

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Vaporisation and Fuel Pump Springs
Dartford Tunnel



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John Porter

Editorial

Motor traders who offer MoTs that are classic friendly report a wholesale drop off in the number of pre-classics being submitted for an annual test. This may result in experienced testers being laid-off and, importantly, less demand for common day-to-day parts such as wheel cylinders, brake shoes, steering joints and dampers. This will inevitably mean that these parts become harder to obtain and will cost a lot more.

I have just put my three vehicles through the normal MoT this summer, and they were the only pre-1960 cars that my local garage had done since November last year. Some owners have said that they will test once every two years and some have told me that they won't bother, as they do so few miles. It remains unclear how insurance companies will react when a claim is made for a classic that has not had an independent check. Will the owner be able to argue the case if the car is deemed to be unroadworthy by the loss-adjuster? Are these owners experienced enough to make the decision not to get an independent inspection of their pride and joy? What will the press report when an unroadworthy classic is involved in a fatal accident, and what will the public think about old cars on the road?

One of the important skills for the sidevalve owner is the ability to know when something is not quite right, and then to either diagnose the problem or find someone who can. Running an old car on a shoestring is not good for the car, the owner, nor for the classic car movement as a whole. It should not cost a lot to keep your sidevalve in good shape, and you are of course maintaining the car's historical and monetary value as well.

Whether the owner does the maintenance

and repairs personally or gets the local classic specialist to do the jobs will depend on the skills and knowledge of the owner. This is a decision for that owner, but they should remember that there is a lot of knowledge and skill out there in the local group. It is always worth consulting other members if unsure about a diagnosis or actually doing the job. However, it is also necessary to remember that the local group can always advise, but please don't use them as a free repair service! They have their own classic to look after. Don't forget the two technical advisors – Jim Norman for the 100E/107E range and John Pole for the uprights. Do purchase the relevant workshop manual from the club for your sidevalve, and the parts manual is also worthwhile having when buying parts.

When it comes to doing the job it is obvious that the right tools are essential. These days good quality tools have never been cheaper and our cars do not need too many different spanners. A set of A/F spanners and sockets from 3/8 to 15/16 should equip the owner for most jobs on the uprights and the 100E/107E. The lack of special tools used by the Ford dealers of the day can call for some ingenuity. Again, your local group members might already have taken that gearbox apart, replaced that broken half-shaft or fitted new kingpins, and may well have the answer.

Many thanks to Geoff Hammond for looking after the Coventry Region for many years, including the FSOC stands at the National Restoration Show at Stoneleigh near Coventry and the Classic Car Show at the NEC in Birmingham. Colin Pudge has offered his services to continue the good work.



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Joe Wheatley

Vaporisation and Fuel Pump Springs

Back in 1999 when I completed the restoration of Freddy, my 1952 E493A, I had a problem caused by the new-old-stock fuel pump. The car was fine while running in at under 35mph, but once I tried to cruise at over 40mph she would cut out. I eventually decided to test the fuel pump by disconnecting the metal pipe from the carb, pushing a length of clear plastic petrol pipe over the end, and holding it vertically up above the engine. I then got someone to turn over the engine (no spark plugs fitted) to see what 'head' of petrol the pump would provide. This showed that the pump was only just getting the fuel to the carb and no higher.

The mechanical pumps on our cars have a leaver connected to a diaphragm which makes a sealed space at the top of the pump. One-way valves prevent the fuel from going back whence it came. The leaver sits on an eccentric on the camshaft. As the camshaft rotates it moves the leaver, pulling down the diaphragm which sucks petrol in from the pipe to the fuel tank. This is quite a strong motion as the arm has no option but to be moved by the eccentric, or be bent. The pump is thus very good at sucking petrol from the tank.

So the top of the pump is now full of fuel. The eccentric continues to rotate releasing the arm. There is a spring under the diaphragm which now pushes the diaphragm back up, reducing the space in the top of the pump and thus pushing the petrol up from the pump into the carb, a distance of 12 inches or so. So the spring alone is responsible for lifting the petrol from the pump to the carb.

As the petrol was only just reaching the carb I deduced that the spring was not strong enough. I furtled about and found an old pump, probably from a 100E as it had no priming leaver. The spring in this pump looked and felt more substantial than the original in the 'upright' pump so I swopped them over. Result! The fuel now reached 9 or 12 inches above the carb. I reconnected the fuel line to the carb and had cured my problem.

In the following 12 years Freddy was not too bad for vaporisation. The only times that you could expect a problem to develop were on a

hot day, after a good run and if you stopped for a short while (for example to refuel). I found that even this could be overcome by opening the bonnet during such operations. Fast forward to September 2012. I drove Freddy out of the garage, went back to close the garage doors and saw a trail of liquid on the floor. Petrol! Opening the bonnet (the engine was still running) I saw a jet of petrol issuing from the breather hole in the pump. Failed diaphragm I thought to myself. So I took out my spare pump (an older version with a plunger type primer rather than the leaver on the original) and fitted that. All worked fine and the car went into the garage for the winter.

Once we started to attend events in 2013 I found that Freddy was now very prone to vaporisation. It only had to be vaguely warm and she would cut out at traffic lights. I tried keeping the revs up, which helped but would not do much for the clutch and gearbox. Finally she stopped three times on the way home from Westhead Carnival. The only difference from last year was the fuel pump. By this time I have purchased a repair kit from the club and the original pump (with the stronger spring) now had a new diaphragm. So I put this back on and 'bingo', she would now sit and tick over for 15 minutes without the 'vapours'.

Suggestion

It has never been possible to explain why some of our cars regularly vaporise and some never do. Could it be that the vehicles with weak springs in the fuel pump are much more likely to suffer? If the pump is only just capable of lifting the fuel to the carb then any degradation in pressure (caused, say, by partial boiling of the petrol) would result in no fuel getting to the carb. If your sidevalve suffers from the vapours, try testing the pressure generated by the pump. To do this attach some clear plastic fuel pipe onto the pipe from pump to carb and see what 'head' is being generated. If the pressure is low, try another pump, or find a stronger spring to go under the pump diaphragm. It worked for me!

Brian Cranswick

Events

Not much to report at this time of the year, so instead I will look back fondly at 2013. The nice summer weather was very enjoyable for the shows, and our well attended club AGM provided one of the very best line-ups of Ford SVs I have seen in a long time – so good that I have included another photo taken from the day.

If you are arranging a club event please send full details to the Events Co-ordinator. It can then be put on the club website and logged for the purpose of the Club's insurance cover.

1st January, Horton Historic Vehicle Club – New Year's Day gathering at Sharpness Docks, South of Gloucester. Contact Ivor Bryant for information.

27th April, Drive it Day – full details of activities to be advised in the next SVN.



Top: Part of the line up of Ford SVs present at the club's AGM.
Photo by Brian Cranswick.

FEDERATION REPORT

Mike Brocklehurst

John Porter and I attended the AGM and Conference of the Federation held at the Rolls Royce Enthusiasts Club, Paulerspury on October 19th. Reports were presented by the various sections of the Federation – Legislation, Trade, Liaison, Communications, Heritage and Finance. Presentation of the accounts show a deficit of £12,454.00 compared with a deficit of £7,894.00 in 2012. This result reflects the cost of the rebranding of the Federation to transform how they are perceived in the twenty-first century, and amounted to £15,534.00. The exercise included a new logo incorporating a set of images, a new website with greater functionality designed to be more engaging and a new design of newsletter capitalising on the new house style developed for the logo. It was disappointing to see another deficit – with a reduction in reserves of over £20,000.00 in the last two years. However, the majority of directors felt that the year must be regarded as a success, with the deficit contained at less than the cost of major initiatives (including a spend of £14,178.00 on research to provide data in support of defending the use of historic vehicles on public roads).

At this point considerable embarrassment was caused to the directors. One of their number attempted to distance himself from the decisions which led to the loss, maintaining his view that

the expenditure should have been contained within income. Following a pregnant pause the Finance Director reminded the audience that all decisions were taken with a view to corporate responsibility, nevertheless there does seem to be some dissension in the ranks. The FSOC, as a Club Member of the Federation, pays membership fees at the rate of 50 pence per head based on our total numbers, and we need to continue to monitor their expenditure. We are certainly looking for a period of consolidation in the coming months, as a further deficit would not be looked on kindly.

There were a number of changes to the director line up, with some changing hats and others retiring. I do not propose to list these here, but mention needs to be made of the contribution to the historic vehicle movement of David Hurley, the retiring director of the Legislation and Fuels Committee. David has been involved with the Federation since 1992 and he will be missed. However, as the Federation are anxious to retain his knowledge, it is pleasing to note that he has been appointed a Vice-President. Also, following the meeting news has come through that Greg Knight MP, a leading figure in the historic vehicle movement, has been knighted. He is currently chairman of the All Parliamentary Historic Vehicle Group.

Following the AGM the Conference heard various speakers commencing with

a presentation by the Rolls Royce Archive sub-committee. They described how they are scanning hundreds of thousands of technical drawings and other data from the manufacturer. These have made their way to the club ever since the parent company went into liquidation in 1971, following the RB 211 aero engine failures. They are fortunate in being able to access these documents when compared to availability of similar documents from other motor manufacturers. Our club has recently been contacted by Ford to see if we can supply them with any information concerning our cars as they have nothing on file. This does not bode well if and when the European Directive on testing comes into play, as reference will be made to original specifications supplied by manufacturers.

The other speakers concentrated their attention on encouraging young people to take an interest in our movement. Talks were given by the Steam Apprentices Club, National Traction Engine Trust and by teenage members of the Morris Minor Owners Club, where a young people's section has been opened and already has over 200 active members. There was guarded reaction from the old guard of the club towards these 'upstarts', but their enthusiasm and inventiveness has changed attitudes, and this new section of the club is now viewed as valued contributor to the ranks of the movement.

Brian Cranswick

Cambs, Lincs & Norfolk

OLH 20 – Report

Firstly, a celebration. My 103E has now reached sixty years old, as it was first registered on the 2-12-1953.

A quick update about the electric fuel pump conversion that was carried out at the beginning of the year. I had a problem recently when the float got stuck in the carb and the electric pump kept on pumping. This caused a large amount of fuel to leak out (made even worse by occurring in an internal garage, with petrol fumes spreading all through the house). I guess the cause could have been ethanol in the fuel, however I always use super unleaded and this is supposed to have little, or zero, ethanol in it. A quick removal of the float chamber to inspect it for any gumming revealed that all appeared OK, but to make sure I carried out an internal clean and have had no further reoccurrence since. On the plus side the new pump provides a fast start up, certainly aided by having 12 volts going through the original 6 volt starter motor, and is as good as my modern motor.

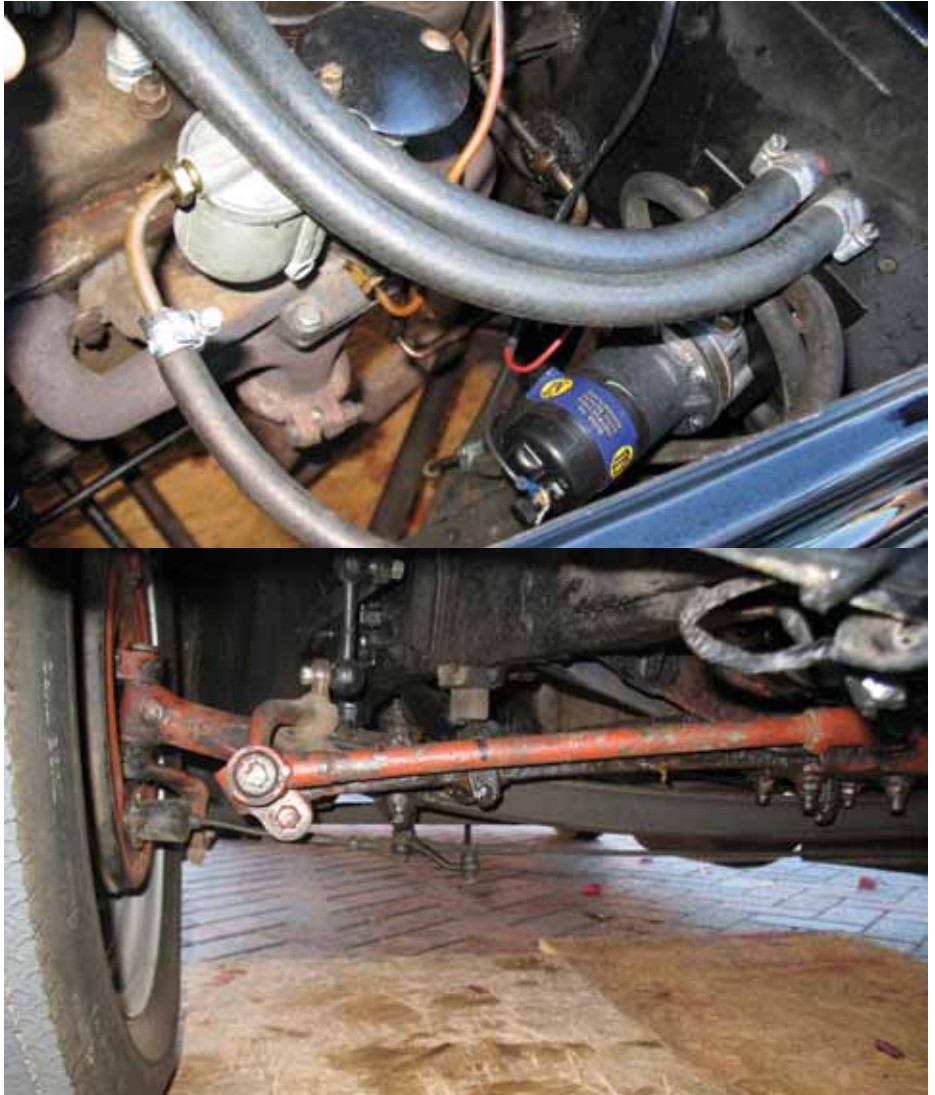
Another issue arose when I heard a horrible clonking noise from the front of the car. Initially I thought this sounded rather serious, and I did not want to take any chances that something was about to break off from the steering/suspension. As my mechanical skills are very limited I had to make call to my mechanic, Alan, to come over with his trolley jack and check this out for me. His diagnosis was a completely worn out bush in the end of my panhard rod. This was making the rod rattle against the front road spring when going over bumps. Note: my panhard rod is an original Ford supplied fitment and has always been on the car and works extremely well.

Ramsey Country Show 29th September

A great little show and the last local event for this year. The day was made especially enjoyable as the weather was warm and sunny.

Attendees: myself in my 103E, Bill in his 100E Prefect and Mike with his E93A, joined by three members from the Three Counties Group travelling up from Hertfordshire, Robin and Jennie in their E04A, David Heard in his 103E and Trevor in a 100E Pop.

Finally I would like to wish everyone a very happy Christmas and new year.



East Midlands

Liam Cotton

Bid to form a new group in the East Midlands area

As a classic Ford enthusiast I am always on the lookout for old Ford sidevalves and I know of a 'handful' of 100Es locally. To the best of my knowledge the owners do not attend the nearest regional meeting (Coventry and Midlands). For me it is about a half hour drive on the motorway and well worth the journey.

For the benefit of members in my locality I would like to become an FSOC Regional Contact and start a Regional Group in the East Midlands. The nearest town is Ashby-de-la Zouch in Leicestershire, and in the

other direction is Swadlincote (Derbyshire), where the 'Paramount' cars were made in the 1950s. Derby and Leicester are the nearest cities, and the large towns of Burton on Trent, Coalville and Loughborough are all within a reasonable distance.

If you are interested in forming a new Regional Group in the East Midlands area please feel free to give me a call on 01283 219508 (weekday evenings and weekends please), or you can try my e-mail: liam.cotton@btinternet.com. I cannot, however, guarantee a quick response by e-mail.

I very much look forward to hearing from you.

Scandinavia

Håkon B. Øverland

Still not given up on U-5347

Before I start the boring story of my restoration I must give you some happy news: Scandinavia has got a new FSOC member! His name is Max Nykvist and he lives in Solna, near Sweden's capital city Stockholm. He has, in my view, a particularly great car; a 1951 E493A, almost modern in my opinion, but... a challenge for Andy.

As for my own E93A, I was choked the other day as I was asked how long I had been working with the restoration. On reflection I realized that I have already been messing about with it for about 10 years, and I clearly see that I have still a lot to complete before I can finally put it onto the road (authorities allowing). My wife is still confident that by the time I have completed the restoration I will no longer possess a valid driving license.

I have already said – for a long time now – that I will have it finished by Christmas. It will certainly not be the coming one though. Then again, a friend of mine said that it was stupid to set the aim at Christmas. At that time of the year you would not be able to take it out to show your achievement, particularly as this is a car with no heater mounted. So from now on I claim that I will have it on the road by Easter, still no year mentioned though.

After a slow start I finally completed the near side beam, then started at the rear of the right side beam and got to the C-post. Unfortunately I became so bored with this that I switched focus to work on some details of the interior and the body. So now I have completed most of the rear behind the C-post including the rear wings. I have even mounted the fuel tank that I bought from one of the Swedish members. This was a fuel tank intended for an Anglia or Pop, so I had to make some minor adjustments to the body to make it fit. The length of the filler neck reveals that it is not the original tank, but as I was advised by my Technical Adviser (John P.) not to tamper with the tank itself I think the result is acceptable.

The latest achievement is the completion of



Winter grade tyres do not fit through the spare wheel opening in the Prefect.
Photos by Håkon B. Øverland.

the right side beam past the B-post, so I am now about to put in the plywood bottom of the compartment. The A-post is still a major challenge as all connection between beam and body has totally rusted away on both sides. The frame for the near-side front door is a little bit

too narrow, but not more than I can manage, but on the right side the frame is too wide so the door does not fit properly. There I have more of a challenge, and additionally the condition of this part of the beam is so rusted that I will have to replace parts of it.

Nigel Hilling

Yorkshire

General Info

The end of another year approaches – unlike last year this one will be remembered for plenty of good weather. Here's hoping for something similar in 2014.

Our monthly meetings continue at the Reindeer, although in December we will have been back at the Electra Cinema for a Christmas do hosted by Trevor Miller. The date of the 10th December was a little earlier than usual, so I hope everyone who intended coming got to know either by word of mouth (from the October and November meetings, the website, or by contacting me).

Compliments of the season to everyone – don't forget to renew your subscription, and I hope to see many of you in the New Year.

New Members

I try to welcome most members by e-mail. When they are added to my e-mail list I can send relevant information throughout the year. We encourage new members to try to attend one or more of our monthly meetings, or one of the shows. One of our recent members has made the monthly meetings, but not yet with his vehicle – he does have an excuse though as it rarely leaves the cricket pitch (see photo above). It is an Aveling and Barford Roller with an E93A 10hp engine.



York Racecourse

This was one of the last outdoor events of the year, and is run by the York Historic Vehicle group at the Knavesmire. We put on a club stand for the third year running, and had a good attendance despite only a few members pre-entering under the club name (see photo below). Some of the extras were just late entries, but some had entered in various other categories – next year please use the FSOC name to make sure we get plenty of space. It stayed dry and remarkably warm for the time of year, unlike the bracing cold winds of last year.

Edinburgh Trial

I had a rest from competing this year, opting

instead for a bit of marshalling and running the start line of the Haydale section (near Peak Forest in Derbyshire). This shows as a 'white' on the Ordnance Survey maps and is probably not the sort of road you would willingly take your everyday vehicle along. Despite this, Class 0 (for fairly standard or fragile machinery) used this hill along with the main trial, and fortunately no damage was seen to be done. The restart on the hill caused few problems for the main trial but did catch out a number of the Class 0 entries. The weather was a bit drizzly in the early hours of the morning (the section opened at 5:30am), but as dawn broke it cleared up and ended up as a nice sunny day. The only Sidevalves on the trial this year were a few Dellows and Paul Clay's Austin-Ford Special.



Merseyside

Joe Wheatley

Sat 13 and Sunday 14 July – Cheshire Steam Fair, Daresbury

This was a beautiful day; hot and sunny enough even for Jill! We arrived on site just before ten, not really expecting to see anyone we knew because the other members were going to attend tomorrow (Bernard, Dave, Julian, etc). However we had a very busy day with lots of people coming up to chat.

Mick Grindey of Buxton had a good look around Freddy, as it is he who has purchased George Cave's black E493A from Dave Rothwell. Mick restores motorbikes and cylemotors and is fully booked up at shows this year displaying these. He is very pleased with the purchase of his Prefect and will be bringing her out to shows next year. I'm glad that this lovely car has stayed in our area. I also had a good chat with another Prefect owner, but forgot to make a note of his name (apologies good sir).

Dave Levay (Grey Squire) and family (Morris Minors and Super Minx estate) were also on site, and it was good to catch up with them. We also had a good chat to John Green from Stoke. He had not been able to bring his 100E Prefect as the clutch had stuck. Tony Ikin and I gave him lots of advice as to how to free it off, but I still think he was going to pay someone to remove the gearbox. Ian Trimble (white 100E) also took time off from drumming up attendees at North West Casual Classic shows and joined us for a time. A cracking day out!

Sat 20 July – Speak Hall Vintage Festival

This is only the second or third year that this event has been run by the National Trust, who look after this Tudor manor house. Jill likes it because there are stalls selling 'vintage' stuff as well as the car displays. I think we came away with a frock, scarf and a couple of books!



Top and bottom left: Southport Town & Country Fair, Leisure Lakes, Mon 26 August. Bottom right: Hebden Bridge Vintage Weekend, Sun 4 August.

Ian Trimble and his pals from the NW Casual Classics were organising the cars, so Ian's 100E was in evidence. We were joined by Arthur Speakman and grandson in Arthur's Falcon Caribbean, Bruce and Carol Allen in their newly acquired 100E Prefect (which is Turquoise not Green!), and Bill and Adrienne Moore in their 105E. Another very pleasant day out, and we did not get lost for too long in the maze!

Sun 21 July – All Ford Rally – Gaydon

Stuart Battersby, Dave Rothwell, Bernard Ellicott, Julian Ashworth and Steve McKenna all travelled down on the Saturday and attended on the Sunday. As I recall there may have been some navigational issues but I await a report from them to confirm or deny this!

Sat 27 July – Bottle & Glass FSOC get together

Another successful display with 15 Sidevalves on display and almost as many from various other local clubs, including NW Casual Classics, St Helens CCC and Manchester Historic Vehicle Club. Sue, the landlady, put on a nice buffet for us and the weather was kind once again. Unfortunately, Jill and I had to dash off to a family gathering just after lunch, but I think most stayed well into the afternoon. Classic cars, sunshine, good food, company and beer – what's not to like!

Sun 4 August – Hebden Bridge Vintage Weekend

Once again this was our Northern Sidevalve Day, with about 20 Sidevalves in attendance. All my

usual regulars were in attendance. Much better weather than last year (no flooding on the way home!) and the usual wide variety of cars on display. Jill and I enjoyed a wander around the town and lunch in a Thai restaurant by the canal. A must for all FSOC members in the north.

Sat 10 & Sun 11 August – Astle Park Steam Fair

My Mum and Dad were staying with us. The forecast for Sunday was poor but Saturday was better; not good enough to tempt Mum and Jill to join Dad and I though. We enjoyed a nice little trundle through the lanes to Chelford. Bernard and Dave were there before us, and we also met Mick Grindley of Buxton. Dad managed to look around quite a few stalls and inspected some of the Ford commercials on display, but, sadly, there were no Ford V8s. However, we enjoyed a very pleasant day out.

Sun 25 August – Ormskirk Motor Fest

This show seems to get busier. The older vehicles, rally and racing cars are on display in the streets of the town centre, with the more plebeian vehicles on display just across the inner ring road at Victoria Park. We had a very nice plot at the rear of the park next to the duck pond, much nicer than being in town. Dave Rothwell soon arrived, Peter and Sue Tinsley moved their 7W from the town centre, and Bill and Adrienne Moore (105E) and Glen and Dawn Dale (100E Pop) also joined us. The weather brought out the crowds and the park and town were very busy most of the day. The inner ring road was closed to normal traffic between 14.00 and 16.00 so the

cars in the town centre could parade (or zoom!) around. A good day, though a bit busy for my Jill, who finds crowds a bit claustrophobic!

Mon 26 August – Southport Town & Country Fair, Leisure Lakes

We all met at Dave Rothwell's for tea and bacon butties before setting off to the Leisure Lakes, the new venue for this event. This proved much better than the previous location, especially as it was dry! There were lots of charity stalls and events in the arena, including sheep dog demonstrations, a motorcycle display, brass bands, etc.

We had a good turnout of 14 Sidevalves, one being a black 7W which we did not recognise, but had been beautifully restored. Myself and Jill in Freddy, Godfrey and Rosemary Hands (black E493A), Bernard Elicott (100E Pop), Dave and

Sue Rothwell (Blue 100E Pop, ex Godfrey H, Brian Nutter (Black 7Y), a black E04A Anglia (forgotten whose), Peter and Sue Tinsley (maroon 7W), Steve McKenna (blue 103E), Bruce and Carol Allen (Turquoise 100E Prefect), Glen and Dawn Dale (grey 100E Pop), Mike Brocklehurst (maroon Squire), Julian Ashworth (Maroon E493A), Ron Taylor (E83W) and Bill and Adrienne Moore (105E).

Sun 1 September – Trans Lancs Transport Show, Heaton Park, Manchester

This show used to include a road run from the bus museum in Cheetham Hill, but now is only a static event due to increased fuel costs. It is still attended by loads of buses, with much bus related material and models for sale on the many stalls. Jill and I had brought along a young



Right: Hebden Bridge Vintage Weekend, Sun 4 August.
Below: Southport Town & Country Fair, Leisure Lakes, Mon 26 August.





exhibitions and events going on (have a look at <http://portsunlightvillage.com/page.asp?pageid=Festival2013>). There were literally thousands of people about! We were a bit thin on the ground and a number of regulars had gone to the indoor show at Event City (see following section) but Jill and I were joined by Peter and Sue Tinsley, Ian and Sheila Sidebotham and Barbara and Richard McDonald in his 100E. Jill very much enjoyed the Lady Lever Art Gallery and the vintage fair in the 'Academy'. All in all a very fitting end to the best season for several years.

chap who is very into buses, and we were soon joined by Dave R, Bernard, Mike and son John Brocklehurst (Squire) and Glen and Dawn Gale in their 100E. Glen had bought a new water pump with him for Dave to fit. However, on investigation, the rattling noise from the front of the engine was found to be loose fan blades and dynamo bracket! Glen saved a few bob there! Jill and I enjoyed a wander around the grounds and up to Heaton Hall, and an uneventful journey home.



Sun 8 September – Uppermill with the TVVCCC

This is another favourite of Jill's. Why? Because we leave the car in a little park just off the high street and there are several charity, clothes and second hand book shops, a farmers market and a choice of pubs (as usual several of us lunched in 'The Wagon'). If you are ever in the Saddleworth area Uppermill is well worth a visit.

Julian (who is also a member of the TVVCCC) was there before us, but made the mistake of parking under a tree, so was regularly cleaning bird droppings off his maroon E493A. Bruce and Carol Allan followed us in, soon to be joined by Glen and Dawn Dale, Ian and Sheila Sidebotham, and Alan Tomlinson. Ian and Alan were parked a little way from us next to a very nice Riley Elf. This turned out to be prescient, as the Riley was awarded 1st post war saloon. Ian and Sheila's black 103E was 2nd, and Alan's green E493A judged 3rd!

Sat 14 September – Leigh for All (Heritage day)

Despite a dodgy weather forecast I had to attend this do as it is only about four miles away from me. We all met up first at the Greyhound on the East Lancs road. Myself in Freddy, Dave Rothwell in a black 103E (ex Dave Westmoreland), Bernard

in his 100E Pop, Ian and Sheila Sidebotham plus Sheila's sister Barbara in their 103E, and Alan Tomlinson in his newly purchased VW Beetle (his excuse was that he was late and the Beetle is faster than his E493A Prefect).

The cars park up in the town square next to the town hall and library, just over the road from the parish church. There are lots of other events going on: tours of the town hall, talks on local history, a local art display in the library, and much more. We particularly enjoyed the ukulele band which played on and off all through the day, and Ian, Sheila, Barbara, Alan and myself enjoyed an organ recital and lunch in the church. I was tempted to make an offer for the XJ6 (XJ40) which was parked next to me, as the owner was looking to move onto something else, but common sense prevailed as Jill would not approve of a fourth car!

Sun 22 September – Port Sunlight with the TVVCCC

This is usually our last show in the season and often the weather is very kind, but today it was exceptional, being warm and sunny all day. This year is the 125th anniversary of the founding of Port Sunlight, so we were moved from our usual spot on the green by the Lady Lever Art Gallery to a nearby green. There were lots of stalls,

Sat 21 and Sun 22 September – Footman James Classic Car Show, Event City

This is the same venue used by the Cheshire Auto Promotions show in April. The location is next to the Trafford Centre, and almost on the site of the old tram works where Ford made Model Ts, As and Bs from 1911 until the opening of the Dagenham site in 1931. Ford reopened the site in 1936 to produce Merlin aircraft engines until its final closure in 1946. Dave Rothwell kindly provided the following commentary:

"As is usual for these indoor events we had to have the cars on site on Friday. This can prove to be both inconvenient and expensive travelling back and forth in 'road' cars each day. On the positive side we had been allocated a good spot, larger than in the CAP shows in April, and carpeted!

Brian Nutter attended in his black E04A Anglia, Julian Ashworth (maroon E493A), Bernard Ellicott in his yellow 100/107E (the most photographed car on the stand), Steve McKenna (blue 103E) and myself in a black E93A. The club won two awards: one for Best Club Stand (down to Bernard's efforts and commitment with poles, bunting, banners, flowers, etc) and Steve McKenna won best pre-1960 car of the show."

From the sound of it a very good show that I was sorry to miss. Perhaps next year?

Robin Thake

Three Counties: Herts, Beds and Bucks

The final shows of the season saw a change in the weather after a glorious sunny summer. We went to Capel Manor, which is local to us, and after a good start to the day the rain came in the early afternoon, so we left early. The following week we went to St. Mary's School, which is very local (1 mile). The forecast was not good, so we arrived early and set up the club stand. I was then able to walk home and get my motorbike – an Ariel Leader – to add to the other four bikes on display. Unfortunately the rain came again; the organiser gave out the prizes and drew the raffle, and then wondered why everybody went home by 1.30pm.

The following week Jen and I went off on our own to a 40's weekend at the North Norfolk Railway. This is the first time we had been to

an event like this, so it was all new to us, and what an enjoyable weekend it was. Most people dressed up in 1940's clothes, and the shops in the town centre of Sheringham were decorated in 1940's style. There were also steam train rides throughout the day. We are looking forward to next year's event.

At the final show of the of the season we met up with Brian Cranswick's group at the Ramsey Rural Life Museum. This is one of the shows we particularly enjoy because it is a pleasant drive to the venue, and the event has a good atmosphere, with working machinery and a good selection of craft stalls for the ladies to browse around.

As the season ends it is time to do some maintenance on the car. The Anglia had just

started using more oil than I would like, and was smoking on the overrun. I decided to remove the pistons and check the rings and to my surprise I found one big end bearing was beginning to break up. The day that I was working on the Anglia another group member, Richard Healey, was stripping the spare engine for his 103E Pop and phoned to say that he had the same problem. He made a lot of phone calls to find a firm to re-metal the big ends and finally found an engine restorer to grind the crank and re-metal the ends. I decided that I would try a different approach by machining the conrods and fitting shells. It is pleasing to see how little wear there is to the Anglia engine after 47,000 miles. Even the valves only needed a little grinding in, and the valve clearances had not changed very much so all the fuss about unleaded fuel has proved wrong; the only additive I use is Redex.

This being the last *Sidevalve News* of the year may Jen and I wish everybody a Happy Christmas and a good sidevalving New Year. Thank you to all our group for their support during this year.

PS. Our group holiday in 2014 will be on the Isle of Wight – 7th-14th June at Shanklin. Please contact us for details if you are interested in coming along.

Colin Pudge

Coventry and Midlands

My first car at the age of 13 was a Rochdale GT in which I spent many school lunchtimes – driving it at high speed on axle stands in my dad's garage before going back to school reeking of exhaust fumes!

Many cars and vans have come and gone over the years, and there has often been an unfinished project lurking about in the background. In 2009 I decided to have a major clear out of some of my 'treasure' and look for a Popular 103E in reasonable condition to use and work on. I was introduced to Mark Bradbury, and ended up purchasing his project as a rolling shell plus most of the parts to finish it. The Pop was pieced back together working through a very cold winter in my single garage (with some help from my young sons). The engine was spread through various boxes, and once everything was cleaned and measured it was deemed ready to rebuild, with a polish of the crank journals and bearings and a set of +10 rings to take a bit of the bagginess out

of the oval shaped bores (not strictly the right way to go about it I know but 6,000 miles later it's still running well). Once refitted, the chassis was taken for a test run up and down the entry at the rear of the garage – minus such unnecessary items as front panel, glass, interior and doors! After it ran out of petrol the rebuild carried on, and we just missed my self imposed target of 'Drive it day' 2010 by one week.

At that point it was declared 'a rolling restoration' and has been in constant use ever since, although to be honest there's been a lot more rolling than restoring going on! The Pop is used all year round, all weathers, although the roof-insert leaks, and with no headlining to soak up the drips everybody gets wet.

We go to many local and distant shows and race meetings, and recently drove to

Brooklands for a photo shoot with *Practical Classics* for an article in the October issue. After the pictures were all taken and finished with, we were the last to leave the short stretch of banking still usable and I thought I could see a smooth bit and headed towards it. As we approached it I realized that not only was it not smooth, it wasn't actually there at all! We disappeared into a large dip, and after emerging at the other side I think I can honestly say my car is probably the last car to have all four wheels off the ground on the Brooklands banking!!!

I'm looking forward to meeting members old, current and new at shows and club events. Come and say hello, we're a friendly bunch. Failing that, please get in touch by phone or e-mail.

Richard and Trish Greenaway

Kent

Where has the year gone? No sooner had we started shows than its all over for another year. What a year its been, with generally good weather and attendances at shows and monthly meetings well up on last year. When we started out in 2009 our plan was to give it two years to see how things went. We are now approaching the end of our fifth year as Regional Contacts and are very pleased with the way it is going. Member participation has been growing year on year, so let us hope 2014 brings even more members out from the woodwork as there is always room for more.

Show Round Up

Our last show of 2013 was the Kent Classic held at Aylesford Priory in mid September. Normally by this time of the year the number of entries tend to dwindle, but this year was an exception as we had 21 cars all from Kent on our Club Stand, which was our best ever. This was made even better by the fact that the weather was good once again! As well as the majority of the regulars we had two first timers attending a show; they were Ian Stocker with his E494A Anglia and Geoff Baptie with his Escort. Geoff's car was professionally converted from a 300E van back in 1957; I'm told this was done to avoid paying purchase tax, just a shame they didn't move the petrol filler to the correct side.

The last event of the year was the Offham End of Year Gathering. Unfortunately, due to the extreme weather forecast for the day, only a couple of our members attended, which was a shame as this is normally a great event to end the year with.

December Monthly Meeting

Just to let all Kent Members know we won't be holding the usual Monthly Meeting in December as it's the night of our Christmas Meal (pre-booked only), which we are holding at the Fox & Goose just down the road from Tesco's. For anyone who has booked for the meal and is not sure of directions please get in touch. Normal Monthly Meetings will resume on 15th January 2014.

Although we will continue to meet at the Early Bird Pub, we now hold our meetings in the function room upstairs. The pub recently had

Graham Little

West Central Scotland

I'm still basking in having a sidevalve on the road for the first time in years, and also in the fact that the Pop won second in its class at it's first show.

This was the Strathaven show, and it was absolutely bucketing down for most of the day. It was the first time that I'd driven the restored car other than to and from the MOT station, so it was quite an experience to re-acquaint myself with intermittent and pretty much useless wipers, ineffective demisting and a distinct lack of usable performance due to still running-in the engine. A couple of leaks from the new window seals had to be dealt with too, but this was an ideal

opportunity to test for such things. Adding these elements to the hills that had to be climbed to get to the showground made the trip a little exciting to say the least. Much better later on, going home downhill in the sunshine, reaching a heady 45mph at one point.

2013 is nearly over and we can start looking at having a presence at some of the shows next year. The possibilities include Scottish Ford Day, Biggar, Kittochside (if the vehicle is pre-1960 as things stand) and lots of others. Please get in touch if you would like to attend these as part of a club stand or have any other suggestions.



a change of landlord, and he has decided to change the layout of the rooms. As a result of the changes our regular meeting room has now become part of the restaurant, so the landlord offered us the function room upstairs. In the long run he has done us a favour as it was getting a bit cramped downstairs.

Great End to the Year

As I said earlier, this year has seen an increase of both show and meeting attendances. Not only did we have our best attended show during September, we had our best attended Monthly

Meeting in October as well. For those attending the Monthly Meeting it was good to see new members along for the first time. These were Colin Sharp and David Glyde, who both bring with them 103E Pops.

May we take this opportunity to give a BIG THANK YOU to all Kent Members for their participation in our Sidevalve events during 2013. We look forward to seeing you all – plus others – out and about at the start of the 2014 season.

To finish off, may we wish all FSOC Members a very Merry Christmas and a Happy New Year. We hope to meet up with a few more of you next year.

John Duckenfield

Regional Report

As we reach the end of another year there are some important changes to report which may be of interest to members living in the Midlands:

Nottinghamshire and Derbyshire

At the recent Regional Contacts' meeting Robert Marshall, Regional Contact for Nottinghamshire, confirmed that, in the absence of anyone in Derbyshire coming forward, he would be willing to add it to the area he covers. Robert lives in Hucknall, just north of Nottingham, and there are quite a few members living in neighbouring Derbyshire. He will be extremely pleased to hear from you irrespective of which of the two areas you live in!

Coventry and Midlands

Geoff Hammond became Regional Contact for Coventry and Midlands in April 2008. He has decided that, after five years, it is now time to let someone else take over. I would like to thank him for all he has done for members in the area and for the Club as a whole in his capacity as Regional Contact. He has made a considerable contribution, which is greatly appreciated.

Replacing him is Colin Pudge. Thanks are also extended to him for taking on the role so enthusiastically. Colin is keen to make contact with members in the Coventry and Midlands area, and by way of introduction he has kindly written a personal profile that can be found in the Coventry and Midlands Regional Report.

East Midlands

I am very pleased indeed to report that the Club has a new Regional Contact. Liam Cotton lives just south of Ashby-de-la-Zouch in Leicestershire, an area bordered by Nottinghamshire, Derbyshire, Staffordshire and Warwickshire. This is very

good news for both members and the Club, for it means that the Midlands is very well served by Regional Contacts, having Robert Marshall in Nottinghamshire and Derbyshire, Colin Pudge in Coventry and Midlands, and Stuart Battersby in NW Midlands and Welsh Borders.

All it needs now is for members in those areas to get involved in what Regional Group Members consider to be the best part of Club membership – Regional Group activities!

Liam is in his thirties and works in the motor trade. He has owned classic Fords for twenty years. As well as owning a 100E he also has the 107E that he learnt to drive in. Liam has recently re-joined the Club having been a member a number of years ago. He too has written a short report inviting members to contact him. This can be found in the East Midlands Regional Report.

More Regional Contacts are still needed!

Other possible regions where a Regional Contact and Regional Group could be established include:

South Yorkshire and NE Derbyshire

This area has just about enough members to merit a Regional Group. If only someone would seize the initiative and become Regional Contact! The jigsaw puzzle for the Midlands and Northern England would be almost complete if someone could be found to take on the role. With Nigel Hilling in Yorkshire, Martin Hatfield in North Yorkshire and Teesside, and – on the 'other' side of the Pennines – Joe Wheatley in the North West and Merseyside and Steve McKenna in East Lancashire (in addition to those listed above) the FSOC would be comprehensively represented throughout the Midlands and north of England.

South Wales

There are around twenty members living in South Wales with postcodes CF, NP and SA. Perhaps more sidevalve owners would be attracted to join (or re-join) the Club if there was a Regional Group in the area where they could enjoy the company of fellow members and like-minded enthusiasts.

North East of England

The same is also true in North East England where there was once a large membership base and thriving Regional Group. Now there are only a total of eighteen or so members with NE, DH and SR postcodes. I know for a fact that there are far more people than this living in the area with sidevalve cars, so let's try and attract them to the Club by establishing a Regional Group there!

Northamptonshire

It's some time now since Danny Moody resigned as Regional Contact, but so far no member has come forward to replace him.

Central England

There are over twenty-five members with RG or OX postcodes. Surely one of them must have enough enthusiasm, interest and time to be a Regional Contact and establish an active Regional Group in the area – albeit a small one.

Northern Ireland

Membership numbers have dwindled considerably in this part of the country. When I first started inviting members to become Regional Contacts there were twenty four members with BT postcodes, now there are just thirteen. Presumably most of the cars they own(ed) are still around – some possibly with new owners – so, here again, let's try and encourage them to (re-) join the Club by offering them a Regional Contact and Regional Group.

There are other areas throughout the UK where members could get so much more out of the Club if only someone would take the lead and become a Regional Contact. It needn't be an onerous or lonely task; most Regional Contacts enjoy what they do and find it very rewarding. They are prepared to make the effort and make a positive contribution to the Club for the benefit of other members. The great pity is that, seemingly, very few of the near twelve hundred members in the FSOC appear to be so inclined.

If you are interested in becoming a Regional Contact please get in touch with me for more details.



Letters & E-mails

Sidevalve Editor, PO Box 1172,
Abingdon S.O., OX14 5WA
E-mail: editor@fsoc.co.uk

Converting brakes from rod to hydraulic – advice please

Dear Sidevalve,

I need some help please. If you know anything to help me please send me an e-mail or snail mail to the address in International Contacts. I do not mind if I get 20 answers, I will answer them all, do not think that someone else will tell me what you know!

I need to convert my 1948 Anglia Tourer to dual circuit hydraulic brakes and a mechanical hand brake to keep it on a form of conditional club registration. If any of you know how Tony Weale converted rod to hydraulic brakes in the Altair Special, or know where Tony can be contacted at the moment, please let me know.

The dual circuit bit is fixed and I need to know how to convert the backing plates to hydraulic action. I want to keep the original backing plates, hubs and 15 inch wheels on the Tourer so that from the outside it looks stock. My 15 inch wheels were made from Renault R8 or R10 rims on Ford Ten centres, so they still have most of the rectangular holes around the rims.

Yours,

Gordon Cowley of Oz

Excellent parts facility

Dear Sidevalve,

As a proud member of the FSOC I feel I have to say a big thank you for what can only be described as marvellous service which you (Shirley Wood) have just provided. Last week I needed a replacement carburettor for my 1939 Ford Prefect Tourer. I was taken aback that this was sent by return, as I expected there to be at

least a couple of weeks lead time. I should also add that the item cost me just over half of what some of the commercial businesses selling Ford parts wanted.

So a big thank you all round, and I will certainly be using this excellent parts facility as my first port of call. I have also copied in the editor of *Sidevalve* in the hope this e-mail will be published to encourage other members to do the same.

Yours,

Mike Ridley-Smith

Ford promotional film

Dear Sidevalve,

Below an interesting YouTube website for members who like pre-war sidevalves. Perhaps you can include in the next *Sidevalve*. A short Ford promotional film from 1937:

<http://www.youtube.com/watch?v=CmCmLZLDn2Q&feature=youtu.be>

Yours,

Peter Tinsley

Abandoned Pop?

Dear Sidevalve,

Three years ago I spotted a Ford Pop languishing in a corner of Camden. I enquired locally regarding the owner, but no one was interested or knew who owned it. Since then, on a yearly basis whilst visiting the area, I have monitored the condition of the car: no roof, no windscreen, dented panels, etc. This year I looked at it again, and this time the bonnet had been jumped on, no seats, no floor, flat tyres of course, and now completely full of graffiti, stickers, old bottles, broken glass and rubbish. It looked on its last legs. A policeman arrived as I was looking at it; he knew nothing about the owner, but suggested the locals would be grateful if I removed it.

DVLA would not provide any information, but said if I applied to register it in my name they would do a search. Ten days later a document arrived stating I was the registered keeper. I phoned DVLA to find out what should happen next and they said go and get it.

A friend and I turned up to remove it and were met by a hostile reception from the

locals. They said it was part of their heritage, an artistic symbol of Camden, which they owned by reason of it always being there.

The police arrived – this time two cars with flashing blue lights and five police men – and a stalemate ensued. The police checked-up and told the objectors that I did indeed own the vehicle, but they, a crowd of market traders and locals, said it was theirs for people to look at.

The police said that if I wished to take it away they would ensure our safety and prevent us from being attacked. We declined, and I have since returned the log book to DVLA stating I wish my details to be removed.

So there you have it, in my mind I was rescuing a decrepit 1955 Ford Pop, battered but complete with engine that will not survive another winter out-doors. To the people of Camden I was stealing their piece of art.

I leave it to others to judge.

But if you are in the area it is on the corner of Haven Street, W1.

Yours,

Colin Goodwin



December 2013 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 postage and packing for the UK only. Minimum order £10.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£32.30
Reprint Parts Catalogue, Y/C/CX/7W/7Y	£13.60
Reprint Model Y Bulletin	£12.90
Reprint Workshop Manual for 100E and 300E	£25.75
Reprint Parts Manual for 100E and 300E	£22.25
Reprint Workshop and Parts Manuals for 100E and 300E	£42.80
Technical Tips for the 100E/107E by Jim Norman	£8.50
100E Anglia and Prefect Instruction Book (1953-59)	£9.95
The John Howe Book of Cartoons	£6.60
Ford Motor Cars, 1945- 64	£9.45
Ford Model Y, Henry's Car for Europe by Sam Roberts	£29.99
Ford Popular and the Small Sidevalves by Dave Turner	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell	£21.60

Stickers

Running In Instruction Sticker (Upright)	£1.15
Running In Instruction Sticker (100E)	£1.15
Running In Instruction Sticker: First 500 miles (100E)	£1.15
Window Sticker-FSOC design	£1.06
Silver Jubilee Window Sticker	£1.06
Historic Ford 'Keep off My Arse!!' sticker	£2.50
I Love My Sidevalve Sticker	£2.50
Register Sticker (state model) each	£1.42
FSOC 30th Anniversary Sticker	£1.15
FSOC 40th Anniversary Sticker	£1.15

Magazines

Binder for Club Magazines (holds 2 years)	£8.99
Following back copies of Sidevalve News available	£1.20
1996 February, April, 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, August, October, December	
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	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	

Leaflets

Ford Pop Motoring at Still Lower Price booklet	£1.95
Running in booklet Anglia / Prefect (date 9/49)	£1.99

Models

Ceramic Cream Model of 103E Popular	£7.70
Limited Edition E494C FSOC 30th Anniversary Model	£22.50

Badges

Enamel Lapel Badges: FSOC, 103E or 100E	£2.15
103E Popular Cut-out Lapel badge (Black or Blue)	£1.70
FSOC Grille Badge: Round or Square	£12.95
Register Grille Badge: Popular/Prefect/100E/107E	£12.95

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/L	£25.25
FSOC Sweat Shirts embroidered in script	£16.20
<i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL; Navy in Med/XXL; Red or Sky Blue in Med/L/XL/XXL; Black in Med/L/XXL</i>	
FSOC Polo Shirts embroidered in script	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
New FSOC Sweat Shirts embroidered with FSOC logo	£17.50
Royal Blue only in Med / L / XL	
New FSOC Polo Shirts embroidered with FSOC logo	£13.90

White or Royal Blue in Med / L / XL only

New FSOC Sweat Shirt and Polo Shirt embroidered with FSOC logo	£29.00
Royal Blue Sweatshirt with either Royal Blue or White Polo shirt Med / L / XL	

T-Shirts

Model designs	£9.50
<i>E83W picture printed on front in Red XL</i>	
<i>Upright picture printed on front in White L/XL</i>	
Script Badge Design	£8.60
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Navy or Green in SM/MED; Red SM; Royal Blue MED</i>	
<i>Ford Anglia: White or Yellow in SM only; Green, Royal Blue, Navy or Red in SM/MED, Black MED</i>	

Other Regalia

Licence Disc Holder	£1.05
Blue FSOC Mug	£7.95
DVD of Ford Archive material and FSOC events	£5.95
FSOC 40th Anniversary Beer Glass	£22.75
FSOC 40th Anniversary Beer Tankard	£24.50
FSOC 40th Anniversary Beer Glass and Tankard	£42.00
Tea Towel, All models design	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which)	£3.99
FSOC Woven Tie	£7.95
Xmas cards (pack of 5 different designs)	£4.00
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	£2.70
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order)	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order)	£35.00
100E-2035	Front shoe return spring kit (axle set)	£12.00
100E-2038	Adjuster repair kit (front)	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *)	£35.00
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
100E-2185B	Master cylinder retainer	£4.50
E66-Z-1	Master cylinder repair kit	£12.50
Rear Brakes		
100E-2041-B	Snail cam (shoe adjuster)	£1.05
100E-2075	Connector (5 way brake pipes)	£12.25
	Rear brake spring (set of 4)	£22.00
100E-2103	Late hand brake lever	£14.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order)	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order)	£32.00
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
	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	£1.70

Steering and Front Suspension

E55-DB1	Top suspension mount	£42.00
E55-DB1	Pair top suspension mount	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB1	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings	£115.00
	Suspension insert	£65.00
	Suspension insert plus top suspension mount	£101.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension inserts	£202.00
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£30.00
E-20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm / cross member)	£9.00

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

100E-3073	Track control arm repair kit	£18.00	100E-8275	Water inlet tube	£13.95
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50	100E-8286	Bottom radiator hose, 100E only	£16.00
100E-3289/90-B	Pair track rod ends.....	£30.00	100E-8501	Water pump, 100E only (old unit must accompany order).....	£55.00
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00	100E-8507	Water pump gasket.....	£3.00
100E-3332	Track rod end dust cover	£1.90	116E-8575	Thermostat	£7.30
100E-3591B	Steering box oil seal (early and late models).....	£7.25	EOTA-8620-C	Fan belt, 100E only	£6.00
	Front suspension bush kit - 4 x E-10-DB1 and 8 x 3063	£30.00	Fuel System		
Rear Axle				Fuel pump with spacer (no primer)	£43.90
100E-1107	Wheel stud.....	£4.00		Petrol filler grommet	£12.50
100E-1175	Rear hub seal, original material	£13.70	100E-9276	Gasket (fuel tank sender)	£1.60
100E-1175	Rear hub seal, modern neoprene	£7.00	100E-9288	Flexible fuel pipe.....	£16.80
E493A-4050	Retainer (rear axle shaft grease).....	£7.50	&-9374	Fuel pump gasket	£1.25
100E-4209	Crown wheel and pinion	£80.00	100E-9437	Hot spot gasket.....	£2.00
100E-4235	Half shaft.....	£32.00	100E-9502	Carburettor gasket kit.....	£7.50
100E-4676	Pinion seal, 100E only.....	£7.00	100E-9627-A	Rubber (air cleaner)	£8.75
100E-4851	Flange (propshaft)	£18.00	100E-9959	Gasket carburettor float chamber	£1.50
100E-5713	Bar rear spring shackle-inner.....	£5.50	Electrical		
100E-5719	Bush rear spring shackle (set of 4).....	£8.00	EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
100E-5781	Rear spring eye bush.....	£7.00	105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
100E-5781	Pair rear spring eye bushes	£12.00	105E-10043	Brush set	£4.75
100E-7091	Yoke (propshaft)	£12.00	E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-18080-A	Shock absorber.....	£45.00	100E-10505-B	Voltage regulator (push on terminals).....	£39.00
E7-ED-1	Rubber bush (bottom shock) (2)	£5.98	100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
Exhaust			105E-11057	Brush set starter motor.....	£4.75
100E 5250/5225/			EOTA-11375	Starter pinion spring.....	£4.50
5255	100E mild steel exhaust system.....	£138.00	204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£6.20
100E 5250/5225/				Stop/tail bulb, 12v, 21/5 watt.....	£3.20
5255	100E stainless steel exhaust system	£235.00	100E-13450B	Rear light lens, red.....	£14.95
Y5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts	£9.95	300E-13450	Rear light lens, red.....	£14.95
	100E exhaust fitting kit	£22.50	E0A-13480	Brake light switch.....	£6.50
Engine Parts			E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws	£15.95
100E-6038	Engine mount	£30.85	100E-134641-C	Pair of rear red tail light lamp lenses	£26.90
	(exchange £10 surcharge*-remove rubber from mount)		50563-S		
100E-6051-B	Head gasket	£19.95	Ignition System		
100E-6065	Set of 14 cylinder head bolts.....	£18.00		Set 100E ignition leads	£14.95
100E-6102	Piston set (std, +0.010", +0.020", +0.030", +0.040")	£200.00	100E-12029	12v Ignition coil	£44.50
100E-6149	Piston ring Set (std, +0.020", +0.030", +0.040")	£66.00	7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.00
100E-6261/2/3	Camshaft bush set (std, -0.005")	£40.00		D type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
E93A-6270	Timing Chain.....	£18.30		Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-6308	Crankshaft thrust washers (per set) std	£16.00	100E-12116	Distributor cap (D type).....	£25.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50	105E-12116	Distributor cap (round type).....	£17.00
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£42.00	100E-12199	Contact set (D type distributor only).....	£15.90
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00	EOTA-12199-C	Contact set (round type distributor only).....	£15.90
100E-6521	Gasket valve chamber cover.....	£5.00	100E-12200	Rotor arm.....	£5.65
100E-6505	Exhaust valve	£8.60	100E-12300-B	Condenser (D type distributor only).....	£9.90
100E-6505	Exhaust valves (per set of 4)	£30.00	105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-6507	Inlet valves (per set of 4)	£28.00	100E-12405-T	Spark plug.....	£4.08
100E-6513	Valve springs (per set)	£30.00	Badges		
100E-6714-B	Oil filter element	£5.50	100E-16185 / 9	Triangular wing motif.....	£15.25
100E-6763B	Oil filler tube	£15.00	E6AJ-1	Prefect boot script.....	£15.95
100E-9278	Oil pressure switch.....	£8.85	100E-16606	Prefect bonnet	£15.95
100E-9448	Manifold gasket, 100E only	£2.50	E5AJ-1	Anglia boot script	£15.95
	Manifold stud.....	£7.00	100E-16606	Anglia bonnet	£15.95
E55Z1	Conversion gasket set.....	£27.00	100E-16606-G	Popular bonnet	£15.95
E81Z1	Decoke gasket set.....	£27.00	100E -7042514	Popular boot script.....	£15.95
353000ESA	Core Plug	£2.50	100E-16850	Bonnet 'V' motif	£35.50
	Big end bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£29.50		Deluxe boot script	£15.95
	Small end bushes (set of 4)	£27.00	Miscellaneous		
Clutch and Gearbox			E40GB1	Gear lever gaiter	£25.50
EOA-2078E	Flexi hydraulic hose.....	£13.25	100E-17262	Speedo cable	£22.50
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£46.00	100E-7029744	Rear side window rubber per side (2 door model)	£15.50
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00	100E-7042084-B	Rear screen rubber-deluxe only	£35.00
100E-2140	Master cylinder.....	£72.00	100E-7043531	Boot T handle escutcheon rubber seal	£5.95
E66-Z-1	Master cylinder repair kit	£12.50	EOA-732003-B	Brush grommets-per set of four	£5.15
E74-7580-A	Release bearing	£14.50	100E-7322610	Interior door handle	£8.95
100E-6068	Gear box mounting fits 100E and early 107E	£24.95		Stainless steel locking petrol cap	£14.95
100E-7039	U / J repair kit.....	£14.95	107E Specific Items		
100E-7052	Front oil seal	£7.00	105E 42A8B	Rear hub oil seal, 107E only	£7.00
100E-7086	Gasket tail shaft housing	£1.95	105E-4676B	Pinion oil seal, 107E only.....	£7.00
100E-7111	Counter shaft	£31.40	107E-6020	Timing chain cover gasket.....	£2.50
100E-7114B	Gear and bush assembly	£25.00		105E oil filter	£6.50
Y7119	Washer (counter shaft gearbox thrust)	£6.32	105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
100E-7223	Gearbox lid gasket.....	£1.40	105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *).....	£30.00	107E-8260	Top radiator hose, 107E only.....	£14.20
100E-7657	Rear oil seal	£7.00	107E-8286B	Bottom radiator hose, 107E only	£15.40
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£56.00	105E-8620	Fan belt, 107E only	£5.80
100E-17286	Ring speedo gear retainer.....	£2.20	105E-9448	Manifold gasket, 107E only.....	£2.00
Cooling System			107E-9959B	Float chamber gasket.....	£2.00
EOA-8100	Radiator cap, fits 100E and 107E.....	£5.20	105E-12116	Distributor cap (round type).....	£17.00
100E-8115	Radiator drain tap (not original).....	£5.30	EOTA-12199-C	Contact set (round type distributor only).....	£15.90
100E-8260A	Early top radiator hose, 100E only.....	£18.35	105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-8260B	Late top radiator hose, 100E only.....	£15.80	105E-10043	Brush set	£4.75
100E-8255	Thermostat housng gasket	£1.75			

105E-11057	Brush set starter motor.....	£4.75
353000 ES	Core plug, 107E only.....	£2.95

Spares List for 8 & 10hp Type Models

Rear Axle

Y1175-A	Retainer (Rear wheel grease) assembly.....	£7.20
B-1175	Rear Wheel Retainer (fits E83W).....	£7.05
48-1190-A	Retainer (front wheel grease) assembly	
£5.85		
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W).....	£76.50
68-1225-A and	Rear Hub Bearing including outer race	
68-1236-A	(fits E83W only).....	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W).....	£160.00

Braking System

YE-2019A }	Brake Shoes (set of 4-all models- exchange £10 surcharge)	£55.50
CE-2019B }		
7W-2019 }		
Y-2035		
£6.05		
Y-2035	Spring (brake retracting) (set of four) Model Y.....	
£20.00		
7W-2035	Spring (brake retracting) not E83W	£5.15
7W-2035	Spring (brake retracting) (set of four) not E83W.....	£18.50
E83W-2035	Spring (brake retracting) E83W only	£7.00
E83W-2035	Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036	Spring (brake retracting) short.....	
£6.50		
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C)	£8.60
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£13.75
E93A-2248	Rear axle brake plate securing bolts, long (each)	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each).....	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order).....	£17.50
	Brake pedal return spring.....	£6.90
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W)	£24.00
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE-2793	Spring (handbrake lever pawl).....	£2.95
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
	Hand Brake Cable Clevis Pin	£3.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.40

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans.....	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.20
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.30
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£12.50
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)	£79.95
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).....	£6.55
YE-3616B	Horn Button and Nut (Y model)	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.85
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£24.00
YE-4035	Gasket (rear housing) - 6 thou or 10 thou - please specify size.....	£2.75
E493A 4050	Retainer (rear axle shaft grease).....	£7.50
Y-4217	Bolt (diff gear case)	£5.20
18-4217	Bolt (diff gear case)	£5.40
Y-4243	Key (rear axle shaft)	£6.00
Y-4507	Gasket (torque tube to differential housing cap).....	£1.75
7W-4507	Gasket (torque tube to differential housing cap).....	£1.75
Y-4515	Gasket (universal joint housing cap).....	£1.69
E93A-4607	Pin (Drive Shaft)	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W.....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00

Shock absorber (specify which one required).....	£85.00
Front wheel bearings (wheel), not E83W	£56.00
Front wheel bearings (per axle set), not E83W	£110.00
Front wheel bearings (wheel), E83W	£56.50
Front wheel bearings (per axle set), E83W	£110.50
Suspension Buffer (fits all models except Model Y).....	£24.00
Panhard rod front - suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£80.00
Panhard rod rear - suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£80.00
Panhard rod front and rear - suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£145.00

Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system	£117.00
	5cwt stainless steel exhaust system	£111.00
	E83W stainless steel exhaust system	£106.50
	E93A-5230/Prefect and 7W stainless steel exhaust system	£199.00
E93A-5230 / E04A-5255-B Y-5251	Anglia, 103E and 7Y mild steel exhaust system	£170.00
	Manifold to exhaust clamp	£9.95

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines)	£12.95
Y-6038	Front Engine Mounting (exchange and send both parts with order - remove rubber from mount)	£13.60
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order - remove rubber from mount)	£25.00
	Front Engine Mounting bolt	£1.30
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.15
E93A-6270	Timing Chain	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger.....	£2.85
E93A-6310	Crankshaft Oil Slinger.....	£2.90
Y-6384	Starter Ring Gear (fits all engines)	£47.95
E93A-6510B	Valve guide (per split guide)	£23.00
	Valve guide (per set).....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£17.00
Y-6513	Valve Springs (set of eight) (fits all engines)	£23.50
Y-6520	Valve Cover (fits all engines)	£15.95
100E-6521	Gasket, valve chamber cover	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
	Stainless steel dip stick tube	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
	E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040").....	£205.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£44.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020")	£20.00
	Small end bushes (set of 4)	£27.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935-1953)	£45.00
	10hp manifold gasket	£7.75
	Manifold stud	£4.95
	Manifold stud (set of 4)	£18.80
E15-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
	10hp cylinder head gasket	£19.95
YE-24052C	Studs (Cylinder head) set	£34.99
	Set nuts for cylinder head studs	£4.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.50
Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£49.95
	Gearbox Mount Upper (not Model Y or Model C models).....	£9.95
	Gearbox Mount complete, per side	£21.95
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp)	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
7W-7050	Retainer (main drive gear bearing)	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly	£5.00
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95

YE-7071B	Washer intermediate gear thrust washer	£7.60	E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£125.00
	Baffle (main shaft oil)-front	£1.25	YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
E93A-7085	Rear Bearing Retainer	£19.75	7W-11359	Spring (starter pinion retaining).....	£1.18
Y-7086	Gearbox rear gasket	£4.50	BE-11450	Starter Switch	£18.00
Y-7111	Layshaft	£42.40	11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
103E-7114	Counter Gear (10hp).....	£76.95	E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£4.50
Y-7119	Washer (Counter shaft gear thrust).....	£6.32	E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£6.10
CE-7141	Reverse Gear.....	£29.95	ET6-13007-B	Headlamp Bulb 36W/36W	£6.60
YE-7222	Selector Housing.....	£19.50	7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£1.10
Y-7223	Gearbox lid gasket.....	£2.50	CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£1.10
Y-7523	Clutch return spring.....	£6.60	YE-13081	Spring (front sidelight socket 1934 onwards except E493A)	£0.92
7W-7533	Clutch linkage clevis pin	£2.15	CE-13101	Spring (headlamp focusing)	£1.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£29.50	E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£29.50
YE-7563B	Clutch Cover - All models, except E83W (exchange - send with order)	£62.00	103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
E83W-7563	E83W Clutch Cover (exchange-send with order)	£66.00	103E-13408B	103E Plate Rear lamp base (pair)	£41.50
E74-7580A	Clutch release bearing-All models	£14.50	103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£18.99
E70-7600-A	Clutch Pilot Bearing	£7.05	103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
C-943070	Gear Lever Gaiter (except E83W)	£22.50		E493A refurbished number plate lamp	£70.00
E83W-943070	E83W Gear Lever Gaiter.....	£19.99	ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£3.45
Cooling System			40E-13466	Panel bulb 6V 3W	£4.00
E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£5.20	78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£3.35
Y-8109	Radiator cap (brass screw type)	£7.50	BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£3.40
Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top).....	£8.20	E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.75
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom).....	£7.80	CE-13740A	Toggle Switch (panel lamp).....	£10.60
	Radiator Hose (moulded-E83W, top)	£22.06	38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
E83W-8286	Radiator Hose (moulded-E83W, bottom)	£21.95		Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£26.00
	Radiator Hose (moulded-bottom)	£20.40		Model C Semaphore Direction Indicator (6volt only) (exchange only).....	£99.00
	Radiator Hose (moulded-top, pressurised radiator cap	£19.75		Semaphore Direction Indicator (6volt only) (exchange only)	£65.00
	Radiator Hose (moulded-top, brass non-pressurised radiator cap)	£18.60	E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00
E493A-8501	Reconditioned export water pump (exchange only - send with order)	£150.00	E04A-118004B		
	Water Pump Repair Kit.....	£35.00	Rubber Grommets and Seals		
E493AFS-8509	Pulley (water pump)	£35.00	E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
YE-8606B	Fan Blade (11")	£7.90	7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50		E83W Bonnet Corner Pads (Pair)	£15.00
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80		E83W Bonnet Corner Pads (Full set).....	£19.00
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£8.99	81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E	£0.99
Fuel System			81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Fuel Pump with spacer (no primer)	£43.50		Grommet-gearbox cover.....	£4.60
	Fuel Pump repair kit.....	£27.45		Set of three grommets-gearbox cover	£12.20
	Fuel pump stud	£6.75	CE-171515A	Grommet (windscreen wiper)	£3.50
	Fuel pump stud (set of two)	£11.60	E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair)	£19.99
91A-9030	Cap - painted (petrol cap) assembly.....	£7.50	E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£32.90
91A-9030	Cap - chrome (petrol cap) assembly	£9.50	E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E04A-9080	103E/E494A Petrol Filler Grommet	£12.95	E83W-111172	Opening windscreen rubber for E83W	£21.30
7W-9080	7W / E93A / E493A Petrol Filler Grommet	£10.85	48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£5.65
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.35	E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
YE-9355	Fuel Pump Cover (all models).....	£3.60		Boot T Handle Escutcheon rubber seal	£5.95
YE-9364-B	Gasket (fuel pump screen cover).....	£0.85		E83W Door Rubber seal (enough for both doors).....	£16.95
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50		Opening windscreen rubber for Prefect and 5cwt van	£18.30
YE-9374	Gasket (fuel pump to cylinder).....	£0.95	7Y-940502B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-9425	Inlet Manifold (10hp).....	£19.00	7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards	£2.80
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....	£3.60	7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
	8hp manifold gasket	£7.50	103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50
YE-9448	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00	Miscellaneous Body Fittings		
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50	E93A-5036	Tube (starting handle guide) assembly - 103E Popular	£28.99
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.50	E493A-5036	Tube (starting handle guide) assembly - E493A Prefect.....	£30.99
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.30	E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.70
YE-9502	Carburettor Gasket Kit	£7.95	103E-8213-A	Ford Popular Grille Badge (103E Popular)	£10.50
YE - 9555	Carburettor Float (all models).....	£4.50	E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.95
YE-9660	Connector (Starter Valve) Assembly).....	£6.00	E83W-8215-A	E83W Grille Badge Mount	£19.50
48-9735	Accelerator Pedal (all models except Y,C and E83W)	£13.95	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.99
Ignition System			YE-16750B	Bonnet Clip (Y model)	£19.95
	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards)	£68.00		Starting handle	£46.00
	Set E93A ignition leads.....	£14.95	Y-17275	Gasket (Speedo drive cap)	£1.95
E83W 12024A	6V Ignition Coil (All models-not original)	£39.75	103E-17261 / 2-B	Speedo Cable (not E83W)	£26.00
YE-12100B	Distributor-rebuilt (exchange-send with order)	£50.00		Speedo Cable (E83W)	£23.95
YE-12116B	Distributor Cap (All models 1935 onwards)	£13.50	C46412AR	Dovetail (female)	£5.30
YE-12185B	Toggle (All models 1935 onwards).....	£1.05	E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)	£50.80
YE - 12191B	Spring (distributor weight) no 1 - light	£2.85		Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
YE-12199B	Contact Set (All models 1935 onwards).....	£15.90	E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£31.60
YE-12200C	Rotor (All models 1935 onwards)	£5.65	E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£17.50
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40	C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.80
YE-12300B	Condenser (All models 1935 onwards)	£9.90	BE-964280-H	Window Winder Handle	£5.95
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08	7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)	£4.95
52-12405A	Spark Plug, L86C - set of 4	£13.00	Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
Electrical System			C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Dynamo-2 brush, early type (exchange-send with order)	£89.50		Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.95
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order)	£110.00		E83W wing mirror.....	£19.99
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)	£89.50			
YE-10094	Bearing (generator drive end) assembly.....	£8.95			
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95			

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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

1935 Ford Model C. Four door for restoration. Body stripped for painting. Car and all its parts dry stored. Rare model. Ideal project. Can e-mail photos. £2,250 ono. South Scotland. Tel: Tom Laird on 01556 670278 or e-mail t199.sl99@sky.com

Ford 7W. Black with red leather interior. I am looking for a good home due to my recent redundancy. I am the third owner from new. It is still a six volt dynamo and all original. Leicestershire. (Non-member) Tel: Andy Morgan on 07543 096250 or e-mail andymorgan8484@yahoo.com

Post-war Upright

1950 Ford Prefect. A unique Prefect with only a total of 22,000 miles since new. See my homepage <http://www.dodis7.123minsida.se>. France and Sweden. Tel: Sven Larsson on 0033-4-93585904 or e-mail captainseven@gmail.com

100E & 107E

1961 Ford Popular. Ambassador Blue. Re-trimmed interior in excellent condition. New engine fully serviced. £2,350. Lancashire. Tel: Dave Rothwell on 01704 211908 or 07860 266949

B1956 Thames 300E Van Conversion. Professionally converted in 1957 to Escort specification. Restored over last two and a half years in a bodyshop. Totally re-trimmed and absolutely beautiful throughout. Probably the only existing one of its kind still around. Offers around £6,000. Kent. Tel: Geoff Baptie on 07743 779918 or e-mail gbaptie@aol.com

Commercials

1958 300E Van. Owned for 25 years and rarely used. It was painted about 18 years ago and still looks good with one or two areas that could be improved. Good solid honest old van - totally original with very low mileage. Looking for £4,000 for it. E-mail for pictures, thanks. Central Scotland. (Non-member) Tel: David Bryce on 07932 396569 or e-mail david.bryce224@btinternet.com

1953 E494C 5cwt van. Very good condition (chassis up restoration). £9,000. West Sussex. Tel: Iver Tanner on 01403 753131 or e-mail ivor.tanner@tesco.net

Wanted

Wanted: Oil bath filter for E493A. I'm looking for an oil bath air cleaner for my 1950 E493A. Whilst I know they were not a standard item, I have been informed that they were fitted to export models. Does anyone out there have such a beast? Many thanks for reading, Bernie. Kent. Tel: Bernard Hull on 01622 203792 or e-mail bhull@commadot.co.uk

Wanted: Pre-war 10HP cylinder head. Pre-war type required, i.e. with hole for dynamo with single peg mounting. Willing to travel anywhere! Tel: Brian Nutter 01282 437234 or e-mail brian.nutter@virginmedia.com

Wanted: 103E body parts. Required for a crashed pickup: front half of roof, screen pillars and scuttle, or old 103E bodyshell (or similar). Also two seats. Any help please contact me. South West. Tel: Alan Gross on 07815 748763 or e-mail curly.arkoss@yahoo.co.uk

Wanted: Parts for 1949 E493A Prefect. Eric, my 1949 E493 Prefect desperately needs an oil bath air filter and a starting handle. If you know of the whereabouts of such items, do please let me know! Eric would be thrilled to be complete once again. Oh, and a rear driver's side window glass. The one behind the door... Many thanks. Brighton. Tel: Bob Walker on 01273 417988 or e-mail rbwdirect@aol.com

Wanted: Upright Sidevalve. Pre- or post-war Upright in roadworthy or close to roadworthy condition wanted. My budget is up to £2500 so I'm not expecting a show winning car, just something on the road I can do a rolling restoration on. Norfolk. (Non-member) Tel: Adam on 07812 158568 or e-mail nismoskylineuk@yahoo.co.uk

Wanted: Seats for an E83W. I am looking for a pair of seats that I can use for my E83W. Perhaps something from an Upright that I can adapt. I don't mind if they need recovering or other work. Cambridgeshire. Tel: Roger Newark on 01354 741099 or e-mail rog.jac@virgin.net

Wanted: Ford E83W. Must be in good condition. Willing to travel and pay good price. Bury St. Edmunds. Suffolk. (Non-member) Tel: Robin Shackleton on 01359 259386 or e-mail robinshackleton@hotmail.co.uk

Wanted: Pre-war 8hp engine. Pre-war 8hp engine or just engine block wanted. Short piston/valve type. Preferably double water outlet type. I will need to get it re-bored. My block has a fatal crack. North Wales. Tel: Peter Tinsley on 07880 763871 or e-mail p.tinsley@tiscali.co.uk

Wanted: Engine parts for 10 Hp engine. I'm restoring my 1953 103E Ford Popular and I'm in need of: a set of 4 pistons (with rings), a set of 4 connecting rods and a set of main bearings. South Suffolk. Tel: Kevin Watts on 01842 862445 or e-mail kevin@shanrye.co.uk

Wanted: Roof bows and retainers for an Upright Prefect (1939 to 1953). A set of roof bows (wood and metal) in good condition and/or the metal keepers that are fitted under the fixing bolts. I also need the steel retainers fitted each end of roof bows on uprights - 8 needed please. Essex. Tel: Dave Frost on 07930 305376 or e-mail lampwick9@blueyonder.co.uk

Spares for sale

Valve bush remover tool. Model 152A by J. W. Pickavent for Y, 8 and 10 HP Models. Boxed and possibly unused. Offers. Cheltenham, Gloucestershire. (Ex-member) Tel: David Ross on 01242 529793 or e-mail david.ross5@btinternet.com

5cwt Van Petrol Tank. New Old Stock. part number 7Y-9002B. Listed for 5cwt vans 1937-46. Painted when new and filled with preservative. Good offers - leave a message if no reply. Newcastle upon Tyne. (Non-member) Tel: John Algar on 07587 638176 or e-mail nhilling@tiscali.co.uk

Various parts for sale. 103E Popular front and rear seats in red or orange. 100E front seats. Red and grey prewar front seat in green. All in good condition. Four suspension units. Wisbech, Cambs. Tel: Michael Capps on 01945 464892

New boot lid for E493A Prefect. New-old stock boot lid, never fitted. £85. Warrington. Tel: John Caddick on 01925 575385

Breaking a 1951 E493A Prefect for spares. All parts available except bumpers. Lancashire. Tel: Dave Rothwell on 01704 211908 or 07860 266949

Various parts for sale. Late 300E wiring loom, new £70. Delaney top hose heater £50. 103E 7004800 ashtray, new £15. E93AF A13043A export headlamp rims £45. E12-WC1 dual rearlamp conversion kit £75. All plus p&p. Shropshire. Tel: T. Bubb on 01691 657218

Tyres, wheels and other parts for sale. Four 4.50 x 17 tyres on wheels. New 550 x 18 Goodrich tyre. Various engine spares. Open to offers. West Sussex. Tel: Iver Tanner on 01403 753131 or e-mail ivor.tanner@tesco.net

Various 103E parts for sale. 103E rear axle / wishbone / torque tube assembly, with wheels. £50. Pair of 103E semaphore trafficators, working condition. £65 each. Pair of 103E headlamps. £30 pair. Pair of 103E rear lamps. £20 pair. 2 x front, 2 x rear 103E wings, need repair. £40 the lot. 103E wheels & tyres, 3 off. £20 each. Polegate, East Sussex. (Non-member) Tel: Colin Burbage on 01323 485974 or e-mail cburbage@btinternet.com

10 Hp engine and gearbox for sale. 1172cc engine and gearbox taken out of an Austin 7 special. Was going when removed and is dry stored. Also another engine but no ancillaries. Do not want to scrap so reasonable offer considered. N. Somerset, near Weston Super Mare. (Non-member) Tel: J Spence on 01934 813120 or e-mail jimbo5@btinternet.com

Two 17 inch Upright wheels for sale. Two 4.50 x 17 wheels to suit upright Pop 103e or Anglia. They need to be de-rusted, cleaned and painted. FREE to be collected. Bristol. Tel: Mike on 01179 711774

Miscellaneous

Various Specials books for sale. Construction of Ford Specials, Ford Special Builders Manual, Ford 10hp Competition Engine and Ford Specials. £70 for all four (plus p&p). Shropshire. Tel: T. Bubb on 01691 657218

All advertisements here are accepted in good faith. Buyers are reminded to check any expensive purchases before parting with their money.

Remember that these adverts also appear on the club website: www.fsoc.co.uk



Sidevalve

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

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

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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.

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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 £10 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.

Year (e.g. 1961)	Model (e.g. 100E)	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 _____

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Email address _____

You may photocopy this page if you prefer.



Ford Sidevalve Owners Club

Club Officials

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

Chairman: John Porter, 16 Nuneaton Lane, Higham-on-the-Hill, Nuneaton, Warks, CV13 6AD. E-mail: sv1172@aol.com.

General Secretary: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. E-mail: generalsecretary@fsoc.co.uk.

Membership Secretary: Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ. E-mail: membershipsecretary@fsoc.co.uk.

Treasurer: Tony Young, 23 Pepingstraw Close, Offham, West Malling, Kent ME19 5PB.

Spares 8hp, 10hp Models: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. E-mail: generalsecretary@fsoc.co.uk.
Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU.

Spares 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. E-mail: neilpatten@btinternet.com.
Tel: 07796 964484 and 01202 933525, 6.30pm-7.30pm only.

Technical Advisor, 8 & 10hp: John Pole, 26 Croft Bank, Malvern, Worcs, WR14 4DU (written requests for advice). Tel: 01684 564 829.
E-mail: technical810hp@fsoc.co.uk.

Technical Advisor, 100E, 107E: Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. E-mail: j.norman2007@btinternet.com. Tel: 01942 861043 (7.00pm-9.00pm only please).

Regalia and Books: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA.

Events Co-ordinator: Brian Cranswick, 18 Bellmans Grove, Broadacres, Whittlesey, Nr. Peterborough, Cambs. PE7 1TX. E-mail: events@fsoc.co.uk.

Website/Pop Shopper: Mark Bradbury.

E-mail: webmaster@fsoc.co.uk/pop.shopper@fsoc.co.uk.

Publicity: Godfrey Hands, 9 Douglas Road, Briercliffe, Burnley BB10 2JQ.
E-mail: publicity@fsoc.co.uk.

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Regional Co-ordinator: John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9:00pm please).
E-mail: regionalorganiser@fsoc.co.uk.

FBHVC Liaison: Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland.
E-mail: prewregister@yahoo.co.uk.

E83W Yvon Precieux (Acting E83W Registrar).
Contact details above.

Anglia, Prefect, Popular Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA.

Specialist Applications Vacant.

Specials Ian Woodrow, 1 Baddesley Close, North Baddesley, Southampton, Hampshire, SO52 9DR.
E-mail: specialregistrars@fsoc.co.uk.

100E/107E Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA.
E-mail: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. 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 Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

Bristol and South West: Ivor Bryant 01454 411028. *3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.*

Cambs, Lincs and Norfolk: Brian Cranswick 07984 631064.
E-mail: popular103e@yahoo.co.uk. *Please ring for details.*

Coventry and Midlands: Colin Pudge 02476 678418 or 07971233642.
E-mail: enfo56@live.co.uk. *2nd Tuesday, Queens Head, Meriden, Nr Coventry, 8.00pm.*

Devon and Cornwall: Ian Rooke 01752 266018. *Please ring for details of local activities.*

NE Essex and South Suffolk: John Gater 01206 240100. *Please ring for details.*

East Midlands: Liam Cotton, 01283 219508. E-mail: liam.cotton@btinternet.com.
New Regional Group. Please contact for details.

Glos, Hereford and Worcs: John Pole 01684 564829.
E-mail: johnruthpole@googlemail.com. *3rd Thursday: The Farmer's Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.*

Hampshire: Mick Crouch 023 8069 2359. *Please ring for details.*

Kent: Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk.
Third Wednesday: The Early Bird Pub, Grovewood Drive North, Weaving, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30pm.

East Lancs: Steve McKenna 07885 433496. E-mail: steve.mckenna@rocketmail.com.
Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.

London South East: Stan Bilous 020 8764 7068. *Please ring for details of local activities.*

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. E-mail: joe@righthandconsultants.co.uk. Mobile 07831 622075.
2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.

North West Midlands and Welsh Borders: Stuart Battersby. 07801 306404.
E-mail: battersby56@sky.com. *1st Tuesday, The Peacock, Nantwich CW5 6NE, 7.30pm.*

North Yorkshire and Teesside: Martin Hatfield, 25 Hailstone Drive, Northallerton, North Yorkshire, DL6 1SP. Tel: 01609 771984. *Please contact.*

Northamptonshire: Position vacant. Please contact John Duckenfield for details.

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802. romarpop@ntlworld.com.

Scotland – East: Robin Barlow 01356 648876. E-mail: robin-17_bar@tiscali.co.uk.

Scotland – West Central: Graham Little, 83 Ambleside Rise, Avon Grove, Lanarkshire. ML3 7HJ. 01698 421196 or mobile (texts preferred): 07703 167777.
E-mail: gslittle@aol.com.

Somerset: Tim Griffiths, 7 Rackclose Gardens, Chard, Somerset. TA20 1RG.
Tel: 01460 67735. E-mail: rtg13@btinternet.com. *2nd Wednesday: The Rising Sun, Knapp.*

Surrey: Mike Jillians, 54 Grafton Road, Worcester Park, Surrey. KT4 7QP.
Tel: 0208 335 3442. E-mail: michael.jillians@btinternet.com. *Please contact for details.*

Sussex: David Pickett 01444 483350. *3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.*

Three Counties – Herts, Beds and Bucks: Robin Thake 01279 659245.
E-mail: robjenthake@aol.com. *1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.*

Wiltshire: Sally Litherland 01722 323035. E-mail: salitherland@hotmail.com.

Yorkshire: Nigel Hilling 01484 843115. E-mail: nhilling@tiscali.co.uk. *Last Tuesday at NEW VENUE: the Reindeer Inn, WF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.*

International Contacts

Australia: Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631,
E-mail: gordon14days@gmail.com.

Belgium: François Jordaens, Reetsesteenweg, 143, 2630 AARTSELAAR.
Tel: 03/844.07.68.

Canada: Les Foster, #101- 210 11th Street, New Westminster, British Columbia V3M 4C9, Canada. Tel: 604-999-4936. E-mail: fosterlesliew@gmail.com.

Austria, Germany and Switzerland: Markus Hosch, Brunnmattstrasse 9, CH-4053 Basel, Switzerland. E-mail: M.Hosch@hin.ch.

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Tel: 912025432153 / 919822190242 (mobile). E-mail: bipin_pole@hotmail.com.

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Tel: +00356 79208378. E-mail: renielpisani@hotmail.co.uk.

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E-mail: hoverl@broadpark.no.

Sri Lanka: Lankananda Dela, No. 149, Dodampe - 70017, Ratnapura, Sri Lanka.
Tel: 0094 45 2226939 (residence), 0094 71 9667237 (mobile).
E-mail: lankananda.dela@yahoo.com.



Scarab 507 YKR being demonstrated at the tunnel workshop complex.

I enjoy reading *Sidevalve*. Andy Main's recollections of the 1960s are a favourite, especially his comments about the opening of the Dartford Tunnel.

When the tunnel opened in 1963 it was a single lane each way, and specialist recovery vehicles that could turn in the tunnel were needed to deal with any accident or breakdown. For heavier vehicles (lorries, etc) an ingenious solution was found. The front end of a Euclid earth mover was coupled to a platform trailer, equipped with a crane and winch, via the 'swan neck' to which the grader or tipper unit would normally be attached. For smaller vehicles a specially designed version of the Scammell Scarab fitted with winches and Harvy Frost crane would suffice. One of each was stationed at either end of the tunnel and kept in readiness for instant action should they be needed. The Scammells were registered 506 and 507 YKR (the Euclids 508 and 509 YKR).

In September 1993 I, in my capacity as a committee member of the recently formed Mechanical Horse Club (I had two MHs and one Scarab at the time) organised a visit to the tunnel to see the remaining Scarab 507 YKR. 506 YKR had been sold/given to a company for their apprentices to restore. The tunnel operating company had recently purchased a new specialist Scammell recovery vehicle, and one of the Euclids had been scrapped, with the other Euclid and the Scarab destined to go that way in a few weeks time.

The visit was extremely interesting and we learned that there was more to operating the

tunnel than we thought. Traffic is monitored by CCTV for about 10 miles each side of the river at the control centre on the Kent side. The Land Rover patrol vehicles that travel through the tunnel and escort tankers, etc. are sold off after three years with over 200,000 miles on the clock. They have their own workshops on the Kent side which undertook all the vehicle and equipment maintenance. One of the tunnels is not as dry as the other and needs extra pumps. They can vary the lighting in the tunnels to match the daylight outside and even had their own power generator driven by a V8 diesel engine the size of a house. It puts out enough power to light most of Dartford, and they have to inform the National Grid when they start it up. And then there is the bridge...



The recovery vehicles in use. The Euclid can be seen on the right.

David Smith

Dartford Tunnel

The members attending were delighted when the vehicles we had come to see were demonstrated, and, following tea and discussions at the end of the visit, resolved to try to save the Scarab from the scrap man.

Following a bid to buy the Scarab we learned that we had succeeded, and 507 YKR was ours. A couple of weeks later the club chairman Brian Madeley, along with his son Sean and myself riding shotgun with my Range Rover, went to collect the Scarab from the tunnel offices, and drove it to their home in Horsham. The journey passed without problems, albeit somewhat slowly (the Scarab's top speed is about 30 mph). The following Saturday Sean drove it to the Hop Farm at Paddock Wood for the annual Scammell Road Run, where it created considerable interest. Since then it has spent time in the Midlands, Yorkshire, my home in Kent, and is now back in Sussex undergoing a protracted restoration.

When I travel through the tunnel nowadays I remember the visit and all that we learned about their operation, and I don't really begrudge the toll.

Perhaps members may be interested in a visit?

Yvon Precieux

Pre-War Register

Registrar's Comments

Yes, it's that time of the year again when I reflect back over the period. It has been a good year, with plenty of feedback and more new vehicles coming onto the register. My only gripe is that, regrettably, some members are still not bothering to fill out the register form, or providing information that in some cases is quite unreliable. This makes more effort for me with e-mail requests, which these days come in thick and fast. There is still some daft information out there on our old Fords, yet we have come a long way from when there was very little literature or detail on the Dagenham products.

I have been in this post for too many years probably, and I recall in my very much younger days an episode when the late Bert Thomas (the most knowledgeable Ford expert ever) was bashing out the main shaft of a then South East London Group member's gearbox from the wrong end. I politely tapped Bert on the shoulder and whispered in his ear, and with a smile rather than a scowl he advised me that "Maybe it was time to hand over to a youngster like me". A compliment from the master. Then I was in my twenties, now I am almost at the pension age, and though I may have many years left there will be a time when I will need to take a back seat for a younger enthusiast to take up the baton.

Life is easier with e-mails and the fact that I have listed much information and research in a kind of Encyclopaedia Britannia, where I simply look up the answers rather than rely on the old grey matter. So older, and hopefully wiser, for another year I again wish all in the register and members of the FSOC a Happy Christmas and the usual intoxicating New Year.

Junk shop photos – Patrick Russell

I used to be a FSOC member, but ill health has forced me to part with my vintage vehicle. I still maintain my interest in a slightly less active way though, and luckily my son is actively involved in vehicle restoration. It is my son David who found two photos of Ford motor cars



Photo 1. This photograph of a Model Y was found in a junk shop. 'Eastbourne 16.8.47' is written on the back.

among other photos in a junk shop in Witney, Oxfordshire, (a Model Y and a post-war Ford). Both registrations are Oxfordshire numbers. The Model Y was the only one with writing on the back, 'Eastbourne 16.8.47.' This is reproduced in the Pre-war register just in case anyone may recognise the car? (See Photo 1.) (The registration regrettably does not appear on records for surviving vehicles – Yvon.)

A Ford in a lock up

There appears to be a 1936 Ford in a lock up in Oban (information via an e-mail from Richard Greenaway). When the owner eventually phones me and I am able to visit, I will hopefully discover that it is a Model CX rather than the Prefect that the identification given suggests. If indeed it does turn out to be a Prefect E93A it is still a worthwhile find, and one of the nicest Ford cars to restore.

Model 7Y

Peter Tinsley has recently purchased a 1938 7Y Deluxe. The engine is a short type block which has been recently overhauled, with new parts

inside – pistons, reground crank and new main and white metal bearings. Unfortunately there is a crack in the block between the water jacket and the two centre exhaust ports. Water was evident in the oil when dismantled.

Peter initiated a search for another suitable engine. He managed to locate a suitable Model Y unit, and although this will fit he would still prefer the correct type of engine. This Y engine is similar but without the exposed crankshaft bolts. I advised Peter, who owns an engineering machine shop, that cracked engines can be repaired, although after some seventy plus years' use early engines will have more exposure and deterioration with age and use, with the proverbial rust diminishing the cast iron block walls. Still, nothing ventured nothing gained and I recalled to Peter an episode in my student years of a cracked engine that was repaired by whacking a metal shard in an area in the water jacket inside the exhaust ports, whereupon a tin of vile mixture (rust and goo) from the local car parts shop was used as a precursor to ensure a seal of the repair. Amazingly the shard of metal repair and goo worked. The latter product is still available if one can find an accessory shop these days, and it does work on non-major cracks.

My repaired engine had 60 thou pistons and it was the only E93A type engine that went up Highgate hill in London in top gear. Should cracks occur on the outside and on top, both can be stitched and patched, although there are fewer companies around to do this at minimum charge and with some guarantee. Peter also asked about valve inserts, and I suggested the Brico company if they are still around, as they offered a valve seat XW13 for use with the Ford valve with XW23 and 35 (2 powder metallurgy inserts that gave improved heat flow to the insert). However, it should be noted that unleaded petrol and EN5 could always be used with the existing Ford insert and the existing Ford valves are sufficient to cope.

An exceptional car

Advertised in *Car and Classic UK* as an exceptional Ford Popular 3 door partial wooden bodied vehicle of 1936 (two doors on the passenger side and one door on the driver's side). A further statement includes a history suggesting the possibility that the vehicle was constructed for use in conveying prisoners to the local jail? The car is for sale at £19,500 and retains a chassis number of C414559. That puts it in the category of a 1949 date rather than 1936. This was the vehicle that Armour Jackson advised me of during its restoration, and Armour has now indicated its sale. The car is much later and post-war, and now that I have the chassis detail it confirms my suspicions that the wooden portions are from a post war Italian Fiat mated up to a Ford Anglia E494A, with a modified 7Y grille to imitate the Italian model's Fiat grille. The man who owns it is identified as Shaun in Omagh. Armour himself has a vehicle that requires some Armstrong front units and a better steering box than the original. which has wear. (Drop a line to our stores, Armour). (See Photo 2 below.)

Photo 1. An exceptional car.



Photos 3-5. The Ford 7Y inherited by Will Burt (new Hampshire member).

DVLA

Will Burt, a new member from Hampshire, has been lucky enough to inherit a Ford 7Y. Will takes up the story: The car belonged to my uncle, who for various reasons did not use it after 1966 when he purchased a Zodiac. Life moved on and I saw my relatives occasionally. When my uncle became unwell about 18 years or so ago I began to see them more frequently, but my uncle at that stage hadn't driven for a number of years. After his death my aunt didn't want to know anything about the cars as they

belonged to John, and they both stayed in the garages. When my aunt passed away in 2006 I unexpectedly inherited her house and possessions. The car was moved to a friend's garage until we had room for it. It has recently been moved to an outbuilding that I have built, and I intend to eventually restore it. It seems to be in reasonable condition with no large areas of rust, presumably as it was kept in a wooden garage with good airflow. The Zodiac in the concrete garage has, however, rusted totally. The log book is held, so the original plate can be retained. (See Photos 3-5 above.)

Andy Main

Anglia, Prefect & Pop Register

Registrar's Comments

Hopefully members were able to enjoy the warm, dry summer weather to attend rallies, meetings, etc. Regretfully it deteriorated for the August Bank Holiday and early September events. Following last year (the wettest since 2000 and the second wettest since records began), it was pleasing to see and read reports that most attractions saw an increase in attendances this year.

2014 will commemorate the centenary of the start of the First World War. This will feature more than 2,000 different public performances and shows across the country, aimed at engaging the nation in the commemorations. The performance programme, to run from 2014 to 2018, is being co-ordinated by the First World War Centenary Partnership, a coalition of more than 1,800 museums, galleries, arts groups, tourist boards, government bodies and some overseas organisations. Past family members were either directly involved in the war, or it would have had some impact on them or the family. I expect some events/rallies we attend may have some commemorative displays or re-enactments.

The Morgan Motor Company celebrate their centenary on their current site in Malvern Link – the sole surviving British owned motor company of any real size. The three wheeler F4 model used the Ford sidevalve engine.

As this issue drops through the letterbox the last of the local DVLA offices will be closing as a cost cutting exercise. Regretfully face to face contact and local experience is lost. These offices have over the years assisted many of our members to retain original registrations and obtain age related registrations (following the involvement with the club in checking documentation and undertaking vehicle inspections). They will be missed by many.

New Members

We welcome Kenneth Meads from Derbyshire with his 1953 E494A Anglia.

Parking Ticket

I am always pleased to receive articles about your sidevalves and magazine/newspaper cuttings on others. Ian Maddams has supplied me with a number of gems over the years, including this article about a dream of a world without traffic wardens.

According to the reporter the very first parking ticket was issued on the morning of Monday 19th September 1960 in Central London. One of forty newly appointed traffic wardens spotted a Ford Popular parked illegally outside a West End hotel. The vehicle belonged to Thomas Creighton, a local doctor who had received an emergency call from the hotel. Following a public outcry the doctor was let off the £2 fine.

Ian commented that he thought that it was almost certain that the Ford Popular was a 103E as this was probably the most suitable model for a doctor working in Central London (modest in size, manoeuvrable, and offering a line of driver's visibility higher than most other cars of the time). It would also not look out of place in any neighbourhood, unlike a Jaguar, Daimler, or other posh car. The NHS was little more than a decade old at the time, and many doctors were assumed to be wealthy before its formation in the late 1940s.

My Sidevalves over the years and the other owners - Part 2

Alan Flockton then bought a beige Australian Prefect Coupe Utility which was first registered in 1948. It was imported in 1989 to Ely,



Photo 1.

Cambridgeshire, and was then sold on. Alan bought it on 24th June 1991 from Nigel Mansell Sports Cars of Blandford, Dorset, who had it for some time. The singer Chris Rea had owned it for a while after his wife bought it for him as a present, and it was used in one of his pop videos. The Ute was in a sound but tatty state when Alan bought it, with all panels requiring panel beating and a respray. (Photo 1)

Alan fitted new running board rubbers, new interior and a complete rewire. The only work Alan did not undertake was the panel beating and respray. (Photo 2)



Photo 2.

On 21st August 2011 Alan then bought an E494C 5cwt van (OPX 969). The van was known to the register, as it joined in May 1983



Photo 3.

when owned by Bob Habens from Gosport, Hampshire. It was built between July and October 1953 and first registered by West Sussex County Council (the registration series being first issued in May, with 969 one of the last in that registration series). Regrettably Bob supplied no further information except that it was stored until 1980. An unusual feature of the vehicle is that it is fitted with an E93A Prefect front! The front nearside wing had been badly damaged. The van was all green. (Photo 3)

At some stage side windows had been cut and the rear windows enlarged (assuming for better rear visibility), and a tow bar fitted which involved the relocation of the registration plate (now cut in two!). (Photo 4)



On 6th January 1990 Colin Ware from Portsmouth bought it (I assume from Bob Habens), but again no other information. The mileage was first recorded as 76,069. It was still fitted with the extra side windows, and from further photographic evidence the spare wheel was not mounted on the nearside door. Colin was now restoring it and removed the extra side windows. From photographic evidence it appears that original rear doors were obtained. The tow bar was removed, new rear number plates fitted in the correct position, and new chrome bumpers front and rear. The spot lights were also removed, and it was re-sprayed in a darker green with black front wings.

I assume that Colin owned it for a number of years afterwards, or until Alan bought it. Alan informs me that in late 1990/early 1991 Colin sold it to a new owner living in Portsmouth. The new owner sold it on soon afterwards and it resided in Sherborne, Dorset for twenty years, laid up in a barn.

Whilst Alan was at the Purbeck Rally at

Wareham, Dorset on 20th August 2011 with his Prefect Ute he was approached by this owner who informed him that he had a 5cwt van for sale and might Alan be interested? Alan shot over to Sherborne the following night and purchased it. Alan has spent time getting the engine to run well, rewired, re-sprayed the bonnet and undertaken various other jobs. Note the unusual location for the petrol filler pipe. (Photo 5)



Since the van first joined the register back in 1983 the mystery of why an E93A Prefect front was fitted remains.

Alan's first sidevalve was a 100E purchased in 1973. It was used as an everyday car, and as we have read he has owned/owns a number of upright models. Alan has also owned/owns other models not covered by this register. Will Alan buy any more 103E Populars?

Alan's brother Robert got the sidevalve bug for a while and owned a 1955 beige 103E Popular (registration NBC 768). Some earlier history detailed that it had two lady owners (both living in Bournemouth), and was then garaged for 20 years due to bereavement. Robert never



completed any register details, but after selling it on 19th February 1988 the new owner Richard Clayson from New Milton, Hampshire did. The mileage was then 34,780. I have not heard from Richard since July 1989 so I do not know if he still owns the car? (Photo 6)

Register 25 years ago – *Sidevalve News* December 1988

Four overseas members' cars were featured. Torben Hellborn from Copenhagen, Denmark was carrying out an unknown Danish custom on his 1953 E493A/F Prefect. Maarten Van Dijk from Holland, the owner of a 1954 104E Popular which originally was owned by the Dutch Ministry of Social Services until 1969. Hans-Gunter Schoning from Preetz Holst, Germany, the owner of another 1954 104E Popular, which was originally exported to Denmark where it resided until 1972, when it was further exported to Germany. The Popular was in a two tone colour scheme. Crossing the Atlantic to Canada, Robert Adams from Ontario had saved a 1950 E430A/B Anglia from being hot-rodded.

A period advert from New Zealand featuring the Prefect Ten was reproduced. Mark Kennedy supplied a photograph of an E494C 5cwt estate car racing with an Aston Martin! There was also a photograph of Mark's 1950 E494A Anglia on the Ulster Automobile Club's Boxing Day Trial in 1987.

The front cover of *Sidevalve News* featured a superb period photograph of the 1955 Christmas display at Ford Dealers R W Archer of Dublin, complete with tree and paper chains. The photograph was supplied by Colm O'Neil.

Greetings

I would like to thank the following area contacts and club officials: John Duckenfield, Tim Griffiths, Robert Marshall, John Porter, Ian Rooke, Robin Thake, Joe Wheatley and Stephen Wood, for inspecting vehicles for me this year as part of the process of obtaining original/age related registrations. Not only have they given up their spare time to assist, but some inspections have involved driving considerable distances.

May I also take this opportunity of wishing you and your families a Happy Christmas, a very Happy New Year and good sidevalve motoring in 2014.

Tony Lloyd

100E Register

60th Anniversary – did you miss it?

You may not have noticed but October 2013 saw the 60th anniversary of the introduction of the 100E. I thought I would take the opportunity of the colour edition to profile some of the evolution.

Model 1600, as the pre production 100E was known, was the culmination of a large market research programme to ascertain what the motoring public wanted from a modern smaller car. In his book *Ford at Dagenham* (published by Breedon Books) David Burgess-Wise attributes the basic design of the 100E to George Snyder of Briggs Detroit studio, with the front and rear styled by Briton Colin Neale. Most of the design and development work was done in-house at Ford of Britain.

It was originally envisaged to have a completely new ohv engine, but the development costs of the Consul, Zephyr, Zodiac range had left the company short of money. Economies had to be made so a new sidevalve unit was designed around the 1172cc measurements of the existing 10hp engine. This would save money as much of the existing tooling could be used. This engine was the pinnacle of sidevalve design but it would be the 100E's Achilles heel, for it could not be developed further to keep up with modern innovation. The 100E engine would be the last sidevalve unit to be produced by a British based manufacturer. At 36bhp it would also be the most powerful for its size.

The car would also be equipped with the new Macpherson strut, which would provide handling worlds away from anything else in its class. Hydraulic brakes modernised the braking system, although these would come in for some criticism in the early days. As was Ford practice at the time the notorious vacuum windscreen wipers were fitted, as was the 3-speed gearbox. A new departure for Ford was the fitment of a 12 volt electrical system and flashing indicators. So, as designed, the 100E started life with flashing indicators, although these would be the minimum to conform to the legal requirements of the time. Therefore the front would have white flashers while the back would have red



Photo 1.

flashers. Photo 1 shows the original rear light; this is on an early Anglia from 1954. The rear light would be redesigned three times over the production period – in 1955, 1957 and 1959. The front flasher would stay combined with the front sidelight and remain white over the whole production period. To change the front to amber would have meant a major redesign of the front lights. Photo 2 shows the earliest known 100E, XTW 43 from the first few weeks of production. This is the 100E in the form that it was originally designed. Photo 3 shows a de luxe Popular from 1962, the last incarnation of the 100E.

It is hard to imagine these days the impact that the 100E had on the motoring scene back in 1953. It was lighter, faster, more comfortable and handled better than any small Ford that preceded it. The motoring press found it difficult to categorise it. It was a small car yet it performed and handled like a big car. As *Autocar* magazine said of the pre-production Anglia, it created a new class which did not fit into any established category. John Bolster even road tested one in *Autosport*.

Here then was a car which could be used as a sporting car at the weekend and then used to do the shopping and commute to work during the week. And many were. An Anglia and Prefect

Club, which predates the old 100E Owners Club, was formed especially to use the sporting traits of the 100E in rallies and other competitions. So when you are out driving in your 100E just remember that you are driving what amounts to a 1950's sports car!

Of course it could not last. The sidevalve engine could not be developed further and the competition soon caught up in the engine department, but they still could not better the handling. It was not until the advent of the 107E Prefect that we saw something of what could have been, but then we would not have had the 100E with all of its quirkiness, 3-speed gearbox, vacuum wipers, *et al!* 60 years old and still going strong!

100E Breather Mod

I have received details, from member Maurice Wilby, of a mod that has been carried out on his 100E. The idea, I think, is to arrange things so the engine 'eats' any emissions from the crankcase.

I have seen something like this before but I have no idea whether it works in practice. I would think that it would be more suitable for worn engines, where you may be getting excessive fuming from the breather cap and excessive

crankcase pressure created by worn cylinders.

It is fairly simple and consists of 2 x 90 degree x 1/2 inch (15mm) elbows fitted to the breather cap and air cleaner. These are connected either by the clear plastic tubing that Maurice has used or rubber hose (see photo 4). Maurice says that the total cost of the parts was £6.50.

Thank you to Maurice for taking the trouble to write in about this little mod. Perhaps if anybody tries it they could let us know how they get on and how effective it is.



Photo 4.



Photo 2

Photo 3.



Yvon Precieux

E83W Register

Registrar's comments

The register has again had a good year and new vehicles and members are still arriving. Unlike the Pre-war Register the archives do not contain that much material, and I have had to locate research and in some cases ask those in the know, such as Les Foster in Canada (see further down), to confirm and locate information. We are still way behind on the E83W Briggs body numbers, and I emphasise that the Briggs body number will vastly help in further dating those vehicles that are coming out of the woodwork with no discernible chassis number.

It has also been noticeable since temporarily taking over this register that we are dreadfully low in material (photos) on early E83Ws that show quite a number of variances against the later models. Areas of interest that I am sure would be very readable to the E83W membership would be, for example, the somewhat unique steering column lock and the lamp switch that provided three positions, parking, dipped and main beam. Can I politely request that members with such vehicles forward for future issues of *Sidevalve* photos of the engines, steering column, ignition/locking switch, lighting switch, and other areas of the vehicle both inside and out, so that other members can see for themselves some of the mechanical and panel variances of one of the most versatile small commercial Fords that Dagenham ever manufactured. That such a small 10cwt vehicle could continue for some 19 years from 1938 to 1957 is quite exceptional. That's some production record for a relatively small commercial that was pulled by a 10 horsepower motor. On that message I wish a Happy Christmas and New Year to all and let's have some new blood to assist and continue the register for many years to come.

From Les Foster

I read with interest your description of the procedure for replacing E83W spring shackles and bushings. Some years ago I, and a friend, attempted this job on my E83W pickup. We broke two vices, several clamps, a hammer or



Photo 1.

two and wasted money on a hydraulic press to no avail! We just could not get the steel-clad bushings into their eyelets despite thorough cleaning. On a trip to the local supplier of reproduction vintage parts for the bigger U.S./Canadian Fords I spotted an after-market kit for 1932-36 Ford cars. This consisted of a shackle tie bar with studs fitted to it. Also in the kit were nylon bushings to press into the axle eyelets and another tie bar and nuts for the opposite end of the assembly. Installation was a two-minute job – press the nylon bushings into the eyelet with your fingers, stick the pre-assembled bar/bolts through the bushings with finger pressure, slap on the other tie bar and do up the two nuts. Done! The net result was an authentic-looking, perfectly functioning spring shackle replacement with none of the problems. As it is designed for the much heavier American Ford cars and, indeed, for hot rods, it is more than safe for our lighter 30 horsepower Enfos!

I believe that I wrote an article on the interchange of US Ford parts and UK models based on their part number prefixes which

appeared in *Sidevalve News* some years back. It can still be viewed under Technical Articles at enfostuff.com. PS: I think this was one of the best editions of *Sidevalve News* in recent memory! The item on the evolution of the dropside pickups was really interesting as too was the Pre-War register.

Comment from Yvon

Many parts from the American Fords are fitted to the E83W. Examples are as follows: Rear and front wheel bearings and sleeves Model 68 1225-A/1236-A with Model B 1201/2 and 1216/7, Diff bearing 68 4221/2, Stud (radius rod shackle spring shackle) 40-5463, clutch release bearing 74-7580-B and spring 74-7572, radiator bracket/rod 62E-8137, clutch pilot bearing B-7600, petrol pump gasket B9035-A, petrol cap BE 9030 with further Model B parts for petrol line and nuts with flexible petrol hose BE-9288. Also included are springs and brushes inside the starter motor Model B (11054/59) and the starter switch BE 11450, the rear view mirror



Photo 2.



Photo 3.

a BE 17723 part, with the shock absorber parts all Ford 62E starting with part numbers 18010-B etc., although the absorber body itself remains an E83W part number. The gear lever gaiter is BBE 810390-X. This list gives some idea to Canadian and North American members who can hopefully re-source parts from the larger American Fords. Other parts refer to the WOA1/2 and WOT wartime models and 7V besides the Dagenham small Fords.

DVLA

A new vehicle has come to light with an engine number given as CB 13423. Dr Annie Prosser from Dyfed in Wales now owns the vehicle. Although Annie has indicated that the chassis number cannot be found, the Register has

provided some detail on this and I have been able to locate the vehicle chassis information from our records. The vehicle is noted in our archives, with member Tony Chappell from Cornwall owning the vehicle some years back. He wrote an enquiry letter stating that 'Reggie' (the name of the truck) had no logbook and that he intended to restore it, a barn find, and hoped to retain the original number plate. Apparently lots of parts were required, probably making the restoration too daunting and the vehicle was sold. It seems that the truck was sold on without any further correspondence with the FSOC from subsequent owners until it came to be owned by Annie. Luckily we have some inclination of a chassis number, and although the original number may be lost a period number may be available. (Photos 2-5.)

New members

Roger Newark, Cambridgeshire has now purchased Ivor Tanner's van (see photo 1).

Unladen weights

2037 lbs / 923 kg was the official unladen weight when the first E83W rolled off the Dagenham line in 1938 and variations increased this to 2072lbs/939kg if you believe the Ford publicity information. The unladen weight for the Anthony Hoist's steel pickup bodied model was 2044lbs/927kg with the truck at 1904lbs/863kg although this varies again with bodywork. The Utilecon was weighted at 2226lbs/1010kg. In Holland the Ford vans were called Bestelwagens.



Photo 4.



Photo 5.

Ian Woodrow

Specials Register

Sidevalve December 2013

After a very wet 2012 when many classic car shows were cancelled, I feel, as 2013 draws to an end, that this year has been far more successful. However, in the south of England, and probably elsewhere, some of the classic car shows have discontinued. Perhaps this is because they made a loss after an event was washed out, but may also be due to a whole host of other reasons. In recent years, due to health and safety concerns, most of the classic car show have been limited to static displays with perhaps 'an appearance' in the arena. More and more classic car shows have started charging an entrance fee, which sometimes goes to charity. I have heard some classic car owners saying that they 'are not going to pay to enter as the cars are the main attraction of the show'. The show charges are generally a lot less than even the fuel cost to attend though.

Next year I was considering attending the Goodwood Revival on the 13th to 15th September (tickets went on sale on the 1st November), and I expect the tickets will be sold-out well before the event. The cost for two people:

Three day event ticket (£145 each)	£290
Camping with electric	£220
Grandstand Saturday (£75 each)	£150
Grandstand Sunday (£75 each)	£150
Total	£810

Or, if not camping, car park for pre-1966 cars at £170.

Compared to these sorts of prices some of the smaller classic car show costs appear quite reasonable.

Tax and MoTs

If your Special was registered before 7th January 1960 it no longer legally requires an MoT. The Club recommends that you take your car for a voluntary MoT. The Federation of British Historic Vehicles has listed on its web-site 'Historic Vehicle Friendly MoT Stations'. The list is 14 pages long and sorted in post code order. Drop me a line if you don't have internet access and would like details.

Some owners who have tried to tax their vehicles using the DVLA EVL (Electronic Vehicle Licensing) system have found that the system was still requiring an MoT for an MoT exempt vehicle. This problem can be caused if the vehicle

has a valid MoT at the time of application which expires before the tax is due to start. This is a one-off problem and should not affect future EVL. If you have a problem with the DVLA EVL you can apply to a Post Office. Before going to the Post Office download and print the V112 (Declaration of exemption from MoT), this is a simple form that may be required at the Post Office.

Winter Readiness

This time of year has a rather limited appeal for driving open-top specials – cold and damp and without a heater. Be careful that your car doesn't deteriorate whilst stored during the winter. One of the main destroyers of cars is dampness; causing rust and rotting timber and upholstery. Even when the car is stored in a dry garage if the temperature drops the metal components cool; when the temperature rises condensation forms on the cold metal components. Prefab concrete or metal garages are the worst for condensation problems. A few things can be done to reduce dampness: use a dehumidifier, try to keep the temperature constant, have plenty of air circulation or even use a 'Carcoon tent': these should reduce the condensation problems and

Below left and right: A couple of pictures from Holland of Bert Tressels Rochdale GT. The car was a winner at Burford in 1990. It was sold to America and is now in Japan.



keep your cherished car in pristine condition.

Whilst on the subject of rust and corrosion I have noticed how the price of stainless steel nuts and bolts has come down and the availability has increased. Thirty years ago stainless steel nuts and bolts were generally only used in the marine industry, now nuts and bolts, woodscrews and nails are available in stainless. Although a bit more expensive, and generally in metric sizes, (and I'm not a restoration perfectionist – I've used PVC insulated cable and nylock nuts) providing it's not a special high tensile bolt my first choice is stainless for bolting panels on, etc.

Before you put your cars away for the winter check that the antifreeze with corrosion inhibitor is the required strength. The manufacturers of the blue antifreeze recommend that it is changed every two years. If your special is fitted with an alloy head or has an alloy water pump a corrosion inhibitor coolant is particularly vital. The different metals and the coolant within the cooling system can cause electrolysis to eat away the metals.

In the last issue of *Sidevalve News* Jim Norman's article explained how his 107E suffered from fuel starvation caused by a piece of the locking petrol cap dropping into the tank. I suffered a similar problem as Jim with my E93A Prefect a few years ago. The engine cut out due to lack of fuel. When I disconnected the feed pipe to the fuel pump I expected a steady flow of petrol, but the petrol only dripped out. Blowing back through the pipe I could hear the bubbles in the tank, but even blowing with compressed air did not clear the blockage. First the petrol pipe was disconnected from the tank and this was okay. Then the fuel level sender and pickup



pipe was removed. The blockage was in the fuel level sender and pickup pipe, due, I think, to dissimilar metals (alloy sender and copper pickup) and condensation in the tank over many years causing the electrolytic action to block the pipe. A poke with a pipe cleaner solved the problem.

Rust Removal using Electrolysis

What you need

- A non-conducting container – a plastic bucket.
- Ordinary battery charger with crocodile clip connectors – I use a 6 amp, not a smart charger.
- Sacrificial anode electrode – an old clean piece of mild steel. (Do not use stainless steel!)
- Washing soda – I use Dri-Pak Soda Crystals.
- The rusty item to be cleaned – cathode.

The Setup

- In a plastic bucket mix a solution of one gallon of water to one dessert spoon of washing soda. Clean the sacrificial anode electrodes and the rusty item top ends so they make good electrical contact with the battery charger crocodile clips.
- Place the sacrificial anode electrodes in the bucket so the clean, rust free ends stick up above the water, and so that they cannot move freely or fall into the centre of bucket. Suspend the part to be cleaned (the 'cathode') into the bucket, not touching the sacrificial anode electrode.
- Attach the battery charger NEGATIVE or BLACK lead (this is critical) on the piece to be cleaned. Attach POSITIVE, or RED, lead of charger to the sacrificial anode electrode. Make sure the anode electrode and the part to be cleaned are not touching each other.
- Now turn on the battery charger. Within seconds you should see a lot of tiny bubbles rising from the part suspended in the mixture. Do not do this inside or in an enclosed area. Those bubbles are the component parts of water – H_2O – hydrogen and oxygen. The hydrogen will burn explosively.
- The time required to clean a part will depend on many variables: size of the part,

current used and how badly rusted the part is.

- Dry the part immediately when you have finished. It will be very susceptible to surface rust after being removed from the solution. The part will be covered in a fine layer of dark grey or black residue, which can be removed. An abrasive nylon scouring pad works well. Once this is removed the part can be primed or painted as required.

Safety Precautions:

- Make sure no spills can get to the battery charger and that it is positioned in a dry location. (Electrocution potential.)
- Turn off the current before making adjustments to the setup. Just as a 'spark' can cause a charging battery to explode in your face, this process produces similar gases because the process splits water into hydrogen gas (at the negative electrode) and oxygen (at the positive electrode).
- Hydrogen will burn explosively if ignited. All flames must be removed from the area, and sparks caused by touching the leads together must be avoided. The work should be performed outside or in a well ventilated area to remove these gases safely.
- Washing soda solutions are alkaline and will irritate the skin and eyes. Use eye protection and gloves. Immediately wash off any solution spilled or splashed onto your body.
- Do not use stainless steel.



2014

I look forward to receiving your Special restoration and exploit reports. Merry Christmas and a Happy New Year.

Jim Norman

Tales of BLC

The news this issue is that BLC has again appeared in one of the glossy monthlies – *Retro Ford*. Tony mentioned in the last issue that they were producing a buyers' guide to the 100E, and that I had provided a lot of information. So far, so good.

Unfortunately things turned out rather badly from two perspectives. Firstly the car they used throughout to illustrate the article was BLC which, as I'm sure you all know, is a 107E, and secondly most of the information I provided was unused. However, several 'interesting' facts appeared, some of which are highly incredible.

Did you know that the 100E "... staked (Ford's) claim in the budget market"? What about the Y Type Popular of 1934, the only real car ever to sell at only £100? Or the 103E? That the engines of "... even gently driven cars will last no more than 50,000 miles"? The "... standard three speed manual gearbox... lasts for 40,000 miles"? The list goes on.

It annoys me that a magazine purporting to be an expert in historic vehicles can wisely seek advice and assistance from those with a greater specific knowledge, and then ignore it. Their expertise is included in the section headed 'Engine and Transmission', wherein the sidevalve engine is considered. Immediately alongside is a photograph of BLC's overhead valve, pre-crossflow unit!

Well that's the gripe over for this issue. At least it gave me something to write about. Other than that it is another month with nothing to report.

John Porter

Quality Matters

The question of pattern and counterfeit parts has many sides. Pattern parts are usually cheaper than, and can be as good as, the original equipment – the motor trade use them all the time. Counterfeit parts are generally passed off as the original item and sold at a similar price (also allowing a greater margin for the supplier). However, the counterfeit parts have no quality control in place and the buyer may have little or no comeback except to the supplier (how does that work when bought from an Ebay seller?). The manufacturer is often unknown, as the goods pass through a number of hands before the 'end-user' fits them to their car. Non-safety related parts may not pose a risk other than inconvenience. These are parts like points, condensers, coils or fuel-pumps. Steering and braking parts are a different matter altogether.

Take the brake hydraulics on the 100 E/107E range – the master and wheel cylinders. The market place is full of cheap copies from outside

Europe. Some are clearly copies of the original Girling parts with the original maker's name still cast on the side, while some are a straight copy but without the script. They all work – most of the time – but for how long? Some, I have seen in the past, fail due to porous or cracked castings or the poor quality of the seal material that starts to weep (unseen until the pedal hits the floor of course, and this is one reason for a voluntary annual test). Some cylinder walls have fractured under braking, which results in total brake failure, and hydraulic union threads have split away from the casting with the same result.

With this in mind, the FSOC will in future only be supplying genuine EU made Girling master cylinders where possible and in the first instance, and also supplying wheel cylinders with a view to the same situation as the master cylinders. These parts will not be as cheap as the pattern or counterfeit parts, but at least we can all be sure that we have the best possible parts for our cars.

John Pole / John Skinner

Screw Size Amendments

Following the article on flooring screw sizes printed in the last magazine FSOC member John Skinner wrote to me advising me of some modifications. He has very kindly allowed me to print in the magazine the relevant information from his e-mail for the benefit of all club members.

I am extremely grateful to John for taking the time and trouble to help and really appreciate his feedback.

Dear John

No doubt I am not the first to say that No12-24 is NC and No12-28 is NF as per the Upright Flooring Fixtures Chart I believe I received from your predecessor.

Your chart and mine agree except for the holes marked E, which on my chart are shown as No 12-24 and not 1/4UNF.

With kind regards,

John Skinner

Martin Holliday

Report on the 2nd Cotswold Historic Sporting Trial – 2nd November 2013

The Stroud and District Motor Club held their 2nd Cotswold Historic Sporting Trial at Sallywood Farm, Horsley in Gloucestershire on Saturday 2nd November 2013.

The excellent entry of 23 drivers met to do battle on the windy Cotswold hillside, and at the start of the trial the weather was dry and the sun was trying to shine. Eight sections had been devised, most of which were set out on wet and exceedingly slippery and steep grass banks, which meant that a very delicate throttle foot was required if any progress was to be made.

In the Historic class (A) Andrew W. Green and his bother Andrew Green were out in their Cannon, which had had the fiddle brakes

restored, but their journey from Surrey was in vain as they broke the diff on the second section. Paul Falkner made a welcome appearance in his father's 1172 Faulkner Special, but his luck was not much better having to retire with fuel pump issues after making good climbs on the few sections his was able to attempt. Frank Lyons shared his Cannon with Trevor Wood and after 23 sections (should have been 24 but they somehow both missed one hill) they were only separated by 8 marks – in favour of the owner of the car. Ian Wright was sharing his father's Cannon with ex sporting trial driver David Brand, who is hoping to find or build a car. Adrian Moss retired after his Cannon suffered a puncture on the second lap.

In the Post Historic class (B) Roger Arnold had come down from Glossop, bought a car from Martin Grindrod on the day before, and proceeded to drive extremely well in only his third trial. The class was won by Tim Barrington in Grahame White's Cannon on a score of 55.

Halfway through the morning the predicted heavy showers arrived, but the ground was already so wet that it did not make that much difference to the grip available. However, as the catering van had not yet arrived the organisers made the sensible decision to run all three laps consecutively in case the weather deteriorated further.

Ian Veale had another of his fine drives, although at the end of the first and second laps Ian Wright was leading him by 8 marks. On the last tour Ian Veale lost 3 marks against Ian Wright's 16 marks, giving him the Overall victory on 24 marks lost.

In all it was a great day out, well organised by an experienced team from a club with a long trials history.



2nd Cotswold Historic Sporting Trial - 2nd Nov 2013



Driver	Number	Class	Round 1								Round 2								Round 3								Total	Award			
			Hill 1	Hill 2	Hill 3	Hill 4	Hill 5	Hill 6	Hill 7	Hill 8	Round Total	Hill 1	Hill 2	Hill 3	Hill 4	Hill 5	Hill 6	Hill 7	Hill 8	Round Total	Hill 1	Hill 2	Hill 3	Hill 4	Hill 5	Hill 6			Hill 7	Hill 8	Round Total
Monty Peters	1	A	0	0	2	0	0	0	4	11	17	0	2	9	0	0	0	5	0	16	0	2	2	2	1	8	0	7	22	55	2nd Class A
Stephen Barnes	2	A	0	0	3	0	0	9	3	0	15	0	1	8	0	0	8	4	0	21	0	0	10	0	0	8	0	6	24	60	3rd Class A
Tony Hall	3	A	0	4	9	8	7	9	10	12	59	10	3	9	8	7	9	10	11	67	10	8	9	8	9	10	6	6	66	192	
Natascha Hall	4	A	0	3	10	9	9	9	5	12	57	4	3	10	9	9	10	6	12	63	10	4	10	8	9	10	7	11	69	189	
Andrew W Green	5	A					7					Retired																			
Andrew Green	6	A					7					Retired																			
Ian Veale	7	A	0	0	3	0	0	8	4	0	15	0	0	2	0	0	0	4	0	6	0	0	1	0	0	0	1	1	3	24	1st Overall
Trevor Wood	8	A	0	0	10	9	7	9	4	11	50	0	3	8	8	7	8	5	10	49	12	7	9	8	9	9	10	3	67	166	
Frank Lyons	9	A	0	1	9	10	7	9	5	11	52	0	0	10	9	6	9	5	10	49	12	3	4	8	9	9	6	6	57	158	
Paul Faulkner	10	A	0	0			0	0	4	0	4	0				0	8	7	11		Retired										
Martyn Halliday	11	A	0	0	3	1	0	2	4	0	10	0	0	2	0	0	8	5	9	24	0	3	3	0	2	8	5	6	27	61	
Adrian Moss	12	A	0	0	3	0	7	0	4	0	14	0		9							Retired										
Kiel Wright	13	A	0	2	9	0	0	2	5	0	18	0	3	8	0	7	8	5	11	42	0	3	3	0	8	7	5	9	35	95	
David Brand	14	A	0	0	10	2	0	9	5	11	37	0	1	8	0	0	9	5	11	34	9	2	4	0	0	8	6	3	32	103	
Ian Wright	15	A	0	0	3	0	0	0	4	0	7	0	0	1	0	0	0	5	0	6	0	3	2	0	0	8	3	0	16	29	1st Class A
Neville Collett	16	B	Non Starter								0	Non Starter								0	Non Starter								0	0	
Mark Smith	17	B	0	0	3	9	7	2	5	0	26	0	0	1	9	7	1	5	7	30	2	0	6	4	1	1	6	6	26	82	
Tim Barrington	18	B	0	0	4	8	0	1	5	0	18	0	2	2	0	7	0	5	0	16	0	2	5	0	2	2	7	3	21	55	1st Class B
Roger Arnold	19	B	0	0	10	0	7	2	3	0	22	0	0	8	0	7	1	5	6	27	0	0	6	5	4	1	6	7	29	78	
Nigel Moss	20	B1	0	1	3	0	7	0	5	0	16	0	0	2	8	7	9	4	7	37	0	0	2	7	8	9	4	7	37	90	
Ian Moss	21	B1	0	1	4	0	0	2	5	0	12	0	0	2	0	5	2	4	7	20	0	2	2	0	8	9	1	7	29	61	
Eric Wall	22	B1	0	1	3	0	0	1	5	0	10	0	0	1	0	0	1	5	0	7	0	9	1	0	2	1	7	3	23	40	1st Class B1
Sean Elliot	23	A		4	10	8		9	6		37	0	1	9	8		9	6	12	45	7	9	4	8	10	11	5	11	65	147	

Notes:
Red text denotes section missed.



Photograph by John Duckentfield