When I arrived at the starting point the next set of surprises greeted me - I was one of the only non MGs taking part (the others were a Lotus and a Porsche). But I was made very welcome, with as much interest in the Anglia as all the MG variants. The next surprise was that a breakdown vehicle and a paramedic unit would be following - now I know I'd been

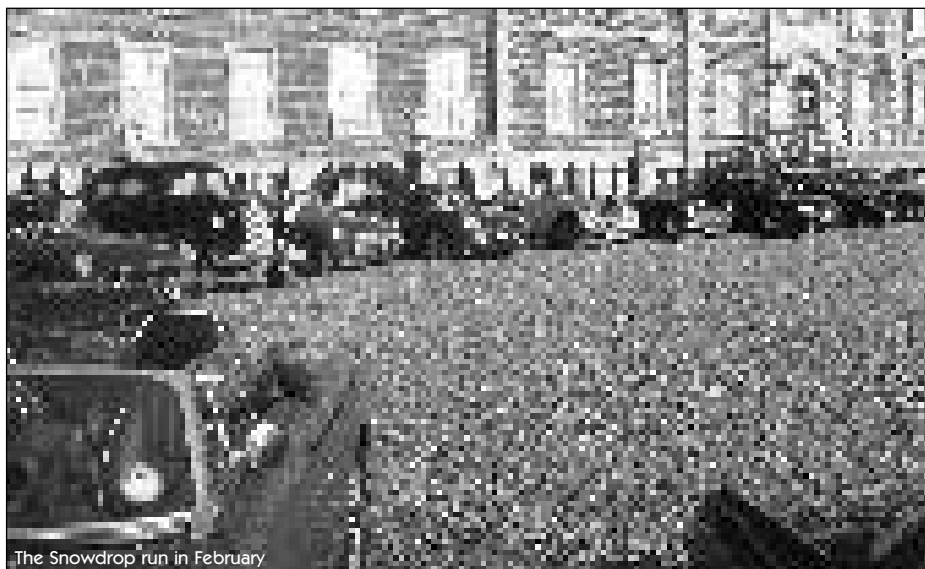
suffering from the flu, but I didn't think I was that bad! I later found out that the local MG group are sponsoring the Paramedic Unit.

As Jen was working, I asked my friend if I could follow him so that I didn't have to drive and navigate at the same time. Well, one mile up the road he stopped to inform me that we had gone the wrong way, so we needed to turn round. I wisely reversed into somebody's drive, but he backed into a field with four people in the car and got well and truly stuck in the mud - I soon learnt why they have the

breakdown wagon following!

The run was scheduled for about 35 miles, but I think we must have covered about 45 with the number of times we got lost, including driving into the middle of the local hunt!

Our monthly group meetings continue to flourish, with new members coming along and being made most welcome; so do come and see us if you live anywhere near St. Albans. As the sun begins to shine, the plans for the club holiday at Cromer are taking shape too (see ad on page 9 for more info).



The Snowdrop run in February

Cambridgeshire Area

Brian Cranswick

Firstly a show news update. I have spoken to the organisers of the Great Eastern Pageant and they have informed me that they will not be holding another show at Peterborough this year. This is a real shame, as the venue was excellent and had the makings of a good annual event. I have organised club stands at the following shows: 22nd & 23rd July - Wood Green Steam and Country Fair at Huntingdon. 6th August - Eastern Sidevalve day at the BMC/BL Rally at Peterborough. 2nd & 3rd September - Skylark Tractor and Vehicle show, near March (full details on the events page). I recommend you contact me early to ensure a space for your car. If any members know of any other suitable shows in the area, give me a call.

Colin's E494A

New member Colin Read, who lives in Wymondham, near Norwich, has just contacted me with details about a full restoration to his 1950 E494A Anglia, registration number ERV 819. Colin purchased the car about a year ago in quite a sorry state - in fact it had ivy growing from it! (photos at the bottom of the editorial on page 3). A full rebuild is required and this is now being undertaken.

The car has an interesting history - it was left in a will to a Mr David Matthews who now lives in Wales, but he had not the time or resources to restore ERV. The previous owner, a family friend, was a Miss Phyllis Springett from South Harrow, who drove the Anglia right up to the day she died. The first owner was a vicar, who gave the car to Phyllis. This kind of information is always great to know when researching the history of your car - almost a family tree of your sidevalve.

New Norwich Group

As Colin lives some distance from the Cambridgeshire area, he is very interested in starting his own group in the Norwich area. If you are interested in joining him, please read the editorial on page 3 for Colin's contact details.

New Loom for Ollie

Finally, I am in the process of trying to arrange having a new wiring loom fitted to Ollie, my 103E. Most of the wiring is still original - it all still works ok, but for the sake of safety it is really time to replace and update things. I will let you know how I get on with it in the next report.

If you require any further information regarding the shows we will be attending this summer please contact me - my details are listed on the inside cover.

Bristol & West Group

Ivor Bryant

I missed the new year's day run in Taunton, so cannot make a report, but from the feedback I've heard, it appeared to lack organisation, with assumptions being made as to the event being the same as previous years.

Bristol Classic Car Show

The last weekend of January saw the Bristol Classic Car Show at Shepton Mallet. We like to put on a show of different cars each year, but needed to make commitments before enough volunteers were forthcoming. Please contact me a month before this and the restoration event if you wish to be involved.

Over the weekend we had six vehicles on our display - a model Y belonging to Alistair Currie (who joined the Y and C Register at the latter end of last year without a car, but by November had bought a restored car and agreed to show it). Next to this was Pete Williams's E83W. Richard Tiley brought along his 7Y, in unrestored, regular

use condition. Getting more up to date, another commercial - the 300E of David Locke was bare of any brightwork on the Saturday, but had new chrome bumpers and fittings as the show opened on Sunday! Paul Hanley graced us again with his 100E Popular, looking as clean and bright as always. Last and by all means least, the painted rolling chassis with a display of Ford spanners, tyre lever, spring spreader and other special sidevalve tools. The hub puller was pointed out as being absent. We also had on display a cut away 105E engine.... well, they did fit them to 107Es!

It was busy both days, lots of paying public attending a good show, despite the threat of snow. Pete Williams put on a talk about the working of mechanical brakes on the two days to a minority audience, despite making an exhibition of himself by walking about the show in a sandwich board! Visitors included Mike and Kath Samuel with Mike's brother- and sister-in-law, and two men from the Rochdale stand, who took a lot of interest in the chassis - how it fitted together and what went where. Thanks to all who helped and who made it worthwhile.

Fairford Air Day

We have received an invitation to the Royal International Tattoo at RAF Fairford, Gloucestershire, with free entry to pre entered classic cars. This is a big event. See the events listing on page 5 for details or contact me.

Chipping Sodbury Run

The Chipping Sodbury Run invitations are out. This will be on Sunday 25th June, ending at the Slimbridge Wildfowl Trust, a run of about 90 miles with approximately 200 vehicles pre 1975. Details available by writing to Ian Joseph, 70 Kent Avenue, Yate, Bristol, BS37 7RZ.

Other Area News

Tony Faithful is progressing with his E83W, Pete Williams has bought a Morris 4 speed gearbox with the intention of fitting it to his E83W. We may be joined by another local with an E83W and boat tailed Pop. I have rewired my 7Y, the old loom of 1938 having perished and have also bought a new old stock loom for the CX.



The club stand at the Bristol Classic Car Show in January

Merseyside Group

Joe Wheatley

I'm continuing to report on our activities last summer as very little has happened up in the NW since September.

Haigh Vintage Steam Fair

I had not attended this show before, so set off on my own just after 9. The event turned out to be a small affair with only a few engines, about 40 cars and limited stalls. As I began to feel unwell, I left shortly after 11. On the way I noticed a rumble from the front of Freddy. I determined that it was independent of engine speed so made a note to check the wheel bearings. On removing the nearside front hub, the rollers fell out of the inner bearing casing. Oops! Fortunately I had a set of bearings 'in stock' so was able to put things right straight away.

West Lancs Festival of Transport - Scarisbrick Hall

Chris Toombs joined Jill and I in convoy as we drove from Culcheth to Kingswood College just outside Southport. The show was in the grounds of a large victorian gothic house, now used as a school, and proved to be a lovely setting for the day. As the event was organised by the West Lancs MG Owners Club, there were lots of MGs about, although the local Capri Owners, Stag Club and one or two others also had a 'stand'. There were quite a few charity and other stalls where Jill and I were able to buy some books and new dinner plates.

I was drawn to a very nice model Y. Bruce Allen is a member of the Y&C Club and has owned his 1937 Tudor for many years. It certainly looked a treat with its black body & red wheels. We also met Gary Mullineaux from Lytham St Anns with his blue 100E Popular. This was in very nice condition, with newly upholstered seats and an original headlining restored using several bottles of canvas shoe cleaner! Gary is looking to have some work done on the engine over the winter so that he will feel more confident



Photo 1: The four sidevalves on Blackpool prom in Sept last year

travelling longer distances in future. See you this summer then Gary!

After a very pleasant day we set off again in convoy at about 16.30 arriving home without incident. Chris's 103E seems to be reliable now the gearbox and fuel system have been sorted so we should see more of him at the shows next year.

All Ford Day - North Shore, Blackpool

This is another regular for us now. Freddy is often the oldest vehicle attending, so I wish more sidevalvers would come to this event. Today we were only four. Frank Wells & myself represented the 'regulars' and two others joined us - Gary Finch arrived in his very original E494A Anglia and John & Stella Kirkham attended in their dark blue 1959 100E Pop. I hope that we see more of them both in 2006.

North West Events in 2006

Please contact me with alternatives or suggestions for any other dates. If the event is on for two or three days we may only be there in strength on the Sunday. Exceptions are the two Tatton Park shows and Woodvale, where we will have a club stand on both days.

The Merseyside group attended about 14 events last summer, which I think is a record. If you are a member 'opp north' I hope that you will come out and join us this year - see the events list above. Prestatyn Classic Car show also looks interesting on May 29th. Entry is free and includes lunch! Worth having a look at www.prestatyn.org.uk/classic.car.show, or phone Tim Williams on 07788 598991.

North West Events in 2006

Please contact me with suggestions for any other dates. If the event is on for two or three days we may only be there in strength on the Sunday. Exceptions are the two Tatton Park shows and Woodvale, where we will have a club stand on both days.

Please note
IV = Individual Entry (I will have copy forms if you need them)
CS = Club Stand (contact me for passes)
Provisional = Not yet confirmed by the group

23 April	St Helens Road Run & Treasure Hunt (IV) - Provisional
29 April - 1 May	Llandudno Festival of Transport (IV) - Provisional
20 & 21 May	Kelsall Steam Rally (Nr Chester) (IV)
03 & 04 June	Tatton Park (Best show in the NW) - (CS)
17 & 18 June	Scorton Country Fair, Nr Preston. (IV) - Provisional
01 July	Westhead Carnival & Car Show (IV)
02 July	Shaw & Crompton Vehicle Rally (Oldham) (IV)
06 & 07 July	Cheshire Steam Fair (Taby House, Nr Knutsford) (IV)
22 & 23 July	N W Historic Motor Show, Southport (IV) - Provisional
05 & 06 August	Woodvale Rally (Cars, Planes & much more!) - (CS)
12 & 13 August	Astle Park Traction Engine Rally (Chelford) (IV)
19 & 20 August	Tatton Park (Second best show in the NW) (CS)
03 September	W Lancs Festival of Transport, Scarisbrick Hall (IV)
10 September	Classic Ford Day Crich Tramway Museum - Provisional
17 September	Ford Day - Blackpool North Shore (IV)
24 September	All Ford Rally, Abingdon



Photo 2 Bruce Allen's model Y



Photo 3: Gary Mullineaux's 100E



Photo 4: Freddy & Chris Toombs 103E

Yorkshire Group

Nigel Hilling

Our monthly meeting venue remains the Black Bull for the time being. We seem to have established a reasonable area for ourselves that may keep us at this pub, but we will be looking at some alternatives and I'll report any changes in the June newsletter. If in any doubt, give me a ring prior to a meeting.

The show season has now started and the Yorkshire Sidevalvers will be out at many events throughout the year. We only put on an official stand at one event, that being Newby Hall on Sunday July 16th. If you already have an entry form then please put "Ford Sidevalve Owners Club" in the "One-make Club Name" box and let me know that you have entered. Anyone else wanting to enter please contact me for an entry form well before the event as there will be no late entries this year.

We are hoping to organise at least one road run on a Sunday during the summer. First thoughts are that this will take in the Doncaster Museum, which displays a Doncaster built Pop, and possibly the Doncaster Air Museum. We may then finish with a barbecue or picnic. Let me know if you are interested and I'll confirm whether this will actually take place in the June Newsletter.

Poetry in Motion

In the course of some dealings on eBay, I was sent the following that I thought

deserved an airing. Thanks go to mogmanuk (a Ford sidevalve Morgan 3 wheeler owner) for sending it and apologies if it has appeared on these pages before.

The 1172nd Psalm

A Ford is my special, I shall not want (another)
It maketh me to lie down in damp places,
It despireth my soul,
It leadeth me into deep waters,
It leadeth me into the paths of ridicule for its name's sake,
It prepareth a breakdown for me in the presence of mine enemies,
Yea, though I run through the valleys, I am towed up the hills,
I fear much evil when it is with me,
Its rods and its tappets discomfort me,
It anointeth my face with oil,
Its sump runneth over me,
Surely to goodness the damn thing won't follow me all the days of my life,
Or I shall dwell in the house of the insane forever.

English Eccentricity

Whilst we are on the subject of insanity (or at least mild eccentricity) take a look at photo 1. This machine is to be found in the Doncaster area and is for the man with a large garden surrounded by trees. Its use tends to be limited to the autumn as it is in fact a leaf collector, which apparently works!

Trials Trivia

Nice to see Ken Green's article on classic trials in Feb's SVN. Following his theme of trials through the years, photo 2 shows a Naco special, then owned by Mike Furse, on the 1988 Edinburgh Trial, and photo 3 shows the same car in 2002, also on the Edinburgh Trial, but now in the ownership of David Child.

Stan the Anglia has been active through the winter, first with the Exeter Trial in January. I was very pleased to complete the event with only one fail on the mighty Simms Hill and so take a silver award. We had left Huddersfield on the Friday afternoon for the late night start at Cirencester. After driving through the night and next day to complete the trial in Torquay we then headed for home at about 4pm on the Saturday, expecting to need to stop at a Travelodge for the night. As it turned out, both myself and my passenger, Denis Matthewman, felt remarkably awake and we made it back to Huddersfield before midnight, completing a 750 mile round trip in little over a day, with the car performing faultlessly throughout.

February saw Stan in competition with David Child's Pop on the Northern Classic Trial held in the Northern Lake District. This is a one day trial, with most of the sections on muddy forestry tracks testing the limited grip of our crossply tyres. We were well matched throughout the event, but David did enough on one section to beat me on the day, although we were both beaten by the Escorts and BMW in our class. Next outing for Stan is the Lands End Trial at Easter.

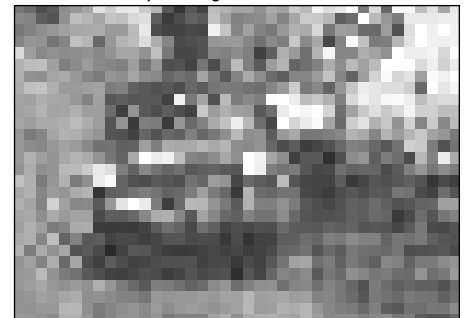
Photo 1: SV Leaf Collector



Photo 2: Naco Special in 1988



Photo 3: Naco Special again in 2002



FSOC HOLIDAY 2006

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

it is Saturday 3rd June to Saturday 10th June

at The Virginia Court Hotel, Cromer, Norfolk

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

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

Letters and E-mails

**SVN Editor,
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Abingdon S.O.,
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**E-mail:
editor@fsoc.co.uk**

Comment on Previous Letters

Dear Teresa,

Thank you for the February edition of Sidevalve News, which, as always, is an entertaining read. I would like to comment on two of the letters - incidentally the letters page of any magazine is always popular, and I would be happy to see more in our newsletter.

Raymond MacDonald feels the FSOC subs are now too high, and I have some sympathy with those views. The current sub is certainly the largest I have come across for any similar club. However we do receive six excellent and informative magazines per year, and gain access to spares and technical information. Members can also join an Area Group (I wish some would join the Mid Wales & Borders Group - it's pretty lonely having only two members who are many miles apart so never see each other!) On the downside I do feel it is a shame that so many officials seem rather shy. I can well understand their reluctance to publish a telephone number, as calls are apt to come from all parts of the world irrespective of the different time zones (ie, the middle of the night!), but why the reluctance to publish an e-mail address? Okay, not everyone has this facility but I can't believe that only five out of the sixteen officials listed are on e-mail. Electronic mail is cheap, quick simple and non-intrusive, and so much better than having to write a letter. I did raise this matter with the secretary when I first joined the FSOC. In my experience most members of any sort of club are pretty comatose, and they only join to get access to spares and technical help. Maybe that is fair enough.

Vic Scales asks how much restoration can take place before a vehicle can no longer claim to be original. For instance some MG's have received a new bodyshell, as well as replacement engine and interior, so there is virtually nothing left of the original. The beauty of our hobby is it can be all things to all men. If one person wants to create a car which looks as if it has just left the factory that is fine by me. It makes the owner happy, and gives pleasure to those who see it. On the other hand there are those like myself and Vic, who like things to be a little more original.

Our 103E is far from pristine, and I like to think she looks as she would have done at the natural end of her working life. Still going strong, but bearing the scars of many years' use both inside and out. We attended several shows during 2005, and a surprising number of people said they preferred to see a car like ours rather than one apparently factory fresh.

At the end of the day it is horses for courses, and we are all free to use and show our vehicles according to personal preference. But yes, I do agree with Vic's opinion that rebuilt cars should not be passed off as original when the gear lever knob is possibly the only part remaining from the original vehicle.

Yours sincerely,

Dennis J Duggan

John Porter replies: The situation regarding telephone numbers has been discussed many times but, as the club officers are volunteers, their personal decision has to be respected. Indeed, there can be no question of coercion. I have regularly been telephoned after 9:30pm, which may be fine for nighthawks, but Pat and I get up at 6am and so are early to retire! One gentleman rang me after 11pm to discuss his V5 application. The publication of email addresses is also a personal decision and as you all know, mine is published inside the front cover. Any solutions to this problem would be appreciated.

100E Doesn't Like To Be Switched Off!

Dear Sirs,

HELP!

I have a 1962 Ford Popular 100E that is driving me round the bend. Has anyone any brilliant ideas as to how to resolve my problem? The problem is that it starts from cold brilliantly and drives brilliantly, but switch off and try to start it up again within 40 mins and it just churns over and over and over. After about 40 mins it starts as though nothing was wrong. You get the impression that you could drive from York to London and provided you never switch off, it would be fine.

Possible faults: vapourisation or electrical. Yet when it stops and refuses to restart there is always fuel in the carburettor and a spark at the plug. Actions to date:

- Plugs changed several times,
- Points changed several times,
- Condenser changed several times,
- Coil changed several times,
- Coil repositioned several times,
- New distributor tried,
- All electrics checked twice, by different auto electricians,
- OHM meter test all over,
- Two additional earth straps fitted,
- Carburettor rebuilt,
- Fuel pump rebuilt,
- Fuel pump insulated against heat,

- All fuel lines renewed,
- All fuel lines insulated against heat,
- Vacuum pipes all renewed,
- Head off and gaskets replaced,
- Compression tested twice,
- New exhaust,
- Ignition switch dismantled and checked,
- New fuel pump tried,
- Electronic ignition fitted,
- Electronic ignition removed,
- Plug leads renewed,
- HT wire renewed,
- Fuses checked,
- RAC recovered, several times, could not solve,
- AA recovered, several times, could not solve,
- Two local garages did every test they can think of.

Probably the simplest engine about, and yet I have this recurring problem. Anyone have any bright ideas, or does anyone want to buy a 100E that you must not switch off the engine?

Yours sincerely

Brian G Turnbull

Can anyone help poor Brian? I asked my hubby and he says it can't be electrics, or you would have trouble whilst driving along as well. He suspects that running on unleaded is the problem and suggests using proper 4 star petrol, or putting an additive into the unleaded to make it behave like 4 star - Teresa.

History Wanted for Dutch Van

Hi John,

My van is a left hand drive (made for the English market) I am looking for the history of the car. On the papers, I can see the car has come to Holland on 18th October 1999. The car manufactured on 28-02-1953 with a chassis number 660A22555. The original UK registration is PZ 3473, can anyone tell me more about this van? I would be grateful if you can help me!

Best wishes,

Bas in 't Veld, Holland.

Tel: 0031-33 4953458 or 0031-6 46342362,
email: basintveld@zonnet.nl

Can anyone help Bas please?



Letters and E-mails cont . . .

Antipodean Comments

Dear Teresa,

Belated comment, re: the photo standard. When I opened up the envelope holding the June 2005 magazine, I thought WOW, have I stirred up a hornet's nest here - the cover was absolutely sharp with glorious reproduction. As I said earlier, computers always do as you tell them to do, even if it is not what you want! The photo quality in the FSOC magazine is now really first class.

Ref: page 6 in June 2005 Magazine. The photo shows a Ford Ten rear end that is very hard to move around on your own. A trolley jack and a helper or two would make it a bit easier. I have had the wheel rim laser cut off two 16 inch wheels just leaving the wheel rim central band. It would be better to cut up 17 or 18 inch wheels. If you put the wheel rims on the axle, the bottom of the radius rods just clear the ground and it is easier to move the rear axle assembly on your own. The "piece de resistance" is a small platform under the front of the radius rods, with a castor wheel to hold the front of the torque tube up high enough to stop the diff oil running out of the torque tube. That lot makes the job a "one man" job. That way you do not have to jack the rear of the car up as high as you do if you want to roll the rear axle out on its wheels. It also makes it a lot easier to get the bottom bolt into the gearbox mount if the rear axle is lifted up almost into its correct position.

Ref: page 22 in June 2005 Magazine. Yvon writes about a "post war engine fitted with very early twin Webers". Perhaps Yvon could comment on precisely what twin Webers were used and how and why? I have twin Weber 26IMB10 carbies on my c1952 Anglia Tourer and these are small single throat down draughts originally from a Fiat 500 type engine. It is a bit hard to envisage any twin choke side draught carbies being fitted to a Ford Ten engine even if the somewhat unorthodox port reversal method was used.

Ref: page 27 in June 2005 magazine. The Porsche 550 wheels are the same "pitch circle diameter" (PCD) as VW and Porsche 356 wheels. They are a different PCD to Ford Ten wheels. Now there is not much in it and a file may make sure that the VW style wheels fit over the Ford Ten wheel studs, but whatever wheel nuts you may use they simply do not fit in the centre of the depression in the wheel that fits around the stud. The first stud that you do up reasonably tight will centre properly and the wheel will not be concentric with the wheel hub. If your insurance company finds out after the accident that you are using wheels with the wrong PCD they may well invalidate your insurance.

If you cannot find useful period 15 inch wheels to use on your special or warmed up Ford Ten all is not lost however. You can have "proper" wheels made up if you can source the right

bits. There are lots of Ford Ten wheels around and you should be able to get five of them. If you look around the breakers you may well be able to get some Renault R8 or R10, 15 inch wheels and tyres. You can try the Renault car clubs and suppliers as well. France is not that far away from you! Look for wheels with safety humps each side of the rim and they may even come with serviceable Michelin X tyres, 135 by 15. You should be able to find a wheel repairer who can separate the Renault rims from the Renault wheel centres and fit them to cut down Ford Ten centres. The made up wheels still have most of the holes around the outside of the wheel centre visible and look stock to the casual observer. Mine are set up with all the excess width of the rim to the outside of the finished wheel. That way the wheels will fit standard cars and specials as well. You get an increase in track and a slight lowering of the centre of gravity. The only "down side" is that you need more revs to go at the same speed and your speedo is wrong. A 100E crown wheel and pinion is a help, as is a modern electronic pulse measuring speedo. VDO make a useful unit that reads to 120 KPH, although I guess that you still use MPH and they would make an equivalent.

Ref: page 12 in October 2005 magazine. Repositioning the condenser. I have converted all my Ford Ten powered (is that the right word) vehicles to operate on twelve volts. With a good supply of Mk 1 Cortina condensers I have used them inside the Ford Ten distributors where they are right out of the way. I have cut a slot in the points holding plate similar to that in the Mk 1 Cortina distributor and drilled and tapped a small hole to fit the condenser earth tag. The condenser fits neatly under the rotor button.

Ref: page 4 in December 2005 magazine. Why do we have to make excuses for what we do to OUR cars? Why use the term "un-restorable 103E". Nothing is un-restorable if you have the knowledge, skills and/or the ability to pay for work. David Taylor made a "stock car" out of parts, and why shouldn't he if that is what he wanted to do with the parts that he had available? I made a "tow motor" out of very good used parts because they were mine and I could. I do not apologise for using all those good parts on a home made Ford Ten special. I do not remember Teresa's mob making excuses for the "upside down Pop", and why should they have to? Perhaps David Taylor used the same body shell which is re-cycling at its best. Yes David, get writing and tell us your story and do not be ashamed of it.

Ref: page 6 in December 2005 magazine. If you are interested in anything that is an engine or vehicle then there will be something at the Great Dorset Steam Fair to interest you. There were Fords there when I visited the site in 2000 and a Super Two entered the car park two cars behind mine on one of the three days

I spent there. It does not matter where you come from, the event is worth a visit. If you come from any distance start early as the tail backs can be immense. I could not buy a lime green/funny yellow Mk 1 Cortina Dinky toy in Australia but I picked one up at the Great Dorset Steam Fair. That put the icing on the cake. A brilliant place to visit but it takes more than a day to see a bit of all of it.

Ref: page 30 in December 2005 magazine. Aren't we lucky that someone knows all the "ins and outs" of a 107E. The story was marvellous because all I thought Ford did was fit the 105E drive train to a 100E body. OK, so I knew about the recessed engine firewall and the "dog legs" but that was about all that I knew. I spent months at my local 8 and 10 club asking for a 107E body shell on wheels. Some other guy had a 100E on wheels that he wanted to get rid of and mentioned that at the same meetings. I eventually gave up and the 100E went to some one else. That someone removed the rear quarter to go on another 100E. I eventually saw the car sans rear quarter and when I looked, it had a recessed firewall, yes, it actually was a 107E and I would have bought it if it had been advertised correctly.

I like the idea of the "apprentice" committee persons on the FSOC committee. Some one came up with a good idea there, or copied it from some other field of endeavour.

I saw Joe Paget's name mentioned. I have his book. I have a backyard with tight access and a slope between the sheds and the house. I looked hard for an OTA tractor or a Singer Monarch but could not buy one. There are some here in Australia and I have recently supplied some parts to a lucky OTA owner. As a result I made my own Tow Motor using mainly Ford Ten Parts, although the steering box is Mk 1 Cortina. I did not have to buy anything in other than steel. I built it with one Ford Ten gearbox in the first instance but it went too fast so I fitted another Ford Ten gearbox inline with the first gearbox to slow it down. The second gearbox is all there so that I have three forward speed ranges, 1st for being around people, 2nd for moderate speeds and top for the open road. A longer SHCS into the rear of the front gearbox output shaft, a piece of exhaust pipe and a large washer were the only non-Ford parts used. The torque tube is now about 15 inches long and bolts to the second gearbox as per usual. I have recently added electric brakes (for the tandem trailer it sometimes tows).

I recently drove the Tow Motor with the tandem into the City of Adelaide for a parade and then drove it home. I was the lead vehicle for the "Ford Owners Car Club" and the Club banner was displayed on the tandem. There are a few made up "toy" tractors in Aus with various engines and Ford Ten gearboxes.

Kindest regards,
Gordon Cowley, Australia

Wow! Thanks Gordon - lots of juicy info here.

From The Archives

Peter Williams

For this month's trawl through the books in the Club's archive cupboard I've picked out some road test reports. You might be interested to hear what the motoring press thought of your cherished vehicle when it was new. The extracts come from collections in two books published by Transport Source Books. These have been mentioned previously in this series of articles but only small snippets of the content were included on that occasion.

The 8 hp Four Door Ford

This was the heading on the road test report of the model Y in 'The Light Car' of January 26 1934. The writers in those days tended to use more flowery language than today and the report starts 'Most cars with any claim to that elusive something known as individuality leave some outstanding characteristic impressed on the driver. If it were necessary to sum up the 1934 edition of the 8 hp Ford in a few words, it could be done very simply by saying; "a small car with big car performance." On a more factual note, the tester was pleasantly surprised that the car covered a flying quarter-mile at 58.9 mph (63 on the speedometer) and that the standing quarter-mile was covered in 29 ½ seconds. They note that 'These figures indicate a performance which would do credit to many much larger saloons, and a road performance which enables the little Ford to rival far more expensive, and to compete with far more powerful, models.'

Other extracts from the report include 'On the road the transverse front and rear suspension, hydraulically controlled, proved flexible and steady, without body roll on corners at normal speeds. The steering was light.' And 'The main-road cruising speed was an easy 40-45 mph, but 50-55 mph by speedometer could be held indefinitely without semblance of "trying hard". Indeed, the faster the engine turned, the smoother it appeared to run. Main-road hills were fast, top gear affairs, and after a check behind slower traffic a quick flick into second produced a healthy "swoosh!" from the exhaust and a surprising acceleration.'



I'm not sure how dependent magazines were on advertising revenue from the manufacturers, but the road test reports were very complimentary. The only criticisms in this one are that the headlamps were not very powerful for the speed capabilities and an electric screen wiper would be an improvement. It took Ford a long time to respond to that one!

The New Ford Anglia - an 8 hp Model

This was the title for a road test report on the E04A in 'The Motor' of January 17 1940 (yes, car magazines were still doing road tests during the war even if you couldn't actually buy the cars). The report notes that 'because of the high rate of taxation and the restriction on petrol supplies, the small type of car is bound to be in bigger demand than the more expensive types.' This was the first model to carry the name 'Anglia' and was sold in 'standard' and 'de-luxe' saloons priced at £126 and £136. You got, amongst other things, running boards, a clock and indicators for your extra £10 and both versions could have a sliding roof for £5.

It is noted that 'It is a development of the well-tried and proven popular Eight, but

marked changes are to be observed at the front end, in the new radiator design, and the tail, where increased luggage accommodation is provided in the bulbous rear quarters with outside access. Under the bonnet one immediately notices the change that has been made by the transference of the tools to the rear of the car. This has left a shelf alongside the battery on which is mounted the vacuum reserve tank and the ignition coil.'

Various performance results are included. From rest to 30mph through the gears takes 9.7 seconds. and 35.4 seconds to 50 mph. The best timed speed over ¼ mile was 59.6 mph with a footnote that a restricted timing run was available. A stopping distance of 31.5 feet. from 30 mph was achieved and 'when a milder braking effect is required, they act admirably with a light pedal pressure.'

More to Come

The pictures in the book are not good enough to reproduce, as they are themselves photocopies from the original magazines, but you all know what a model Y and an E04A look like. We'll return to these road tests in future editions to cover some of the younger vehicles.

WANTED

A new editor for Sidevalve News.

Would you be willing to put together the magazine for the club?

Contact the committee now to find out more.



April 2006 Spares & Regalia Lists, Pop Shopper and Order Forms

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

Note that all prices for FSOC regalia and spares include VAT, postage and packing for the UK only.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.75
Reprint Workshop Manual for 100E and 300E.....	£24.95
Reprint Parts Manual for 100E and 300E.....	£19.95
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.25
The John Howe Book of Cartoons.....	£5.00
Ford Motor Cars, 1945- 64.....	£7.95
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front - The Leslie Ballamy Story by Tony Russell.....	£19.75

Stickers

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

Magazines

Binder for Club Magazines (holds 2 years).....	£7.50
Following back copies of Sidevalve News available.....	£0.85
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.50
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Running in booklet Anglia / Prefect (date 9/49).....	£1.50
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Models

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

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.12
FSOC Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£9.50

Clothing

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

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

T-Shirts

Model designs.....	£7.75
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£6.25
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: White SM; Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED;</i>	
<i>Royal or Black MED</i>	

Other Regalia

Blue FSOC Mug.....	£3.99
Tea Towel, All models design.....	£3.15
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.10
FSOC Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£1.75
Licence Disc Holder.....	£0.75
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£1.25
Pack of two dusters.....	£2.25
Pack of three dusters.....	£3.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.0

100E and 107E Spares List

Front Brakes

100E - 2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£29.95
100E - 2018 - C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£34.00
100E - 2035	Front shoe return spring kit.....	£3.70
100E - 2038	Adjuster repair kit (front).....	£13.50
100E - 2061 - A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£22.00
100E - 2061 - B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E - 2062 - A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£22.00
100E - 2062 - B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E - 2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A - 2078	Hydraulic flexi hose.....	£13.25
100E - 2140	Master cylinder.....	£72.00
E66 - Z - 1	Master cylinder repair kit.....	£8.50
100E - 2207 - B	Dust cover wheel cylinder.....	£0.80

Rear Brakes

100E - 2041 - B	Snail cam (shoe adjuster).....	£0.50
100E - 2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E - 2119 - B	Compensator (hand brake cable).....	£5.00
100E - 2220 - A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95

100E - 2220 - C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95
100E - 2261 - B	Rear wheel cylinder 7" (53-55).....	£14.00
100E - 2261 - C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only - old unit must accompany order.....	£22.00
100E - 2261 - D	Rear wheel cylinder 8" (57 - 62).....	£15.80
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E - 2295 - B	Hand brake cable.....	£32.50
100E - 2857B	Hand brake clevis.....	£1.50
	100E Rear shoe return spring (set of 4 - £22.00).....	£6.00

Steering and Front Suspension

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

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

Rear Axle

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

Exhaust

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

Engine Parts

100E-6038	Engine mount	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£38.00
E93A-6256-A	Cam shaft gear	£27.00
E93A-6270	Timing Chain	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025".....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
100E-6521	Gasket valve chamber cover	£5.00
100E-6505	Exhaust valve	£7.50
100E-6505	Exhaust valves (per set of 4).....	£26.00
100E-6507	Inlet valves (per set of 4)	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

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

Cooling System

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

Fuel System

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

Ignition System

7V - 12098	Nut H.T. lead distributor cap (set of 5).....	£3.00
	Set 100E ignition leads	£14.95
	Distributor only (rebuilt - exchange £10 surcharge)	£50.00
100E - 12116	Distributor cap (D type).....	£17.50
105E - 12116	Distributor cap (round type)	£14.75
100E - 12199	Contact set (D type distributor only).....	£6.50
EOTA - 12199-C	Contact set (round type distributor only).....	£6.50
100E - 12200	Rotor arm	£2.75
100E - 12300 - B	Condenser (D type distributor only).....	£6.50
105E - 12300 - A	Condenser (round type distributor only).....	£6.50
100E - 12405 - T	Spark plug	£2.50

Electrical

EOTA - 10001- B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E - 10001- B	Dynamo, Popular only (exchange £10 surcharge *).....	£43.00
E93A - 10043	Brushes (EOTA Dynamo).....	£3.20
105E - 10043	Brush set.....	£3.20
E274 - CQ - 1	Pinion (starter motor drive).....	£11.00
100E - 10505 - B	Voltage regulator (push on terminals).....	£28.00
E0A - 10505 - D	Voltage regulator (screw terminals)	£28.00
100E - 11001 - C	Starter motor (exchange £10 surcharge *).....	£43.00
105E - 11057	Brush set starter motor.....	£33.00
204E - 13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
E0A - 13011	Headlight unit (Wipac, Lucas equivalent)	£22.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A - 13480	Brake light switch	£6.50
E1050 - NC - 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
100E - 134641 - C	Pair of rear red tail light lamp lenses	£26.50
50563 - S		

Badges

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

Miscellaneous

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

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E - 4676B	Pinion oil seal, 107E only	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£135.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
105E - 9448	Manifold gasket, 107E only.....	£2.00
E258 - GD1	Clutch slave cylinder, 107E only.....	£25.00

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

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£6.90
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.00
	Rear Wheel Bearing Repair Kit (fits all models except E83W)	£150.00
68-1225-A and 68-1236-A YE - 2019A } CE - 2019B }	Rear Hub Bearing including outer race (fits E83W only)	£66.00
	Brake Shoes (set of 4 - all models – exchange £10 surcharge).....	£45.00
7W - 2019 }		
7W - 2035	Spring (brake retracting) not E83W.....	£4.95
7W - 2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W - 2035	Spring (brake retracting) E83W only	£5.50
E83W - 2035	Spring (brake retracting) (set of four) E83W only	£19.95
Y-2035	Spring (brake retracting)	£5.00
Y-2035	Spring (brake retracting) (set of four) Model Y	£18.75
Y-2036	Spring (brake retracting) short.....	£5.00
7W - 2116	Front Brake Dust Covers (pair, fits all models except Models Y and C)	£7.95
7W - 2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£9.95
E93A - 2248	Rear axle brake plate securing bolts, long (each).....	£5.25
7W - 2249	Rear axle brake plate securing bolts, short (each).....	£5.25
Y - 2454	Brake Pedal (exchange £10 surcharge - remove rubber from old pedal).....	£10.25
	Brake pedal return spring.....	£5.00
E83W - 2498A/B	Rear Brake Cables (Pair E83W)	£69.95
E83W - 2580/1B	Front Brake Cables (Pair E83W).....	£20.50
7W - 2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE - 2793	Spring (handbrake lever pawl).....	£0.75
7W - 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W)	£16.25
E83W - 2853B	Hand Brake Cable (fits E83W).....	£14.45
119276 - ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06

Steering and Suspension

E83W - 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE - 3290 - E }	Track Rod Ends (pair) all saloons and 5cwt vans	£62.50
E93A - 3290		
	Track Rod Ends (pair) E83W	£60.00
YE - 3304C	Draglink (Y model).....	£69.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models).....	£1.66
YE - 33111	King Pin Set, complete (Model Y)	£70.00
CE - 33111	King Pin Set, complete (Model C)	£70.00
7W - 33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£53.00
E83W - 33111	King Pin Set, complete (E83W)	£59.00
7W - 3590 - A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y - 3446	Front axle A-frame Bush (fits all models).....	£4.95
YE - 3616B	Horn Button and Nut (Y model).....	£5.45
E93A - 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease)	£7.25
Y - 4217	Bolt (diff gear case)	£3.25
18 - 4217	Bolt (diff gear case)	£4.00
E93A - 4607	Pin (Drive Shaft).....	£2.05
Y - 4615 - B	Bearing (drive pinion) assembly Model Y.....	£15.00
Y - 4636	Lock Washer (pinion bearing nut) all models except E83W	£1.95
Y - 4637	Thrust Washer (pinion bearing)	

all models except E83W	£1.50
Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00
Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
Front Shock Absorber Link to fit E83W	£25.00
Rear Shock Absorber Link to fit E83W.....	£25.00
Front wheel bearings (wheel)	£56.00
Front wheel bearings (per axle set).....	£110.00
Suspension Buffer (fits all models except Model Y)	£14.25

Exhaust Systems

E93A-5230/	Prefect and 7W stainless steel exhaust system	£115.00
E93A-5255-C		
	Model Y stainless steel exhaust system.....	£95.00
	E83W stainless steel exhaust system.....	£87.50
	5 cwt stainless steel exhaust system	£90.00
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system	£115.00
	E04A-5255-B	

Engine Parts

E493A - 18666-A	Pipe (cleaner outlet) assembly and	
E493A - 18666-B	Pipe (cleaner inlet) assembly	£44.70
E93A - 18670 }	Oil Filter Unions (pair) (fits all engines).....	£11.50
E98T - 18672		
	Oil filter.....	£35.00
Y - 6038	Front Engine Mounting (exchange £10 surcharge - remove rubber from mount).....	£8.25
	Front Engine Mounting bolt	£0.95
E93A - 6250A	Camshaft (Chain Driven).....	£59.50
E93A - 6258	Retainer (camshaft sprocket) chain driven camshaft.....	£2.65
E93A - 6270	Timing Chain	£14.95
YE - 6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE - 6310	Crankshaft Oil Slinger	£1.85
E93A - 6310	Crankshaft Oil Slinger	£1.85
E93A - 6319	Starting Dog (fits all engines).....	£4.50
Y - 6384	Starter Ring Gear (fits all engines).....	£46.50
CE - 6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A - 6505F	Long Exhaust Valve (Can also be used as inlet)	£14.50
Y - 6513	Valve Springs (set of eight) (fits all engines)	£15.00
Y - 6520	Valve Cover (fits all engines)	£5.85
Y - 6560	Drive Bush (oil pump and distributor) (fits all engines).....	£4.50
Y - 6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£3.95
Y - 6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.00
Y - 23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.75
Y - 6610B	Oil Pump Gear (fits all engines).....	£4.50
YE - 6623	Oil Pump Screen (fits all engines).....	£9.65
	Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines).....	£50.00
	Pre-War Piston Sets (8hp and 10hp).....	£35.00
	E93A 10hp Piston Set (std, +0.010",+0.020",+0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020",+0.030", +0.040").....	£38.00
	3 - Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34)	£27.50
	8hp decoke gasket set (1935 - 1953)	£45.00
	8hp manifold gasket.....	£7.50
	10hp manifold gasket.....	£7.25
	Valve guide (per split guide).....	£23.00
	Valve guide (per set)	£169.50
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket.....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£29.95
	Used engines suitable for rebuilding available (collection only).....	£70.00

Clutch and Gearbox Parts

Y - 7015	Main Drive Gear (8hp)	£35.75
YE - 7015	Main Drive Gear (10hp)	£38.00
Y - 7040	Baffle (main shaft gear bearing oil) - rear	£1.25
7W - 7050	Retainer (main drive gear bearing).....	£7.50
7W - 7052	Seal (main drive gear bearing oil) assembly	£2.95
YE - 7059B	Mainshaft and Bush	£35.50
Y - 7065	Bearing (main shaft) drive gearball assembly.....	£21.50
E04A - 7070	Retaining Ring (snap ring).....	£0.99
	Baffle (main shaft oil) - front.....	£1.25
E93A - 7085	Rear Bearing Retainer.....	£19.50
Y-7090	Universal Joint	£30.00
103E - 7114	Counter Gear (10hp)	£45.95
Y - 7119	Washer (Counter shaft gear thrust).....	£6.25

Please note that all our prices include VAT, postage and packing! (for UK members only)

CE - 7141	Reverse Gear	£29.50
YE - 7222	Selector Housing.....	£19.05
Y - 7523	Clutch return spring	£5.00
7W - 7533	Clutch linkage clevis pin.....	£2.00
Y - 7550	Clutch Plate - All models, except E83W (exchange £10 surcharge)	£25.00
7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge)	£61.00
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge)	£65.00
E74 - 7580A	Clutch release bearing - All models.....	£10.50
E70 - 7600 - A	Clutch Pilot Bearing.....	£5.75
C - 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W - 943070	E83W Gear Lever Gaiter.....	£19.95
Y - 2454	Clutch Pedal (exchange £10 surcharge – remove rubber from old pedal).....	£10.25
Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£29.95
	Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

E0A - 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.80
Y - 8109	Radiator cap (brass screw type).....	£6.00
Y - 8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.25
	Radiator Hose (moulded - state top/bottom, type of radiator cap and model).....	£10.25
	Radiator Hose (moulded - E83W - state top/bottom).....	£10.50
YE - 8606B	Fan Blade (11").....	£5.90
E93A - 8610C	Pulley (fan and generator 3.12" O.D.)	£7.90
E494A - 8610	Pulley (fan and generator 4.12" O.D.)	£7.50
E93A - 8620 - A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.95
E493AFS - 8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.95

Fuel System

E493A - 9030	Fuel Pump repair kit	£26.75
E04A - 9080	Locking Petrol Cap (fits all models including 100E).....	£22.50
7W - 9080	103E/E494A Petrol Filler Grommet	£12.75
BE-9288-A	7W / E93A /E493A Petrol Filler Grommet	£10.45
YE - 9355	Flexible Petrol Pipe (except E83W).....	£15.00
YE - 9364-B	Fuel Pump Cover (all models).....	£1.50
YE - 9365	Gasket (fuel pump screen cover).....	£0.65
YE - 9374	Fuel Pump Cover Screen (all models).....	£1.50
YE - 9374	Gasket (fuel pump to cylinder).....	£0.95
7W - 9425	Inlet Manifold (10hp).....	£17.00
YE - 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.95
YE - 9555	Carburettor Float (all models).....	£4.50
	Carburettor Gasket Kit.....	£5.05
	Rebuilt 10 hp Carburettor (exchange only)	£60.00
YE - 9660	Connector (Starter Valve) Assembly)	£2.00
48 - 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

E83W 12024A	6V Ignition Coil (All models - not original)	£14.95
	Set E93A ignition leads.....	£38.50
YE - 12100B	Distributor - rebuilt (exchange £10 surcharge).....	£50.00
YE - 12116B	Distributor Cap (All models 1935 onwards).....	£12.50
YE - 12135B	Oiler (screw-in type) All models 1935 - 1955.....	£1.35
YE - 12185B	Toggle (All models 1935 onwards)	£0.55
YE - 12199B	Contact Set (All models 1935 onwards).....	£6.50
YE - 12200C	Rotor (All models 1935 onwards)	£3.00
YE - 12300B	Condenser (All models 1935 onwards)	£7.90
52 - 12405A	Spark Plug, L86C (All models also 100E).....	£2.5
	Spring (distributor weight) no 1 - light.....	£2.50
	Spring (distributor weight) no 2 - heavy	£1.25

Electrical System

E494A - 10001	Dynamo - 2 brush, early type	£87.50
	Dynamo - 3 brush, early type only (exchange £10 surcharge)	£110.00
E494A - 10001	Dynamo - 3 brush, late type only (exchange £10 surcharge)	£87.50
YE - 10160	Felt (dynamo drive end bearing).....	£0.55
E93A - 11001	10hp Starter Motor rebuilt (exchange £10 surcharge).....	£110.00
YE - 11001C	8hp starter motor (exchange £10 surcharge)	P.O.A.
7W - 11359	Spring (starter pinion retaining).....	£0.65
BE - 11450	Starter Switch.....	£18.00
E493A - 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A - 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.75
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models.....	£12.20
7V - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.55
CE - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.55

E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE - 13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.55
CE - 13101	Spring (headlamp focussing)	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) ...	£7.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E - 13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E - 13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E - 13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.50
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.30
40E-13466	Panel bulb 6V 3W.....	£0.95
78E - 13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£0.85
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£0.85
E83W - 13550B	Popular no. plate lamp (E83W and 103E only).....	£21.50
CE - 13740A	Toggle Switch (panel lamp).....	£2.50
38193-57	Headlamp mounting bolts plus nuts (each)	£7.95
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only).....	£24.65

Rubber Grommets and Seals

E68 - AD - 1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W - 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.55
	E83W Bonnet Corner Pads (Full set)	£12.65
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A	£3.50
	Grommet - gearbox cover.....	£4.50
	Set of three grommets - gearbox cover.....	£12.00
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A - 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W - 111172	Opening windscreen rubber for E83W	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£0.33
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.35
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.10
100E - 7043531	Boot T Handle Escutcheon rubber seal	£1.95
62E - 731942	E83W Door Rubber seal (enough for both doors).....	£13.50
7W - 940502	Opening windscreen rubber for Prefect and 5cwt van	£15.50
7Y - 940502-B	Front screen rubber for 103E/E494A/E04A	£13.25
7W - 941480 / 1	Weatherstrip door bottom (per ft) All saloons 1937 onwards.....	£2.75
7W - 970700	Roof weatherstrip (per foot) All models except Y and C	£1.99
103E - 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£13.25

Miscellaneous Body Fittings

E03CF/A - 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E - 8213-A	Ford Popular Grille Badge (103E Popular)	£9.10
E494A - 8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W - 8215 - A	E83W Grille Badge Mount	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE - 16750B	Bonnet Clip (Y model).....	£5.85
103E-17261 / 2-B	Spedo Cable (state model)	£18.50
C46412AR	Dovetail (female)	£4.25
CE - 17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included)	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A - 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A - 7022401	E493A Prefect Non Locking Door Handle complete	£16.90
E93A - 7043500	Locking Boot Handle, chrome plated, with keys	£11.60
C - 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£11.75
BE - 964280 - H	Window Winder Handle.....	£4.65
7Y - 949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£4.90
Y - 949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
C - 949967C	Striker Plate (C and CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.75
	E83W wing mirror	£15.00
	Reconditioned window regulator (please return old unit with order)	£45.00
	Radiator Muffs (E93A Prefect only).....	£26.60

These price lists supersede any previous price lists. Prices charged will be those ruling at the date of despatch. Note that all prices include postage, packing and VAT for members in the **United Kingdom only**. Other members should check the cost of postage with the spares or regalia officers before ordering. VAT is also applicable to countries which are members of the European Union.

Regrettably, the Club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

Secondhand and New Parts

Ordering Spares and Regalia

There is no telephone number available for the sale of regalia, 100E, 107E or upright spares, you are therefore advised to order in good time to allow for delivery and any necessary correspondence. Goods should normally be delivered in the UK and most of Europe within 28 days.

Reconditioned Parts

Returned Parts

Parcel Insurance - UK only

Photocopies of the order form are acceptable if a member does not want to damage their magazine.

Name _____ Membership No. _____

Address

Post Code Telephone Date

Model No	Year	Engine Capacity
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[illegible]**Total**

If total exceeds £20 and less than £100 add a further £0.85 for postal insurance, UK only

If total exceeds £100 and less than £250 add a further £2.05 for postal insurance, UK only

If total exceeds £250 add a further £3.50 for postal insurance, UK only

Final Total

Other parts required

Payment by cheque or Postal Order (minimum order £10.00)

UK Members

The Club accepts UK Sterling cheques and British Postal Orders for orders of £10 or more, made payable to The Ford Sidevalve Owners' Club Ltd.

Overseas Members

For overseas members we recommend payment by credit card, but will accept a Sterling cheque payable to The Ford Sidevalve Owners' Club Ltd. drawn on a London bank. Cheques such as these can be obtained from your local bank.

DO NOT make payments direct to the Club's bank as this causes delay

Payment by credit card (minimum order £10.00)

Card Holder Name _____ Card No. _____

Card Holder Address Expiry Date

Maestro Issue No.

Signature _____ Date _____

Please send this completed order form, with cheque, Post Order or credit card details to:

for 8 & 10hp Spares and Regalia:

8 & 10hp Spares,
Ford Sidevalve Owners Club Ltd,
PO Box 1172,
Abingdon S.O.
OX14 5WA

or for 100E or 107E Spares:

100E/107E Spares,
Ford Sidevalve Owners Club Ltd,
2 Cypress Road,
Woodley,
Reading,
Berkshire RG5 4BD

Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

Ford Eifel, 1937. 32HP, LHD, good working condition, excellent bodywork, long history file with many spares, interior needs attention. Norwegian car currently in Oslo, can arrange transport to good UK home. Email me for pictures. Telephone: Matt Payne 0047 988 14434, Oslo, Norway. E-mail: matt@doitlive.co.uk

Post-War Upright for Sale

E493A, Prefect, 1952, green, excellent condition, MOT Oct 06. Gift from Ford to retiring director, original logbook and history, photos available. £3,500 ONO. Telephone: RBazell 01233 732254, Kent.

1950 Anglia 8hp saloon, black with red leather seats, Cork assembled and registered, solid car with all welding done, rolling but dismantled, good engine and tyres, £600 ono. Telephone: Mark Kennedy 028 91 275 674, Co Down, Northern Ireland. E-mail: debra.wenlock@virgin.net

The college has a Ford Pop that it was trying to restore, but it proved not to fit in with our curriculum, so we are looking to sell it on. Most of the parts are there. If any of your members would be interested we are looking for about £100 for the complete car. You can pass on my phone number to anyone that maybe interested. Telephone: Glen Bowden 0208 208 5360/0208 208 5358, College of North West London. E-mail: glen.bowden@cnwl.ac.uk

1952 original Prefect for sale, dry stored since 1968, runs and drives like new, offers around £2,500. Telephone: Philip Long 0161 929 9046, Manchester. E-mail: philip.long7@btopenworld.com

1949 Ford Prefect (photo below), E493A, original logbook, new MOT, Original black/brown interior, history & documents, new tyres/battery. OIR £2,500. Telephone: David Mycock 0161 367 7577, Manchester. E-mail: david@dcsexpress.co.uk



100E/107E for Sale

100E historic rally car 1991, 92 +96 Monte Carlo's. Dorset and Targa. FIA papers. Sidevalve engine. Ready to race again. T+T. Driven Weekly. Offers Telephone: Mark Dillner 07952 516692, Worcestershire. E-mail: renlid302@yahoo.co.uk

1961 Ford Pop 100E, recon engine, taxed May 06, never been welded, needs some work. Telephone: Kevin Smith 07780 507409 Coventry. West midlands E-mail: kevin.smith570@ntlworld.com

Car for sale for spares or repair. Prefect 100E 1957, grey with working radio, spot lights and AA badge, £100 ono. Telephone: Richard Keep 020 8252 6556 or mob 07763 319203, Dagenham, Essex. E-mail: julieanddicks@ntlworld.com

100E 1955 Prefect, Bristol Fawn, MOT until September 2006, s/s exhaust, £500 just spent on new front strut inserts, top mounts/bearings and front brake cylinders, family owned from new, original logbook, manuals and MOT's etc, some work is required on the interior trim and paintwork, £850 ono. Telephone: David Job 01865 863358, Oxford. E-mail: davidjob@djob2001.freeseve.co.uk

1958 100E light green 2 door breaking for spares, too much welding to do, offers please. Telephone: Patrick Quinn 01635 31280, Newbury, Berkshire. E-mail: onar@lycos.co.uk

Ford Popular 100E, 1960, 23,000 miles, family car since new, 2 owners, was restored 4-5 years ago, standing since, TLC required. Telephone: Martyn Webb 01737 643686, Chaldon, Surrey. E-mail: martyn_webb@yahoo.co.uk

107E, grey & purple, good solid car, engine runs sweetly, needs a little TLC. £800 ONO. Telephone: Mark Lane 01622 734149, Kent. E-mail: markadrianlane@hotmail.com

Specials for Sale

Model Y look-alike, 1955, 2 litre Pinto, VGC, MOT & tax, 6 months MOT, runs lovely, open top, fibreglass body, its fast, £2,600 o n o. Telephone: John Hone 01827 874472, Atherstone. E-mail: honejohn2000@yahoo.com

Wanted

O.H.I.V. Cylinder Head. Willment, Elva, or LRG or any spare parts for either. Please help. Telephone: David Carson 028 90862964, Belfast, N.Ireland. E-mail: h.a.r.d@ntlworld.com

Fordson Van in any condition, don't mind if its running or just rolling, been looking a while and they're all abroad, there must be a few in England. Telephone: 01283 792 368 or 07791 914488, Staffordshire.

E493A complete running engine. Telephone: Chris Wood 01732 52272, W Malling, Kent. E-mail: chis.wood@tiscali.co.uk

Willment or Elva overhead inlet valve conversion parts or complete cylinder head for E93A or 100E. Telephone: Richard Shirley 0208 941 3034 or 07799 772262, SW London. E-mail: richardshirley@hotmail.com

100E, 1962, Popular deluxe front bumper, must be in good condition i.e. good chrome and reasonable price. Telephone: J.C Beautyman 01945 583499.

E83W 45/46 Fordson, good bonnet and seat wanted. Telephone: Dave Aldridge 01538 308062, Staffs.

I need a temperature gauge adaptor that fits top hose on upright Prefect. Also the capillary sender and nut if possible. Telephone: Dave Frost 01268 750400, Essex. E-mail: dave.frost2@virgin.net

Grille and engine side-panels for E493A? Prefect, the herringbone type NOT the chrome type please. Anything considered. Telephone: Martin 01442 246628, Hertfordshire. E-mail: kibspeer@aol.com

Spares for Sale

Ford Prefect E493A 1953. Reconditioned, Primed Body Panels for sale include Bonnet at £80, Two front wings at £60 each, Two front inner wings at £50 each, Two Rear Wings at £30 each, Reconditioned and tested Radiator at £50, reconditioned Dynamo at £20 and Full set on window components at £15 per set. Parts to be collected. Telephone: Mark Williams 0151 526 4683, Merseyside. E-mail: mark1969williams@aol.com

Upright spares for sale, workshop clearance, engines, gearboxes, manifolds, carbs, clutches, dynamos, starters, hubs, hubcaps, handbrakes, shocks, front axles, exhausts systems, wiper motors, fuel pumps, tail lights, brake parts. Telephone: Tony Russell 01737 221578, Surrey.

100E spares to clear so I can get some room, phone with your needs, have most parts, no seats, you come buy and take away, no mail. Telephone: T.Y Payne 01454 774717, Gloucester.

Selection of Prefect spares for sale inc back axles and gearboxes (complete). Also many other Ford misc. parts Telephone: Kenneth Crann 0035 386 8750235, Mullingar, Ireland. E-mail: crannkenneth@hotmail.com

Free tyres. Anybody in desperate need of tyres for an E83W? A pair of 600-16 Extra Traction, half-worn, nylon cross-ply. Also one Pirelli 205R16 radial tubeless half-worn. You just have to collect them. Telephone: Peter Williams 01453845482, Wotton under Edge, Glos.

E-mail: archivist@fsoc.co.uk.

I have a 100E engine that was rebuilt 20 years ago; it is taking up space in my garage and has to go. It is free to anyone that wants to collect it from Woodford, Essex. Telephone: Alan Harris 0208 504 6581. E-mail: alanalalan13@aol.com

Rear spare tyre carrier for 1932 5-window coupe for sale, also rear engine mount, which attaches to firewall. Also have a pair of original bumpers but will need straightening. Some other odd items also for sale, sensible offers. Telephone: Lee Mander 01932 354518 or 07931 684049, Surrey. E-mail: l.mander@btinternet.com

103E, 1953, Popular front back seats in brown, red and orange ranging from very good to new boards and backing wanted, all panels that are seen are VGC. Telephone: M.C.Capps 01945 464892, Peterborough.

E93A engine 10HP and 8HP recon, petrol pump, carb, distributor, Model Y petrol tank, clutch disc, 5 x 17" wheels all cheap. Telephone: T Brandon 01449 711837, Suffolk.

Bakelite surround for rear offside window of 7Y 1937-1939, fits DE-LUX model with wind down windows, postage only. Telephone: J Sandford-Mitchell 0161 643 2102. E-mail: wh.davies@breathe.com

107E, 1960, Prefect. Boot, bonnet, 2 grilles plus lots of small items such as lenses, door handles ETC, please phone for details. All open to offers, Telephone: Phillip Wintersgill 0117 9855814, Bristol.

100E, 1960, Popular. Second hand spares too many to list mostly none mechanical such as front and rear screens wheels ETC. please phone for details. All open to offers, Telephone: Phillip Wintersgill 0117 9855814, Bristol.

100E Popular parts for sale. Too much to list everything. Boxes full of parts, new and used. Includes manifold, steering box, grill, various gaskets, carb, chrome side trims, rear leaf spring, wheel, flywheel, loads of engine parts. will sell a job lot only. Must go ASAP as moving house. I don't want silly money for it all. I would just prefer it to go to someone who can make use of it rather than having to dump it. Telephone: Dave Woodyard 01438 355369, Stevenage, Hertfordshire. E-mail: dave@delorean.co.uk





Sidevalve News

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

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

Geoff Hammond
103 Shorncliff Road
Counden
Coventry
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Classified advertisements appear at the editor's discretion, and are subject to submission to the editor by the tenth of the month preceding publication. **This is a free service** for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

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

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up members of the FSOC.

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £5 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

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

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

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.

E83W Register

Glenn Bubb

This month I have included a further update on Patrick Russell's restoration of MBW 138 and a number of archive photographs found locally.

MBW 138

Firstly MBW138. Patrick is undoubtedly carrying out one of, if not the most, thorough restorations currently under way on an E83W. Patrick has sent me a number of photographs of which two are included. As usual I will leave Patrick to update you on current progress:

"I thought you might be interested in photographs of my E83W pick up MBW 138. The work is coming along nicely, especially now that I have a bit more free time, as I retired from full time work last Christmas. Having satisfied myself that the cab, bonnet, grille and new wings fit properly, it is now time to prepare the panels for painting, prior to dismantling all the panels for the final time, so that they are painted individually, and can be assembled for the last time. I intend having the lower part of the cab blast cleaned, as that is where most of the worst corrosion has taken place. However, blasting can be a bit too fierce for some of the flat panels, such as the bonnet, grille and back of the cab, so I have been stripping them myself. Being of 1930's design the cab construction features quite a large amount of timber. I therefore used two stripping methods - chemical (Nitromors) on the metalwork and an electric heat gun



Picture 3: a workshop scene in Furrow's Shrewsbury dealership

and scraper on the woodwork, to avoid any possible contamination remaining in the grain.

The woodwork was then sanded down well. I wrapped the back of the cab in thin gauge pallet wrap to stop the paint stripper drying out, this making it more effective for longer (clingfilm would do the same thing). Only the "Full Monty" of a total strip will do. I am pleased with the results so far. As well as stripping the paint, I have applied a rust treatment gel where the panels have areas of corrosion. Then I've applied a rust converting paint. Hopefully this should take care of things and stop any further problems. I am making an all-out concerted effort to try and have the vehicle roadworthy by August or September. Time and MONEY permitting".

Thanks for that Patrick, I am sure the wait will be well worth it and you will end up with one of the finest E83Ws about.

Furrows Photos

A good friend of mine, local motor trade historian Roy Pilsbury, who probably has the finest collection of photographs from Shropshire Motor Dealerships spanning much of the twentieth century, has been lucky enough to be loaned the archive collection of local Ford main dealers Furrows. I have been given permission to use these photographs in Sidevalve News by one of the company's directors. Included here are those which included E83W's and I have made a number of others available to Teresa, which are shown on the back cover of this issue.

The first picture (picture 3) shows a workshop scene in the company's Shrewsbury dealership and along with at least 3 E83W's, one in Fordson livery, one in Furrows main dealer livery and one plain, probably a customers vehicle. There is also a superb 5cwt van in the Fordson tractor livery, as seen on Mick Blackburn's van, plus another 5cwt, an

E494A, an E93A, numerous tractors and what looks to be a V8.

The next shot (picture 4) shows a superbly sign written van supplied to local bakers Olivers and whilst probably posed offers a brilliant period shot.

Picture 5 shows an E83W of W & E Ankers - I bet they were pleased they had E in the firm, whoever he or she was! This picture is obviously posed and is believed to be at Berwick House just outside Shrewsbury. Look at the superb signwriting.

Roy has currently only sorted out a small amount of this collection so hopefully more should be forthcoming.

All the best for the coming rally season.



Picture 1: (above) MBW138 assembled to check panel fit before dismantling and painting.

Picture 2: (below) the master at work- Patrick stripping the back of MBW138's cab. Fortunately Patrick is not doing the Full Monty, as Nitromors can burn in the worst places!



Picture 4: (above) a superbly sign written van supplied to local Bakers Olivers

Picture 5: (below) an E83W of W & E Ankers with superb signwriting



Pre War Register

Yvon Precieux

Registrar's Comments

I am writing this at the beginning of March. Weather forecasts are snow and zero temperatures. Welcome to spring 2006! Here on the west coast we've managed to miss out on the former with brilliant sunshine, so could this be the outlook for the summer, albeit with some decent temperatures? A week back, I managed to take the Model C out for its first outing and promptly broke down just a mile from the venue. The reason, a fuel pump failure. As with most prudent sidevalvers of long standing I carry a spare, but it is still a bit fiddly with the pump just below the exhaust fittings.

If any member is venturing North, one of the highlights of the Scottish motoring calendar this year is the Scottish Speedfair Classic to be staged at the Knockhill racing circuit on Sunday 23rd July. The purpose of the event is to celebrate all that is Scottish over the preceding 100 years of motoring and motor sport. Some of the many features planned refer to Tyrell, Ecurie Ecosse, Lotus, aerial displays, rally car stage demonstrations and special exhibits via Ford, Connault and Renault. Further information on the event can be obtained from either Stuart Gray or Sasha Brunton 01383 723337. Events-wise, the vehicle circuit is well organised up here. Each January all enthusiasts receive a year book free of charge with all the events listed throughout Scotland for the whole year. Much easier than down South.

Holland Coachcraft

This was a coachbuilding design firm that was the first in the world to design streamlined

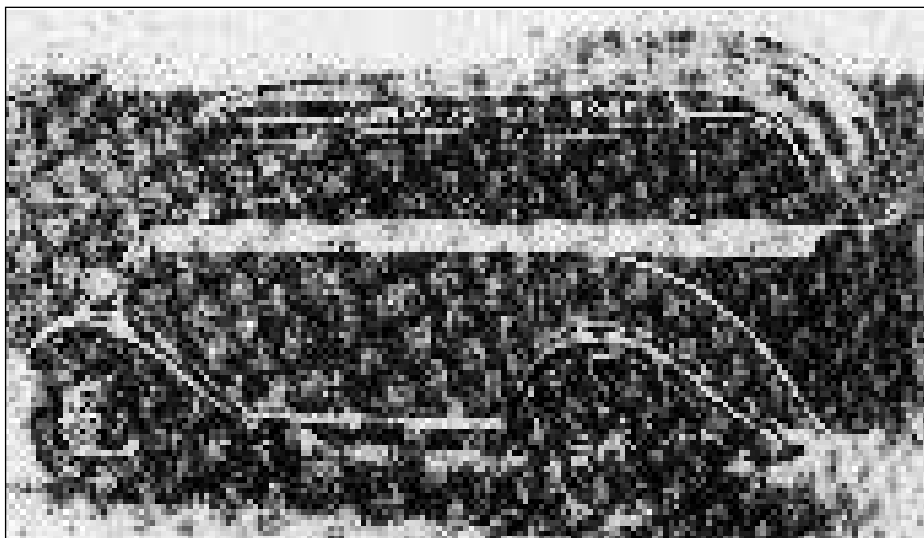


illustration 1: coach built for Royal Blue, a Coach company at the time - 1935

bodies on commercial vehicles on a major scale. Ford Model Y's were used initially from their earliest manufacture, on "short rad" chassis' and much information is being gathered together for a book to be printed. I managed to check various archives, besides meeting with a representative at the Glasgow museum of transport and I now have various patent details etc for our own FSOC records.

Although well ahead of his time, Holland's method of manufacture via composite construction was possibly one of the nails in the coffin for the venture, with the advent of pressed steel bodies patented by Budd in the United States; although Holland styles went on to conquer the USA, Canada and Europe, with manufacturers taking on board the merits of the completely enclosed vehicle design. One particular vehicle, the Ford Model Y coach, has long intrigued Sam Roberts, Model Y authority (Model Y and C Register) and myself. In Sam's book of the Ford Model

Y, the coach manufacture is attributed to JH Jennings and Son Ltd of Sandbach, Cheshire, which it may well be. However, as a publicity Model Y coach was noted as being designed by Holland at around this time, it is feasible that the actual design may be directly influenced via this firm, who farmed out the manufacturing to coachbuilders under licence.

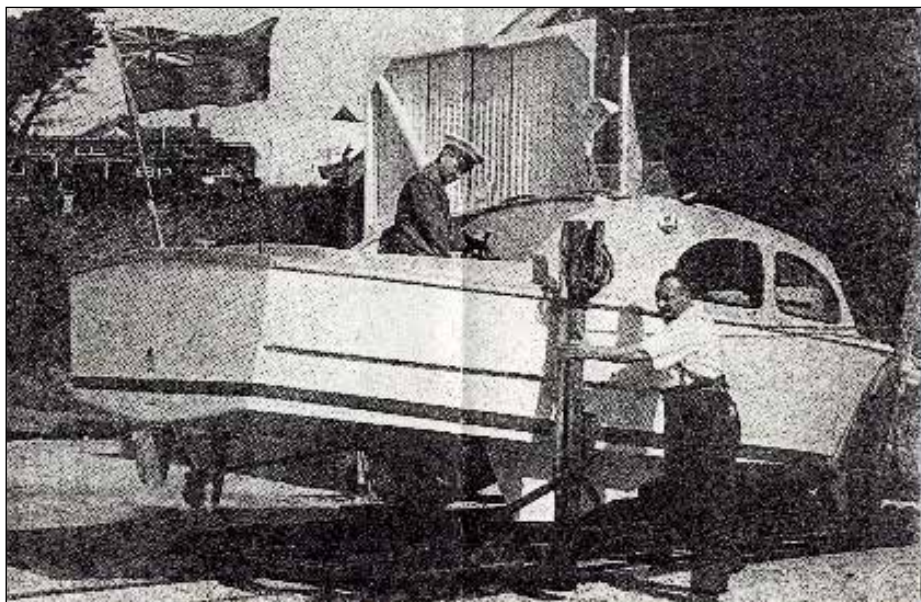
Holland was one of the first to recognise the merits of "Forward control", with the engine and gearbox alongside the driver, and his designs are recognised by either a fin or raised area to the rear of the roof. This feature can be seen on the illustration above (illus. 1: credit Ford Motor Co). Although I have gathered much detail to date on this Company, I am assisting the author Mark Bailey, who has done far greater work; so although the book should have been published earlier, have patience and I'll tell you when it's out.

I'm not knowledgeable on model cars, but of note is that toy models of the streamlined Holland bus and commercials were made by Hornby, Meccano and Dinky, and one apparently was included in a brochure either last year or the previous year. Hopefully a collector may be able to substantiate this and provide a picture of the model. I believe it is identified as box no 31.

Letters

Just one during the period - maybe it was so cold the ink froze in your ballpoints? This came by email via John Porter from Nick Wellington, S and T Manager, Kent and East Sussex Railway Co. Ltd, who I lost touch with when I moved to Scotland. I got to know Nick, years and years ago (in the 1980's). I used to venture down to Tenterden, where there was, and still is, this nice little railway. The first time I was there I met up with Nick, he gave me the privilege of looking over a collection of railway trolleys and other equipment used by the railway, with much of this rolling stock being powered by the ubiquitous Ford 8 and

Illustration 2: a Post war model parked up outside the yard



10 engines. Some were 100E units, but a number were powered by the early 10 model C engine and early "Jap" units.

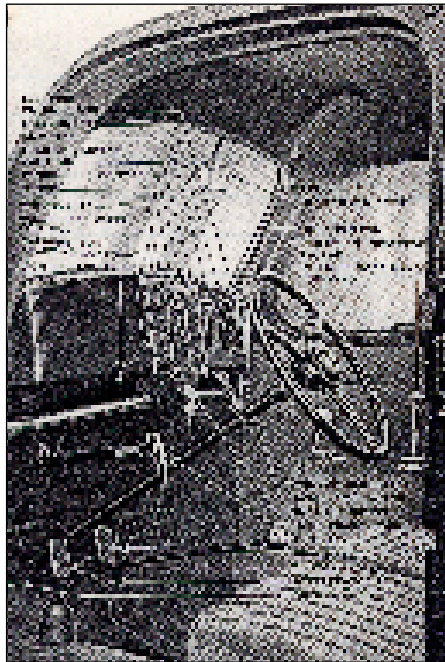
I used to receive a number of calls about one particular trolley, which had not run for years and had baffled the guys down at Tenterden. Numerous questions and possible solutions went backwards and forwards for a good year, until such time as Christine and I decided to pop down to Tenterden for me to check over the C engine. I remember the day as if it was yesterday, as although summer it was absolutely pelting down. Christine went mooching around the town with the umbrella, and with me under a temporary tarpaulin, I worked away at the engine with a couple of the Tenterden guys looking on. Funnily enough, I got it working within half an hour. In fact there was nothing wrong with the engine, the problem lay with the carburettor, for which I had brought some spares. The engine spluttered and eventually burst into life. The faces on the two engineers were a picture and I left them happily chuntering up and down the railway line. Tenterden is well worth a visit and usually there is a vehicle gathering where one also gets a free ride on the steam trains. If you get a chance to look round the back it's well worthwhile!

Model Y pick-ups

These are particularly rare and I have only seen a proper one in the flesh at a rally a number of years back. After the 1939-45 war, vans and commercials were at a premium, and many older Ford saloons (especially the Model Y 8's because they were cheap and ancient at that time), were cut down and made into flatbeds and pickups. Regretfully I am unable to provide a picture, but Sam's Model Y book provides a designer version pick-up truck and there is also a picture in a publication on panel vans. The vehicles, as with many of the sportier looking Model Y's from the years 1932-37, were never made by Ford, but via the Ford dealerships by way of their own or independent coachwork companies. Dagenham Motors Ltd provided a pick up design, although I understand that it was a conversion from a van. Here, I must admit that it was probably easier and cheaper to base a pick-up model on a scuttle and chassis obtainable from the Ford Motor company, but that's history for you.

W and J Tod

This was a company that made seagoing boats and small cruisers, built around a 19 ft round bilge hull, with the Ford Motor company providing the engines. Occasionally the 8 hp engine was used, but in most instances the C and later units were fitted. The timing cover was replaced with a casting with a circulation pump. This was run off the camshaft with the exhaust manifold replaced by a water cooled assembly. To provide ahead, astern and neutral,

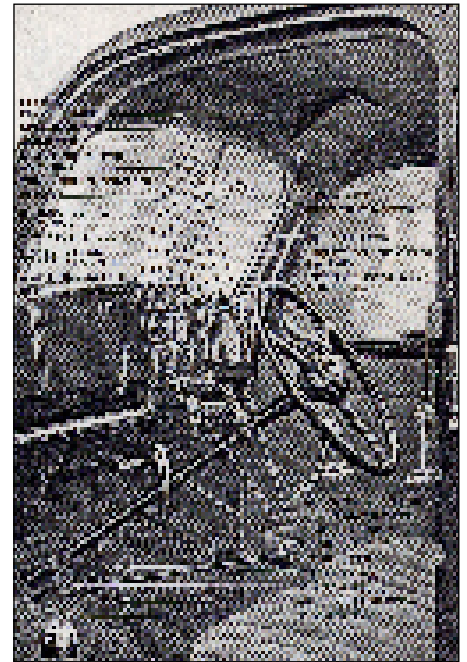


1939 E93A interior

an epicyclic gearbox was used. These boats were plied in far flung places such as Trinidad, Malaya, New York, Basra and even the Leeward Islands (illustration 2 - a Post war model parked up outside the yard).

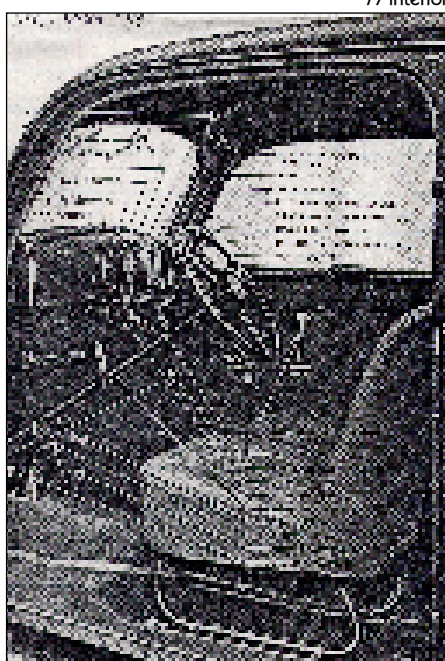
Post 1937 Interiors

How much do you know about your vehicle? What interior parts are available and what can you fit from other old Fords that are both compatible but in spec with your particular model? Being your wonderful registrar, I have solved this without you having to get out of your armchair. Take a look at the illustrations on this page. All should be familiar to you if you have the Ford handbook. The top two

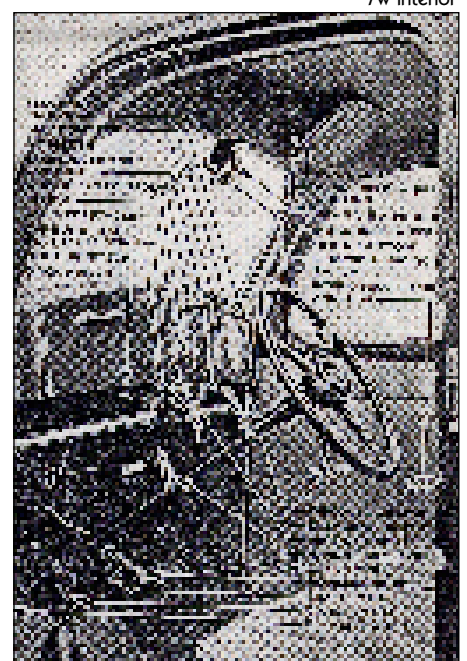


1938 E93A interior

depict the E93A Prefect interior. On the left the 1939 model and on the right the 1938. The bottom two depict the 7Y & 7W. Left is a 7Y deluxe version and right, a 7W. Look at the similarities, but also the subtle differences. The knob and types of handle on the locker or glove box, clocks, accelerator pedals, wipers and windscreen wiper control. There's more - just look at the doors - all the locking is the same, but the 7W window regulator winds the other way, as did the 1938- 1939 De-luxe version of the 7Y. To add more confusion, this 7Y model was provided with a special knob to the glove box. I'm deliberately not going to provide any more register material this issue so that Teresa has space to provide a large enough close up of the interiors.



7Y interior



7W interior

Specials Register

Rob Daniels

Spring is here at last, so what better time to clean out the garage. So, after much thought, I have decided to sell my three specials. First to go will be the Falcon Mk2, which I have owned for over 20 years. I still haven't finished the restoration and probably never will, as I don't have the enthusiasm I used to have way back when. Also to go are the AKS and at a later date the Rochdale GT, which I restored around fifteen years ago.

But to take their place I have bought the Shirley Mk2 that belonged to the late Roy Frost. Roy did a wonderful restoration on the car and I hope to carry on where he left off and improve the specification to make it go as good as it looks. Here are some pictures of how the car looked when Roy and Danny Moody found the car back in 1988 in an orchard in Stourbridge, Staffordshire and as she is now (photos 2, 3 & 4) Hopefully we will have a lot of fun in her this summer. Her first outing will be the AGM in Coventry.

Specials Events

I'm sure a lot of you will be out in your specials this year after all those many hours of toil throughout the winter - and the events you will not want to miss, amongst others, are:-

The National Kit Car show at Stoneleigh nr Coventry on 30th April and 1st of May. We have a stand booked for all Historic kits and specials. More information from Tony Stanton on 01527 402367.

Buckler Day and road run will be at the Memorial Hall, Long Lawford, near Rugby from 10am on July 9th. This is a great day out with a road run around the Warwickshire countryside and lunch in a pub half way round.

The Historic Specials Day will this year be on 6th August at the Cotswold Wildlife Park, Burford, Oxon. Around 60 specials usually make the trip to this brilliant event. It also has the benefit of great surroundings so the wife and children have plenty to do while dad talks cars with his mates all day. Gates open



Photo 2: My Shirley MkII as found in an orchard

from 10.30 and entrance is free to all drivers of specials or tow cars towing specials on a trailer. We want to see your car at this event whatever its condition, even if it's fresh from the barn or still under restoration.

Mick's Field Mouse

Mick Crouch sent me this article on his Field Mouse early last year and I have at last got round to publishing it. I first saw Mick's Mouse at the All Ford in 2004 and would like to say what a thorough and well executed restoration he has done.

"Many years ago club member Stuart Holding acquired a sidevalve powered Field Mouse and although it was nearly complete, it did require a restoration (see photo 1). Having dismantled it and leaving it in his back garden, the passing of time and the elements were not kind to it. (rust and a tree growing through it). He and his family then decided to emigrate to New Zealand.

He offered me the remains of the Mouse, believing me to be a prime candidate to resurrect it, saying there was enough remaining to use as patterns. Not being of faint heart when it comes to Sidevalves I retrieved it and transported it home, much to my wife Jean's amusement, as she thought I had gone into the scrap business. Back in the 70's I had acquired an E493A Prefect GHR 3 with a very sad body, although the chassis and running gear would make a perfect donor vehicle.

Restoration Tactics

The chassis had to be shortened and made narrower and finally welded and plated to strengthen the weak points. The actual body of the old Mouse was made out of bent metal sheets and an anti roll cage consisting of box section steel. As this arrangement did not give it much strength I decided to make up a sub frame of 1" steel box section and then attach the panels to the box section. The whole body was then mounted to the chassis at 8 securing points, thus making it possible to remove the body in one piece. The bonnet was the only panel I was unable to manufacture, so Neil Pattern (100E spares sec) came to my



Photo 3: My Shirley MkII as found after a wash, with previous owner, the late Roy Frost



Photo 1: Mick's mouse - as bought by Stuart Holding

rescue. Engine and gearbox were rebuilt, axles overhauled, torque tube, prop shaft and brake linkages cut and shortened to the correct length. Telescopic shock absorbers replaced the lever arm type on the rear axle. While all this was going on I was scouring the auto jumbles for bits and pieces. The good thing about this was that they did not have to be Sidevalve parts as long as they were period parts that could be adapted to fit.

12 volt electrics were fitted to make things easier when auto jumbling, as parts like wiper motors, flashers, and charging system were more readily available. It was also helpful when fitting a 12 volt cooling fan behind the 100E radiator. The windcreens were supplied and fitted by a local windscreen company.

I cannot remember when I first started the project (I am talking years not months) or have any idea of the man hours involved, but it has been very satisfying, especially when it passed the MOT test the first time in April 2004, then, taxed and insured, attended its first rally in May 2004.

First Show

In July 2004 the Field Mouse GHR 3 was displayed on the club stand at the Ardingly Vintage Vehicle Show at East Sussex. It attracted a lot of attention and amongst those people interested were two gentlemen who knew immediately what it was. The first one knew the two brothers, Mike and Nick Johns who actually designed and built the Field Mouse range. He had also competed against TGT 49 in an off road trial. The second gent had also seen the Mouse in action and new the brothers very well. He informed me that Mike Johns now lives in Hampshire about 20 miles from me.



Photo 4: my Shirley MkII in 2006

Specials Register

A Meeting With The Designer

Having taken my details, about a week later I received a phone call from Mike Johns and a meeting was arranged to which I took GHR 3. Mike is a very interesting and knowledgeable person and I can only describe him as one of a kind. He has a passion for military vehicles, especially off roaders. His knowledge is vast - from the humble Pop to performance cars and he gave the impression that he can make something out of almost nothing.

The Field Mouse Story

The story of the Field Mouse began in the early 70's. The brothers had a passion for off road vehicles and were looking for something to compete against the Land Rovers which virtually dominated the off road scene. They acquired a Pop and set about designing the Field Mouse. It was not a complete success to rival the Land Rover, but under certain circumstances it gave them a run for their money. The wheels on TGT 49 were made from the centre of Pop 450 x 17 wheels welded to Land Rover rims thus allowing larger track grip tyres to be fitted. The fuel tank was an army Jerry can fitted in a holder behind the seats with a flexi pipe through the flip lid, this made it an anti theft device as you could take the Jerry can with you upon leaving the vehicle.

Mike tells me that the Land Rover owners weren't happy about competing against other off road vehicles, so he and a few other people formed the A.W. D. (All Wheel Drive) club, where any off roader could compete. TGT 49 was used as everyday transport by Mike in his job as a mobile mechanic with tools in the back and a trolley jack in the passenger foot well, however it was eventually sold on. As interest grew in the Field Mouse, Mike and Nick started to produce the chassis and body kits and as far as memory serves him, 9 in total were actually produced. Lack of old Pops as donor vehicles being the main demise of this unusual vehicle.

Several variants were produced with a longer rear end giving a larger area behind the seats, another had a BMC engine fitted. Two had aluminium hard tops fitted and another was built and used as a towing vehicle for a set of gang mowers, it also towed the trailer with the mowers from job to job. Unfortunately there are no records of where the kits ended up or whether they were completed.

Mike was pleased to see GHR 3 up and running and paid me a complement on its finish. He said that a couple of things weren't right, but as I explained to him, I only had a heap of rusty metal and a few photographs to work from!

(Rob's report brings back many memories for me. Stuart Holding was a good friend and fellow group member and I remember the mouse in his garden! I also used to see and chat to Roy Frost at various shows. Teresa).



Photo 5: The mouse before restoration



Photo 6: The engine compartment



Photo 7: Mick (wearing the cap) with his mouse

Anglia, Popular & Prefect Register

Andy Main

I do not watch a lot of television, so programs are chosen for entertainment or educational reasons. On the channels that feature advertising, one either watches them, channel hops, or uses the time to visit the loo or some other activity. These adverts sometime sell their products in seconds and either we remember the product or by the next one shown we have forgotten it (or is it only me?) Advertising records our social history when we look back at old adverts either on programs that feature them or perhaps on video tape from recorded programs or in books or on posters.

A lot of current adverts tell a story that you have to watch until the very end to find out what the product is, therefore hopefully keeping the viewers attention. Social changes mean that some products are no longer advertised or not an important part of life now. We have many adverts on new car models, and insurance, but what about that liquid stuff? We used to be entertained by watching Castrol GTX or Duckhams, but many owners of modern cars don't even know how to check the oil level, let alone top it up. A work friend spent the evening topping up via the dip stick - as Del Boy would call him "you dip stick"! Why spend large amounts of money now promoting an essential motoring product when perhaps its only us owners in the old/classic vehicle movement that undertake their own oil changes? Petrol was promoted with catchy tunes and sold with great gifts including tiger tails! Before gas fires and central heating were the norm evening



Photo 2: Dave Wootton's wife's uncle's Austin!

entertainment included Esso Blue and Pink Paraffin adverts.

Sidevalve Philosophy

As sidevalve owners we know they were built as a sturdy, basic, no frills transport, as other motor manufacturers were including 'additional' equipment as standard. However, over the passing years most of the other manufacturers have closed down due to various reasons or have been taken over. Whilst Ford may not always have good financial balance sheets they have survived so far. The basic no frills philosophy continued long after sidevalve production ceased - February 2006 was the thirtieth anniversary of Ford's Project Bobcat

- being revealed in 1976 as the Ford Fiesta and making its debut that summer. It was very basic, with no radio, but it soon became the UK's best selling car and only took three years for a million to be produced. Now with more gears, more interior features, longer, wider and the MK VII has got voice activation and bluetooth. I expect most of us did own one, my mother bought a MKI new and our first non sidevalve car was a secondhand MKI purchased in 1989, both now scrapped.

Recycled Teenager

David Towler-Wilson is one of a welcome band of new members calling themselves recycled teenagers and returning to or buying their first sidevalve. David passed his driving test in the 1970's and looked further east than Dagenham and purchased a Datsun. Now retired, David has purchased a Dagenham product - a black E493A Prefect (photo 1). First licenced in Plymouth on 1st July 1953, HJY 54 joined the register on 1st September 1986 when owned by Roger Burston from Plymouth, Devon. Purchased by Roger on 10th May 1986, having been unused for six years by the previous owner Terry Bray, who had worked on the engine. Within four months of purchase, Roger had stripped the Prefect down to a rolling chassis and hoped to complete the restoration within twelve months. Over running slightly, it was completed in fourteen months. Roger supplied many details during the restoration and featured in June and August 1988 editions.

In March 1992 Dave Wootton from Ottery



Photo 1: David's E493A Prefect

Anglia, Popular & Prefect Register

St Mary, East Devon, informed me that he now was the owner having purchased it in September 1990, no details who from but I assume from Roger? The next ownership change I am informed of is when David Towler-Wilson registers it and supplied details of other past owners. By August 2004 Kenneth Wills owned it from Credition, Devon, then sold to Mr. R Broadway from Frome, Somerset in May 2005. David purchased HJY 54 six months later in November 2005.

The Register was formed in 1980 to keep a register of all surviving post war upright models, including the 5 cwt van, in whatever condition. Whilst the register is only as accurate as the information supplied, it has in David's case been able to inform him of an earlier restoration, which he was unaware of.

Photo 2 is of his wife's uncle's Austin, taken in June 1959 at Lechlade, Gloucestershire, when they used to go out in it quite regularly when they were 17 and 18. David reports this was when he had hair!

I Bought an Upright on eBay

David Frost from Benfleet, Essex has returned to sidevalve motoring with a black E493A Prefect and enclosed the following article with his registration application (photo 3).

"Yes that's right, I bought my Prefect on eBay and I didn't go to see it before I made my bid. I know what you are thinking - "must be a nutter" and you are probably right. The car looked pretty good in the picture and to be honest, I was not disappointed when I saw it. A little rust on the rear wings, but I can weld these as I used to repair motorcycle petrol tanks and that requires similar techniques. I knew I would need to check the brakes anyway so that was not a worry.

I should say that I have owned this type of car before; a '53 Anglia (YMV 533) bought for £15 - my first car and a good runner; a Rochdale GT (EWN 805) bought for £50 that I continuously improved and sold for £50. Several Pops later I bought a '53 Prefect (TNO 45) for £25 and sold a few years later for £45. As you can see, I liked the simplicity of the upright and through the various models learned a lot, having dismantled everything except the gearbox at some time or other. I still have the reamer for fitting the kingpins, 'borrowed' from the stores at work.

Returning to the current Prefect, I got it home alright due to the timely meeting with one of my customers who was just leaving his drive with a car trailer in tow. A quick negotiation and it was mine for a day. Once back home I soon set out to survey the car and as usual found much more to do than first



Photo 3: David Frost's E493A Prefect - bought on eBay

thought.

The car was a runner because I drove it on and off the trailer, but it juddered and I thought it was the same trouble I had with my Anglia. The Anglia's seller, a friends elder brother, had told me "it just needs a new clutch". Knowledgeable friends at work suggested I check the engine tie-rods and sure enough the bolts were either loose or missing and when fixed the car was a sweet runner. Sadly, this time the tie-rods were tight and the engine mounts had gone. I removed all the engine ancillaries and found one head stud broken level with the head joint. I tried a drill on it but its tip disappeared. Head off and I could see something hard was embedded, a dreaded "Easy-out" tip. Fortunately, being an engineer, I had a small spark eroder that I built many years ago and, with a few extra brackets, it soon stood proudly on the engine block (still in the car by the way). Several hours later it had eroded some small woodworm-like holes in the hard metal. Working with a punch, I managed to break up the "Easy-out" and picked out the pieces with tweezers. I made a bush to fit in the head to guide the drill centrally but the previous owners handy-work had damaged the threads. Luckily I had a suitable thread insert kit, so was able to repair it.

I remembered that my previous uprights had not had good heating. One had a big box

called a KD(?) and a pump clamped to the dynamo. This never worked very well and I eventually got a Delaney Gallay heater that fitted in the top hose (bought through Exchange and Mart brand new in 1969). This was brilliant and I managed to buy a used one in 2006. The radiator was full of rot and holes so this was re-cored at County Rads for about £160.

When cleaning up the chassis I noticed some sawdust on the rear tie bars. I thought this was from its previous barn-storage experience but closer inspection revealed a thoroughly worm-eaten floor. With the floorboards out, I can get to the chassis better, so perhaps it's a blessing in disguise.

Of course, I must mention the excellent service from the club spares scheme, particularly the rubber wares, as most of this fine material has perished on the Prefect. The next gremlin to tackle is one of the rear door hinge pins that has seized and is now turning in the wrong part. An oversized pin is next job on the lathe.

I have decided to get the car mobile as soon as possible and do a little restoration on a regular basis, otherwise I will never get to drive it. I can't wait to get on the road and re-live all those days of long ago and I am quite prepared for any problems - spare inner tube, water, and distributor and of course I now have my Britannia Rescue card!"

100E & 107E Register

Tony Lloyd

Thirty Five Years Ago

If you have ever tried browsing on eBay you will know that all sorts of items appear on there for sale. I had occasion to be doing just that when I noticed a 100E Owners Club magazine for auction. Interesting was the word that came to mind and I put in a bid for it. For those of you that do not know, the 100E Owners club was the forerunner of the FSOC. Founded by Roger Palmer, it was exclusively for 100E/107Es. In the end I was lucky enough to secure the magazine with my maiden bid. It is the Jan/Feb 1971 edition from 35 years ago, when I was a mere slip of a lad and only just out of my first 100E period.

For a twenty two page magazine the range of content is really quite amazing. From noisy exhausts to underseal efficiency, from technical teasers to inserting a 105E engine in your 100E, from discontinued parts to the lack of 100E thermo siphon, from members cars to Cyprus and back in a 100E.

Modified Cars

Photograph 1 (below) shows a selection of 100Es at rest during the club Treasure Hunt. Look at the highly personalised and modified bumperless 100E at the front. I wonder if it still exists? Photo 2 (above) shows the admiring looks for James di Carlo's much modified 100E at Sidevalve Day 1970. Look at those hairstyles! Did we really look like that?

All of the technical teasers are about modifying the cars. These are mainly about

fitting later Ford items to the 100E to beef up the 105E lump or to improve road holding or how to get four wheels the same when using Classic struts. In fact modifying the 100E was the name of the game in those days. The cars were cheap to buy and there were plenty of tuning parts around either from small adds or from breakers yards where plenty of later Fords were appearing. After all, the earliest 105E's were 12 years old by then and ripe for scrapping.

One of the "For Sale" advertisements had these choice items on offer: Aquaplane alloy head £3, Buckler 4-branch tuned exhaust/inlet manifold fitted with twin 11/4 SUs £7, Buckler close ratio gears £4, or £12 the lot - those were the days!

Standard Cars

The fact that lots of 100Es were modified during the later 1960s and 1970s does not mean that standard cars were not looked after. Two cars in the magazine come in for special mention. The first, a 1958 Prefect de-luxe, was owned by Dorothy Brown. The car was purchased in 1961 and was regularly serviced every 1000 miles with a major service every 5000 miles. The car had been kept in pristine condition and found many admirers when out and about. Dorothy even had to refuse several offers to buy it. The second car was owned by Edwin Maskell and was a 1956 Prefect. Bought new in April of that year the car had covered no less than 209,000 miles. The original engine had been reconditioned twice and was at +.040" bore size. A reconditioned gearbox was fitted at 100,000 miles but the



Photo 2: James di Carlo's 100E at SV day in 1970

rear axle was original apart from new bearings. Edwin obviously looked after his car to get that sort of mileage from his engine and other components, but it shows that it can be done. Unfortunately no details were given of either of the cars so I do not know if they still exist.

Right at the end of the magazine was a paragraph entitled "The Life and Soul of the 100E". This apparently referred to an hour long film about the 100E that was made by committee member Kevork Saradjian. Does anybody remember it? Does anybody have a copy? It would be interesting to find out the content and even better to be able to watch it.

Racing Cars

There comes a time in the history of every car when it becomes a "banger". Unloved and unwanted, they eventually inhabit scrap yards, awaiting their fate. Sometimes they gain a new lease of life when a racing enthusiast gives them a few more months of useful life. The three photographs (on the facing page) showing racing 100Es come with the kind permission of non member Gary Hicks and show his father grass track racing just such "banger" 100Es at Spalding in the 1970s.

You will notice that everything has been done properly. All the glass has been removed, roll cage fitted, front end strengthened. I do not know the rules of this, but I presume that there would be regulations regarding fuel etc as well. I am hoping to get some anecdotes about this, so if anybody remembers or has done this or any sort of racing with 100Es please write in and share their memories with the rest of us. I am sure that the wider membership would find it interesting.

107E Engine Numbers

I finally have a list of mid-month engine numbers for the 107E. If anybody does not know the precise age of their pride and joy, I can now at least give them a month and year for when it was manufactured.



Photo 1: 100Es at rest during a treasure hunt in 1971



All photos above courtesy of Gary Hicks, showing his father grass track banger racing in the 1970s

A Norwegian Prefect

John Pole

I have been enjoying correspondence with Hakon Oeverland in Norway about his two E93A Prefects and in particular the car he is restoring. He has just confirmed its age. He writes "My first report is to inform you that the true age of my Prefect is determined. Thanks to a combination of your information on where to look for the chassis number and a lucky strike as to the position of the working light, I found the number, even though it was not fully readable. The first numbers were all right, though, and read C-1667xx. This means that my car is even older than that of my grandfather's and must have been produced in late 1938. Your list of production years told me also another interesting thing. Production and distribution before WW II must have been pretty efficient, as my grandfather's car with chassis number C-172162 must have been produced after New Year 1939, and was registered here in Trondheim on March 10th the same year!"

Shield Assembly Differences

Hakon sent several interesting photos, three of which I reproduce here. The "Shield (front splash) assembly" appears to differ from that of the later E93A. A look at the parts list reveals all. The early shield 7W 16527 was in production 1937/38, but was superseded in 1938 by part number E93A 16527 until the end of E93A production in 1948. Photo 1 (top right) shows the 7W type of panel part number 1937/38 used on the 7W and early Prefect. Photo 2 (middle right) is the E93A Prefect panel part no 16527 used 1939/48 and photo 3 is the E493A Prefect panel part no 16527 used from 1949 to 1959 and also used on the Anglia & Popular range)

The earlier Prefect design incorporated

an additional support for the starting handle welded onto the front cross member. This must be a carry over from the 7W Ten. The support was subsequently dispensed with and replaced by "E93A 5036 Tube (starting crank guide) assembly 45/48", and the hole in the splash shield modified. Interestingly, this tube was then used unaltered throughout the production run of the Anglia and Pop (which had a different splash shield) but had to be modified for the E493A Prefect, where a little tag fixed it to the revised grille (photo 4).

Shock Absorber Assembly

I also include a photo of a pre war shock absorber assembly from Hakon's car (photo 5). According to the "Ford Eight and Ten Service Manual published by Scientific Magazines" all Prefects from engine number C177653 on 27th March 1939 were fitted with the later die-cast shock absorber. (And all Anglias from Engine number Y283955 on 3rd April 1940). The shock absorber link is "flat" in profile (I saw a 1946 EO4A Anglia fitted with a similar link a few years ago). The March 1939 parts list lists the front link as CE 18055 and the rear as 7W 18055. The 1959 parts list informs us that the revised links, E93A 18055 A and E93A 18055 B were introduced in 1947 and were then in service on the Prefect, Anglia, and Popular until the end of upright production in 1959.

Tropical Norway?

I was surprised to see from one of the photos that the generator of his Prefect was fitted with a four bladed export cooling fan. Clearly the summers in Norway must be hotter than I imagined!

Hakon has a great deal to do but is clearly enthusiastic and is rising to the challenge of restoration. I look forward to hearing about his further progress.



Photo 1: (above) the 7W type of panel part number 1937/38 used on the 7W and early Prefect

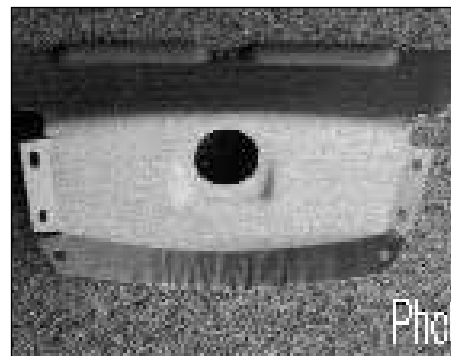


Photo 2: (above) the E93A Prefect panel part no 16527 used 1939/48



(Photo 3: (above) the E493A Prefect panel part no 16527 used from 1949 to 1959 also used on the Anglia & Popular range

Photo 4: (below) modified for the E493A Prefect



Photo 5: Pre war shock absorber assembly



Snippets

Spares News

The Club now has new stocks of exhaust systems in stock. See the spares lists in the centre pages for details of prices.

A new item in stock for both the 100E and upright models are ignition leads. They are available for £14.95 a set - order a set now for the summer season.

On the upright side, the distributor weight springs are now available. See the spares list for prices.

Postage Costs

Can I remind members that the price of spares includes the price of postage, packing and VAT to members residing in the UK only. Overseas members must add extra for postage or check with the spares secretaries for postal costs. Many thanks.

Character Classics

Launched at the Classic Car Motor Show 2005, car owners of pre 1979 vehicles are being invited by Character Classics to participate in a unique marketing concept bringing together club members throughout the UK no matter what make or model of vehicle they may own.

Matthew James, director says "As a classic car owner myself, it seemed only sensible to bring those of us who do such events to offset the cost of ownership, under one roof, as well as giving a helping hand to others who may have thought about the idea but did not know where to start. At Character Classics we will provide all members with the marketing expertise and know how, as well as all the forms needed to make the very best of such opportunities local to them."

Going live in early 2006, more details and membership enquiry forms can be found on the website: www.characterclassics.co.uk

Prefect From Finland

Reijo Vuorenmaa, from Finland with his Prefect sent this photo in with his renewal. He says "The restoration project of the Prefect was accomplished in the Summer of 2005. A happy owner with his Prefect!"



Federation News

Peter Williams

This is the second in the series to keep you up to date on news from the Federation of British Historic Vehicle Clubs (FBHVC) (see the December 2005 issue for a full explanation.)

Public Liability Insurance Scheme

The FBHVC has set up an arrangement with an insurance broker to offer public liability cover for member clubs at reasonable rates. The cost of insurance is increasing all the time and is becoming a major expense for the smaller clubs, so this scheme should prove

extremely useful for those organising club events.

Drive It Day

This is a new initiative from the Federation to raise public awareness of the historic vehicle movement. It's not a rally or a gathering, they just want anyone with a road-legal old vehicle to drive it on Sunday 23rd April, St George's day. You don't have to drive far, just make sure that it's seen on the road. And if it's not licensed drag it out of the shed so that it can be seen by passers-by. FBHVC exists to uphold the freedom to use old vehicles, so what better way to draw public attention. Assuming the printer and the Post Office have

done their jobs, you should be reading this just a few days before 'D' day so make plans now to join in. Let's see every sidevalve on the road on 'Drive It Day'.

Survey of the Historic Vehicle Movement in Europe

This enormous survey is now well under way. Almost 20,000 members of FBHVC clubs had returned survey forms by the end of 2005. This is part of a massive effort across 11 countries, which has involved the printing and distribution of 800,000 forms in nine languages. Analysis of the results is on-going and FBHVC hope to report the results in the autumn.

O.T.A. (Oak Tree Appliances) Tractors in Tasmania

Gordon Cowley

There were approx six OTA tractors sold in the Westbury area of Tassie. The wire and bobbin steering wore out quickly and the local tractor dealer (most likely a Ford dealer) who sold the tractors converted them all to draglink steering using Ford Model A steering boxes.

The tractor in Pearn's Steam World had the conversion still fitted. The tractor in the Tractor

Museum had been converted back to wire and bobbin steering. The OTA tractor was the three wheeler fitted with the Ford Ten engine and gearbox which ran into another two speed gearbox with high and low ratios. It was known as a "good little tractor" but the maker could not make enough of them, was undercapitalised and sold out to Singer who did not mind the Ford Ten engine. Singer went on to make the Monarch four wheel tractor after the three wheeler. Singer went broke and was bought out by the Rootes Group who did not like the Ford Ten engine

and that was the end of the OTA/Singer tractor line. The advent of the Grey Fergie did not help either.

What happened later? The Rootes Group went on to produce a Sunbeam open two seater sports car. Their 4 cylinder engine was not considered strong enough for the American market, so a Ford OHV V8 engine was shoe-horned into the car and the Sunbeam Tiger was born. The Rootes Group went bust and was taken over by Chrysler. No Chrysler engine would fit in the Tiger body shell, so that was the end of the Tiger line.

Furrows Photos

The wonderful period shots on this page are from the archive collection of Shropshire Ford main dealers Furrows. We have kindly been given permission to reproduce them in SV news (see Glenn Bubb's E83W register report on page 21 for more details).

The unusual shot opposite shows the rears of a number of 100E's, plus what looks like an E93A, the only interloper being a Zephyr or Zodiac. This is opposite Furrows recently demolished garage on Coton Hill, Shrewsbury, and up until recently was regularly flooded, as was the car showroom.



Above: This brilliant photograph shows 4 E93A Prefect's of what I would assume at that time was either Shrewsbury or Shropshire Police Force. The picture is at Saint Chads church a major landmark in the town which overlooks the Quarry site of the famous Shrewsbury flower show.



Above: An E494A Anglia obviously the worse for wear and having been recovered by Furrows.

Below: A number of Sidevalves for sale as used cars, I am not sure which garage this is but it is in Shropshire somewhere.



Above: a superb shot of a September 1954 registered 300E for a local pet shop. Obviously specialising in birds. Wyle Cop is a street in Shrewsbury.

Below Furrows forecourt at Coton Hill Shrewsbury obviously in the 50's with various 100E's, 300E's and a 109E Popular all appear to be unregistered.

