

News

Sidevalve



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AGM Announcement

Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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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
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	Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU
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Remanufactured Spares	Neil Patten, 2 Cyprus Road, Woodley, Reading, Berks, RG5 4BD
	Peter Ketchell, 2 Manor Road, Westminster Park, Chester, CH4 7QW
Technical Advisor 8hp, 10hp	John Pole, 12 Fruitlands, Malvern, Wores, WR14 4XB (written requests for advice only please).
Technical Advisor 100E, 107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB
Regalia and Books	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA
Events Co-ordinator	Position vacant.
Publicity/Pop Shopper	Geoff Hammond, 103 Shorncliffe Road, Coundon, Coventry, Warks. E-mail: pop.shopper@fsoc.co.uk
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Archivist	Peter Williams, 24 Jays Mead, Wotton-under-Edge, Gloucestershire, GL12 7JF Email: archivist@fsoc.co.uk

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Position vacant.
E83W	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
Specialist Applications	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warks, CV10 0BZ E-mail: robert.daniels@ntlworld.com
Specials	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB

Area Groups

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

Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Cambridgeshire	Brian Cranswick 01733 203776. E-mail: b.cranswick@yahoo.co.uk . <i>Please ring for details.</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday at the Griffin Inn, Bedworth off the A444. Contact John Porter on Sv1172@aol.com.</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
Glos, Hereford and Wores	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: The Speckled Hen, Hatfield Road, St. Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
Norfolk	Colin Read 07957 557793 or norviccol@yahoo.co.uk
Central Scotland	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Sussex	David Taylor 01435 813665. <i>3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.</i>
Surrey	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
Yorkshire	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

International Contacts:

Australia	Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, email: gordon14days@yahoo.com.au
Belgium	François Jordaens, Reetsesteenweg, 143, 2630 AARTSELAAR. Tel: 03/844.07.68
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Ireland	Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173
Sweden	Borje Jernheim, Tennisv. 33 19277 SOLLENTUNA. Tel: 08-754-3032

Editorial

John Porter

As you may know, the FSOC is a mutual trading company but do you know what that means? In practical terms, we can only sell spares to club members and not to the general public. So, what are the benefits for the club? After all, we could just trade with everyone and anyone.

If you pay your subscription and become a member you would expect benefits and, in the case of the FSOC, one of those benefits is to access spare parts that non-members cannot buy. The income from the spare parts is ploughed back into remanufacturing new spares as the old stock runs out. Incidentally, two other benefits are club insurance cover when you and your Sidevalve are on clubstands, and recovering original vehicle registrations. There is also, of course, all manner of technical advice from the registrars and technical advisors.

In plain terms, the club's activities consist of mutual trading with members of the FSOC

on which no liability to tax arises and this is the main benefit to the club of this arrangement.

In non-plain terms! Where a members' club is conducted by a company (which the FSOC is), that company may still be immune from tax on any surpluses from its transactions with members provided that:

- no dividends may be paid to the shareholders; and
- the share capital is all of one class and each member is a shareholder.

If you find the whole subject fascinating and want to know more, come to the AGM at Orton on 9th June (see notice on page 8) and ask Tony Young, our treasurer, for more information. Or, try the government website: <http://www.hmrc.gov.uk/manuals/bimmanual/bim24000.htm>. On the subject of the AGM, do try to find the time to come along and meet the committee, preferably in your Sidevalve. This area is ideal for three-speed gearboxes as hills are few and far between!

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Magazine Index

The index to articles in Sidevalve News has been updated to the end of 2006. Those of you that asked for the previous edition electronically in the form of an Excel spreadsheet should have already received the latest version. If anyone else

would like to receive it, please let me know at archivist@fsoc.co.uk.

The paper version can be obtained from the Secretary for the princely sum of £1.50 for 2006 and £8 for the complete set from 1995 to date.

Reconditioned / Rebuilt Spares Service

A number of the spares offered to members are reconditioned items as this is the most cost effective means of providing members with parts, which would be prohibitive to remanufacture. Unfortunately this service is at risk to the majority of the members by the actions of a few.

Our reconditioning service relies on members returning an old item so that it can be reconditioned and the service can continue to other members. The Club has a problem in that some members do not return the old units and therefore the Club runs out of old units to recondition. The other problem that the Club sees is that the member returns an old unit, which cannot be reconditioned and has to be consigned to the scrap bin. I will admit that there are some cases where it is difficult for anyone to say whether something can be reconditioned until the reconditioning process begins, and the Club accepts that. However some of the parts the Club receives in the post are just not fit for anything but the bin. For example, if a control box is returned it is no

good to the Club if the case is smashed. Can I ask members to be more selective in what they return to the Club, or at least be honest up front and say if their old unit is not fit for anything but the bin and we can come to an arrangement.

To ensure that the Club has stocks of parts for remanufacture, the Club introduced a scheme whereby if the member could not send in an old unit for reconditioning then they sent a separate cheque as a deposit which would be returned if the old unit was returned within 28 days. Unfortunately this system is being abused as some members are just paying the deposit and it is obvious in some cases that they have no intention of returning the old units. Therefore reconditioned / rebuilt items will now only be sent out on receipt of the old units.

Shirley Wood
8 & 10hp Spares Secretary

Events

John Porter and Brian Cranswick

This time of year usually brings about the realisation that those winter jobs didn't get done due to various excellent reasons and now have to be done for the new season.

Some of the coldest winter weather may still be to come in February but spring is around the corner, as the optimists say. There are some autojumbles after Christmas but no doubt you have noticed the distinct lack of Sidevalve parts these days. The youngest Sidevalve is now going to be 45 years old (1962 – 300E van) with uprights being at least 48 years old (1959 103E), so autojumble parts being scarce would be no surprise when you think about it. Most autojumble stalls contain mainly 1970s and 1980s parts and those enthusiasts are OK for the moment. As far as we are concerned, the club can supply all the mechanical parts to keep your Sidevalve on the road. It is worth remembering that we do produce parts as close to the Ford original design as possible and very often made from the Ford technical drawings to the same specification of material. This is something the pattern suppliers from workshops in various countries cannot do, and you may have heard of the problems that MG and Triumph owners (and restorers) have with pattern parts from abroad, where the origin is non-traceable and the quality variable at the very least.

Looking Back to Past Events

(Brian Cranswick)

I thought it might be interesting to look back in time at some club event history, which I have taken from old copies of *Sidevalve News*. Can you remember these events from the past? Let me know if you have any fond memories from attending these events, and some pictures of you and your Sidevalve in younger days!

30 years ago: 1977

24th July. Northern Sidevalve day was held at the Roundhay Park in Leeds. I drove all the way from Peterborough and won a prize for the best 103E.

18th September. Southern Sidevalve day at Pullox Hill, Nr Bedford. On arrival, someone was taking a video film of all the cars. Does a copy of the tape still exist, as I should be in this?

20 years ago: 1987

4/5th July. Midland Sidevalve meet at Hollowell Steam Rally, Nr Northampton.

19th July. National Sidevalve day at Lilford Park, Oundle, Nr Peterborough. This was organised by local Peterborough Club member Rod Bolton. Rod sold his 103E VUR 107 many years ago; however it is still in the club and now owned by another Cambs area member, Alan Rodgers.

30th August. Southern Sidevalve meet at the History of Wheels Motor museum, Nr Windsor.

10 years ago: 1997

26th April. The AGM was held at the Ford Heritage Centre, Dagenham Essex. Club membership stood at 1622, down from 1875 the previous year. John Porter became the new club chairman, taking over from Jim Norman.

22nd June. National Sidevalve day, Arley Station, Bridgenorth, Shropshire. This was the wettest Sidevalve Day of all time!

6th July. Scottish Ford day, Doune Motor Museum, Nr Stirling, which had the only club stand in Scotland.

Events for 2007

4th March. Ardingly Autojumble at the South of England Sowground, Ardingly, Haywards Heath, West Sussex. Contact 0208 897 3774.

11th March. Spring Classic Car & Restoration Show at the NAC, Coventry. The club will have a stand where we will be taking someone's Sidevalve apart! If you are able and willing to display a restoration project on the stand then contact me.

11th March. Malvern Retro Show in the Wye Hall at the Three Counties Showground, Malvern. 01484 452002 for more details.

12th & 13th May. Spring Beaulieu Motor Mart – what more can be said? One of the best spring jumbles.

9th June. FSOC AGM at Orton Hall near Peterborough. AGM starts 11am with buffet lunch at around 12:30pm. To include a photo shoot for the *Practical Classics* magazine, so come along in a Sidevalve – you could be in the magazine!

10th June. Doddington Country Show, Doddington, Nr March, Peterborough. This is the day after the AGM being held in Peterborough. Spaces are limited so book early. Contact Brian Cranswick.

17th June. Kemble Air Day. The club has once again been invited to put on a club stand at this prestigious air display in 2007. Camping is available on Saturday 16th. Kemble is just south of Cirencester in Gloucestershire. This is a very expensive show to attend as a paying customer but our entries include free entry for the driver and ONE passenger. Anyone interested should contact Peter Williams (address on page 2) either by snail mail or e-mail.

9th-11th November. A long way off but the Classic Motor Show at the NEC, Birmingham returns to the original date for 2007. All being well, the club will have a stand there *and* it will be the seventieth anniversary of the introduction of the 7Y and 7W range of cars and commercials that started the 22 year run of the Upright. We plan to exhibit examples of the two saloons and a van on the club stand. If you can provide an example then please contact me asap.

To include any future events in the magazine or just to let us know about anything that is happening in your area, you can contact John Porter (sv1172@aol.com), or Brian Cranswick (b.cranswick@yahoo.co.uk) or 01733 203776.

Welshpool Festival Of Transport

Saturday June 16th and Sunday June 17th 2007

Powis Castle Showground, Welshpool

- **Categories:** All types of vehicles and machinery are welcome. No upper or lower age limit.
- **Contact:** Dennis J Duggan. Tel 01938 555574 or 0797 468 2715. E-mail djduggan@supanet.com
- **Web site:** www.welshpoolfestivaloftransport.co.uk (Entry forms can be downloaded)
- **Loads of parking, including disabled.** Catering facilities and trade stands etc. Camping available.

Hampshire

Mick Crouch

A belated Happy New Year to all our members. Well, it's that time of year again when we begin to plan our Sidevalve outings for 2007.

Last year's events had their ups and downs, beginning with the Enfield Pageant of Motoring in late May having to be cancelled after the first day because it turned into a mud bath. The Ardingly Vintage Vehicle Show in July kept up its usual standard except we were restricted to six vehicles on the Club Stand for the whole two days of the show and rain on the Sunday dampened spirits a little. The Hampshire Pageant of Transport in August saw the best turnout – 12 Sidevalves – that we have had for a few years.

Photo 1. Muddy Enfield



Much to my surprise, despite last year's disaster the Enfield Pageant is on again this year from 26-28th May, so if you wish to display your vehicle on the club stand please send an s.a.e. to 30 Earls Close, Bishopstoke, Eastleigh, Hants SO50 8HY, as early as possible as the closing date for club stands is March. The Ardingly Show is on 7-8th July and hopefully I can negotiate a large club display this year. I can confirm the Hampshire Pageant will take place on Sunday 26th and Monday 27th August and if you would like to display your Sidevalve on any of the club stands please send me an s.a.e. Please note that passes will not be sent out until approximately four weeks prior to the event.

My thanks to all members who displayed their vehicle on our club stands in 2006 and I hope to see you all again in 2007.



Photo 2 (above). Ardingly club stand

Photo 3 (below). Hampshire Pageant of Motoring club stand



North London

Robin and Jennie Thake

Firstly may we take this opportunity to wish everyone a Happy Sidevalving New Year. The North London Group decided that instead of our normal Christmas meal we would go to the St Albans Arena to see the 'That'll be the Day' Christmas Show. It was a fantastic show and a good time was had by us with plenty of Rock and Rolling in the aisles. Our thanks to Shirley Healey for organising it for us.

At our November meeting we welcomed a new member, Clive Verney from Tring who has purchased a 1939 8hp 7Y. He said he had a full service history with the car which he duly brought along to the December meeting. The content of the folder is unbelievable, with every part and service logged including the annual insurance value as the car had previously belonged to the Ministry.

There is not much work being done on our cars at the moment; Andy Westwood is making good progress on his 300E van with most of the welding completed so it is the time consuming job of filling and painting to be done next.

The show invites are now arriving at a steady pace with the trend towards paying to enter. This is not surprising due to increases in insurance cost, training safety officers, cost of postage and – the most important thing – to give a reasonable amount of money to charity.

Our first show this year will be the Snowdrop Run which is in February; last year I took the Anglia on my own in freezing conditions after recovering from flu so this year we could be chickening out and using the MGF with Jen as the navigator, as the Anglia is not the best car to self-navigate. This run is in aid of an MS Therapy Unit in Cambridgeshire.

Most of the North London Group are looking forward to our annual holiday together; this year we are going to Bognor Regis and staying at the Beachcroft Hotel from the 2nd to 9th June, so if any members would like to join us, give us a ring. Our number is in the front of the magazine.

Robin plans his next scheme with future club members Charlotte and Ella.



Cambridgeshire

Brian Cranswick

Local Sidevalve Hero

Mike Capps and his E93A Prefect featured in the January edition of *Practical Classics* magazine. This interesting article was headed 'British Post-War Heroes', in which classic motoring journalist Graham Flemington conducts and compares a group test against the E93A Ford Prefect, a series E Morris 8 and a Vauxhall 10/4. This was complemented by a photo shoot with a fitting period background at the Nene Valley Railway Station. The photographer John Colley has given his kind permission to show some of the pictures in the magazine. Mike certainly enjoyed participating with his car on the day; in my mind, to have your car in a national classic car magazine is better than winning any concours award.

Mike rescued his 1939 E93A Prefect No TL 9150 from the back of a dairy. It had been there since 1959 and it was in a quite badly vandalised condition. Mike restored the car some years ago and has made some modifications to improve its reliability, such as changing to 12 volts. He uses this car and his unique white painted 103E Pop all year round and distances seem to be no object to him.

Fame Again

Practical Classics now wants to use another Sidevalve for a further feature and photo shoot. This time a 103E is needed. Unfortunately for me my Pop (Ollie) is still off the road, waiting for repairs to be completed. At very short notice Mike is able to take time off work and use his other Sidevalve, a white 103E. The photo shoot is at the Santa Pod Raceway, comparing

Mike in TL9150, with thanks to and by permission of *Practical Classics*



the Pop in its pure original form against a 500 brake horse power customised Dragster Pop. So look out for this in your newsagents.

AGM 2007 and Photo Shoot

The *Practical Classics* editorial offices are based in Peterborough and are only a few minutes drive away from the venue for the 2007 AGM. Following the recent phone calls to source cars for their photo shoots, I asked if they are interested in writing a feature about the club with a photo shoot. They are certainly willing for this to happen, which will make a good article to see in the magazine and very good publicity indeed for the club. On the day we will need a nice showing of member's cars for the photo shoot, to commence before the start of the AGM. Further details to be advised in the April edition of *Sidevalve News*. So make sure to come along in a classic Sidevalve, rather than your modern motor.

2007 Shows

I have received registration forms for the Doddington Country Show at Doddington Nr March, which is to be held the same weekend as the AGM. I will be arranging a club stand for Sunday 10th June; please contact me now if you want to come along. This could be an opportunity for any members who might want to make a full weekend stay in Peterborough, attending the AGM on the Saturday followed by a local show on the Sunday. Further details to be shown in the next magazine for this year's local rallies. If you know of any other local events that would be willing to accommodate room for a club stand, please give me a call on 01733 203776.

Sussex

David Taylor

The start of a new year, and I can confirm the Sussex group is alive and kicking and in pretty good shape. I think by now we are over our Christmas excesses and thinking about putting a coat of polish on that Sidevalve.

2006 saw a busy year of local shows, starting with a run to Chatham Dockyards at Easter and finishing with a Christmas party for 20 of us. I hope those that attended had a great time. Hopefully, Sandra and myself should make it this year? Unfortunately at the last minute I had to attend a meeting in Brussels.

In 2007 I want to see us in the Sussex group doing some different things and would encourage anyone out there in Sussex, if you haven't yet made contact with us, please do so. We would like to welcome you all if you are looking for outings with your Sidevalve. Our group is very much a social get together for the boys and girls. So if you are a new member or just haven't contacted us yet, give us a call and come and join us at one of our monthly meetings at the Barley Mow.

I will again this year be involved in the Historic Formula 2 Stock Car Racing with my Ford 10 (below). This is a replica of a car raced by an uncle of mine in the 1961 world final. For those that haven't seen any of the racing, this is not about destroying our old Sidevalves but more a celebration of the sport in the UK which is now over 50 years old. Most of the cars used are vehicles that have been saved because no one wanted them and now have a new career doing demonstration races on the oval tracks.

Let me close by saying thank you for all your support during 2006, and let's make 2007 even better.

So don't forget, get your thinking caps on for any new activities for our Sidevalves in 2007.

Happy motoring.

David Taylor's replica Pop stocker



Merseyside Group

Joe Wheatley

What with decorating, Christmas and year end at work I have not found time to write much for the February magazine.

We had a good attendance at the Bottle & Glass last Monday. Us regulars (Dave Broad, Frank Wells, Bernard Ellicott, Ron Taylor, Mike Brocklehurst, Bill Moore) were joined by Jim Norman, Gary Mullineaux and new member Ian Sidebottom. We all went outside in the rain to view Jim's new (or should I say 'as new') 107E. Very nice indeed and Jim will have to bring it out to show it off at some shows this summer.

Ian Sidebottom's car really belongs to his wife Sheila. This 1953 (early!) 103E Pop was bought new by Sheila's uncle who lived in London. On his death some thirty years later the car passed to Sheila and Ian is now re-commissioning it ready for the summer. Another Upright in the North West! Methinks Ian is a proper enthusiast because he set off home in a classic Porsche, I think a 928. Probably a bit quicker than the Pop.

During the meeting I passed around a letter I had received from John Duckenfield, our

Area Groups Coordinator. John has organised a meeting for all Area Organisers on 24th February so I wanted to get some feedback from my group as to how we can grow the FSOC membership and, perhaps as important, encourage existing members to become more active. Various areas were discussed but rather than anticipate the outcome of John's meeting by going through them all I just want to raise one.

If our cars are to survive and be appreciated by the next generation of enthusiasts then we have to pass our knowledge and passion onto others. The best place to do this is at shows, exhibitions and road runs. If nobody ever sees a Sidevalve Ford, how can we expect any interest in them? So the first issue must be to encourage members to bring their cars out of the garage, use them and show them. (Ideas on a postcard to John Duckenfield or myself!)

The next important point is to take every opportunity to talk to people about our cars. Last year Mike attended a big national show where FSOC has a stand. The FSOC exhibitors were sat around a table chatting amongst themselves. They did not acknowledge Mike's presence on the stand so he wandered off elsewhere. He returned half an hour later

and the same thing happened. How often do we miss such opportunities to tell interested persons about our cars? When we have a stand at any of the larger shows we try to ensure that there is always someone on the stand to mind the cars but also to speak to anyone who is showing more than a passing interest in our vehicles. Similarly if anyone has a Sidevalve, but is not a member, I take their details and encourage them to join us at the Bottle & Glass for mutual support, advice and fellowship.

The decline in interest in 'our' cars is shown by the fact that I get many more enquiries from people trying to find a new home for their Sidevalve (ones usually requiring restoration, it must be said) than from people looking for one. Let us all try to reverse this by getting our cars seen out and about, and by passing on our enthusiasm for Ford family motoring from half a century ago.

I hope to have a provisional list of events for the North West in the April magazine. If anyone has a favourite show or suggestion just drop me a line. If you are a member in the NW I hope to see you at one of our meetings or shows in 2007. Go on, you'll not regret it!

An Unfitting End

For those of you with a strong constitution, there is an interesting website (address below) that shows the violent end for many of the Model Ys and 1937-1959 models in the BRISCA stockcar racing of the late 1950s and 1960s. The Juniors used most of the parts of the poor little Fords at the end of their lives whereas the bigger boys just used 'cut and shut' bodies to produce single-seater bodies for V8 engined racers.

During those days, the author had quoted £100 for building a Junior/F2 in the sixties. He discovered that he was over the top there as he remembered being quoted £100 for *buying* a top class track-ready F2 from a good stockcar builder. However, most do-it-yourselfers spent very little. Recently he was shown a copy of a stock car driver's 1962 expenses, in which builder managed to buy himself a running Ford for 2 pounds 10 shillings! I bought a Ford Pop for 50 pence in the early 1970s and the Siva is built on a 1937 Ford 8 Y chassis bought for £7!

The panoramic photo of the Juniors (mainly Model Ys with one Ford Popular) is in the paddock at Walthamstow Stadium in September 1963 when our cars were '10 a penny.'

Photographs from: David Kipling's Home Page (<http://giswww1.bcit.ca/dkipling>) for fans of REAL racing in the golden age: 'BRISCA' Stock-Car Racing in Britain, 1950s-1970s



A modern replica owned by Roy Clarke

Inside a Ford 8 Model Y, from 1962



Annual General Meeting

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 9th June 2007 starting at 11.00 a.m. The meeting will be held at the Orton Hall Hotel, The Village, Orton Longueville, Peterborough. PE2 7DN.

At the AGM all the Club Officers and Committee members are re-elected; therefore if any member is interested in putting themselves forward as a Committee member or Officer, this is their opportunity to do so.

I would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your Club. I look forward to seeing many of you at the AGM.

ANNUAL GENERAL MEETING 2006

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 11.00 a.m. on Saturday 9th June 2007 at the Orton Hall Hotel, The Village, Orton Longueville, Peterborough. PE2 7DN.

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

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

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

Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners' Club Limited held on the 29th April 2006.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2006.
 - a. General Secretary
 - b. Treasurer - Present Accounts

- c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. Chairman
5. To re-elect the Officers and Committee members of the Company.
 6. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as auditors for the company.
 7. To authorise the Officers and Committee to fix the remuneration of the auditors.
 8. To consider, and if thought fit, pass the following Special Resolution to change the "Articles of Association" of the Company with effect from the close of this meeting.

To delete Article 33 (a) (i) "At all Annual General Meetings of the Club all the members of the Council shall retire from office. Also all other members of the Club Management Committee, not being members of the Council, shall also retire from office".

To substitute new Article 33 (a) (i) as follows "At all Annual General Meetings of the Club one-third of the Council shall be subject to retirement by rotation or, if their number is not three or a multiple of three, the number nearest to one-third shall retire from office; but, if there is only one Council member who is subject to retirement by rotation, he/she shall retire. All other members of the Club Management Committee, not being members of the Council, shall retire from office at all Annual General Meetings but be eligible for re-election".

[Note: Council members are Directors of the Company and are consequently registered with the Registrar of Companies whereas Club Management Committee members are not Directors].

9. If the Special Resolution above is passed by the meeting, to consider, and if thought fit, pass the following amendments to the "Rules and Byelaws". [Note: In the event of a conflict between the "Memorandum and Articles of Association" and the "Rules and Byelaws", the "Memorandum and Articles of Association" take precedence].

Amend 5.3 as follows:

5.3 Nominations for Council and Committee Members

No person other than a retiring member shall, unless recommended by the Club Management Committee, be eligible for

election at any General Meeting unless, not less than 3 nor more than 21 days before the date of the meeting, that prospective member has submitted a countersigned application for membership to the General Secretary or Chairman of the Club.

Appointments shall be made by the Annual General Meeting for a term of three years. In this context, a year is understood to mean the period between two consecutive Annual Meetings. However, a member of the Club Management Committee who is appointed in order to fill an intermediate vacancy, before the end of the term for which his predecessor was appointed, will be appointed for a term that ends on the date that the term of his predecessor would have ended. A member of the Club management Committee who resigns at the end of his term is immediately eligible for re-appointment.

In the case of the Council members they will retire and be eligible for re-appointment on a three yearly cycle as follows:

- | | |
|--------|--|
| Year 1 | General Secretary and Council member 1 |
| Year 2 | Treasurer and Council member 2 |
| Year 3 | Membership Secretary and Chairman |

Retiring members who wish to offer themselves for re-election shall submit a countersigned application for membership to the General Secretary or Chairman of the Club at least 14 days before the date of the meeting.

All nominations correctly received shall be included on the Agenda

A person who buys and sells parts suitable for use on any vehicle or machinery catered for by the Club, either part-time or full-time on a profit making basis shall not be eligible to be a member of the Management Committee.

10. To transact any other ordinary business of the Company.

A member entitled to attend and vote at this meeting is entitled to appoint a proxy to attend and vote in their place. A proxy need not be a member of the Ford Sidevalve Owners Club Limited.

Shirley A. Wood
General Secretary
Dated 14th January 2007

Pre War Register

Yvon Precieux

01475 529267
6pm-9pm

Registrar's Comments

Welcome to 2007. I trust most of you have left your New Year resolutions by the wayside and are dusting your trusty Sidevalve to make ready for the new season. I made a bit of a faux pas in the last issue as the caption for the tached gentleman in photo 5 should have been Sam Costa and not Mario Fabritzi. Funnily enough both Christine and I had toyed with the idea that it possibly could be Sam Costa, but Mario won the round. It was Douglas Glass of Edinburgh who properly corrected my mistake with a reference to a page from the Ford Times of March/April 1949. This included several pictures including the very illustration showing Band leader and radio star Sam Costa astride a Prefect chassis at the showrooms of Frank G Gates & Company, Ford dealers of Woodford, Essex. The second of the four illustrations on the Ford Times page showed a stuffed giant Kodiak bear next to an export Prefect, the bear having been shot by Jack Roach, a Ford dealer and big game hunter of Houston, Texas. Thank you, Douglas.

Most of you may remember the late Robert Traynor, Scottish area co-ordinator and rally organiser and some (Scottish members) may have seen his nicely restored Ford 103E. I have been asked to assist in the sale of this car and various spares. Although not that far from where I am, distance may be daunting for some of you, but should any member be interested, drop me a line or give me a ring, whereby I can provide much further detail on condition, price and what spares are available.

A Complaint

This refers to a DVLA application for a vehicle with no logbook. At the time the normal Club procedure of photos and rubbings were asked for together with the Club/DVLA forms to be completed and returned. Not long after an identical application was received from a new member who had purchased the said vehicle and made reference to the previous DVLA application. As with any vehicle registration request, the same information was asked for to separately identify the vehicle to the new owner. The procedure was further explained when certain information was not supplied. There was a break in correspondence and then the member, who shall be nameless, wrote to inform me that the DVLA had issued the registration for the said vehicle without any

question and within a period of four weeks through the services of another Ford club of which the individual was not a member and that the vehicle inspection had been made within a week. Despite the vehicle being devoid of a chassis number, the number was identified by the simple expedient of the official looking through club records. The impression given by the tone of the letter was that the Club's approach was bureaucratic, took too long and represented the applicant as suspect, especially as this subsequent outcome appeared to be such an apparently simple process.

Here I would explain to everyone that as Registrar and like every other Registrar and Club official, I take my responsibilities seriously. As a Club representative there is a need to ensure that DVLA requests are genuine and that the FSOC does not suffer from the consequences of bogus requests. I ask, as a matter of uniformity, the membership number; (when unknown) photos of the car from the rear, front, sides, below, interior and the engine bay; together with rubbings of the chassis and Briggs body numbers as well as any further detail to lay claim to the original number. Regretfully there will always be a few individuals who spoil it for others and there has to be some means of detection, otherwise it is you who will be caught up in the very scams that abound in the car industry.

Chassis numbers and registration numbers sometimes do not relate to the very vehicles they ideally appear to belong to and small Sidevalve Fords are not the exception. Cars, commercials etc. have been found with registration numbers and chassis numbers that they never had in the first place and the Club usually has to give the disappointing news to the owner. Yes, it can be frustrating when you are new to these situations and the Club will always be a good target when it would seem other simpler avenues are available and easier to use. Please be patient, supply the detail as requested and if you are in any doubt or need to query anything, just put it in writing. An important aspect of the complainant's letter was the reference to being able to speak to someone. Here I do concur, but as we all know from the past some of the membership have not made this easy for us. Phone calls were made after the hours specified, with Club officials being expected to phone back and some members even turning up on the doorstep. We may be Club officials but we still pay the same membership dues, yet we remain volunteers to give impetus to steering the Club through the turmoils of being a small business, administer spares and provide for a regular magazine. We even take on board other mantles for jobs that today are increasingly remaining unfilled so that a service is still maintained. So think about it. I personally

don't have a problem with use of a phone, but bear in mind what I have previously said. My telephone number is now in the title under this register. So let's see how we go.

Calor Gas

Calor Gas and Ford are not names that one would normally twin or associate together yet these two household names have a connection to each other and hence are entwined in the annals of history. The Calor Gas distributing company was formally incorporated on 2nd August 1935. Calor only sold butane during the 1930s and 1940s. This was pressurised into cylinders by the gas suppliers Shell Mex and BP at Llandarcy, Glamorgan and ICI, Billingham, Teeside. Its initial distributing fleet of vehicles were Ford Model Y vans. To mark its first edition, the magazine *The Gas Times* featured one of the Model Y fleet YS 2378 on the front cover. It showed a delivery man carrying two bottles of butane or in this case Calor gas to a remote Scottish house. This was intentional to show customers the length the company was prepared to go. (A bit like *Star Trek*.) By the way, did you know that gas fuelled the Olympic flame for the London Olympics in 1948? Now that London has won the games it would be interesting to see if they do so again. (Illustration 1.)

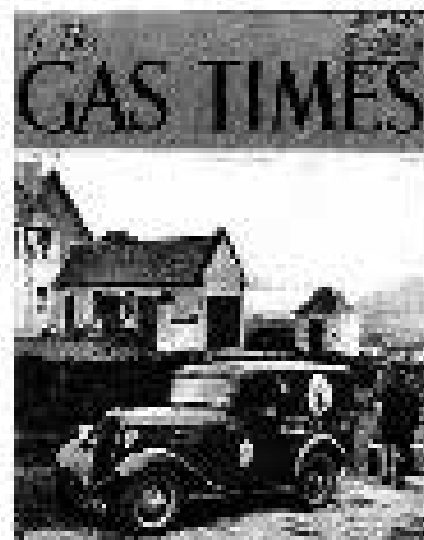


Illustration 1. In 1935 The Gas Times featured a delivery of gas to a remote house in Scotland

Hand Controlled

The war years brought about many casualties and for those with a disablement of one and two legs, driving a car was out of the question. Even today few cars are that adaptable and some require quite extensive alterations to cope. Years ago I knew a man called Bob North who maintained an E04A. When he

Pre War Register contd . . .

DISABLED DRIVER CARS

The following pages show the various methods of making the car accessible to disabled drivers. The first is the 'Jelly Ford'.

The second is the 'Barrel Ford'.

The third is the 'Dagenham Dustbin'.

With perspective and observation of the car's design

The car is designed to be a 'Jelly Ford'.



Illustration 2. Mechanism for disabled drivers

The car is designed to be a 'Jelly Ford'.

The car is designed to be a 'Barrel Ford'.

The car is designed to be a 'Dagenham Dustbin'.

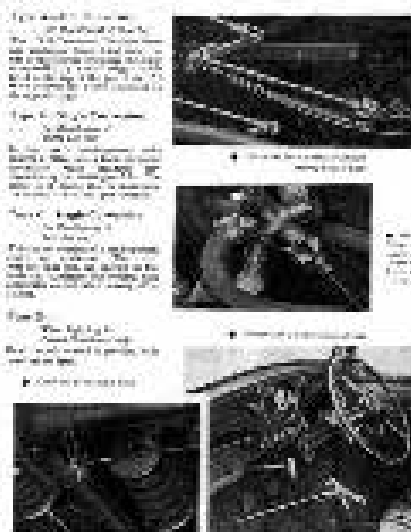


Illustration 2. Mechanism for disabled drivers

purchased the car it retained the full equipment and remarkably it was in first class working order. Rather than explain the mechanism, I would refer you to the pamphlet from a later car. (Illustration 2.)

Model C

In comparison with the sizes of the later pre-war Fords, the 7W and 7Y and E93A, the

Model C was relatively small. One of the first observations of the body style was that up to the waistline the body blancmanged out in the same way as a jelly mould. Hence the nickname 'Jelly Ford' and 'Barrel Ford'. The names were eventually changed into 'Dagenham Dustbin', a generic term given to rusted up Fords to well into the sixties. The Model C in its eventual guise of the CX was some 9¾" smaller inclusive of bumpers

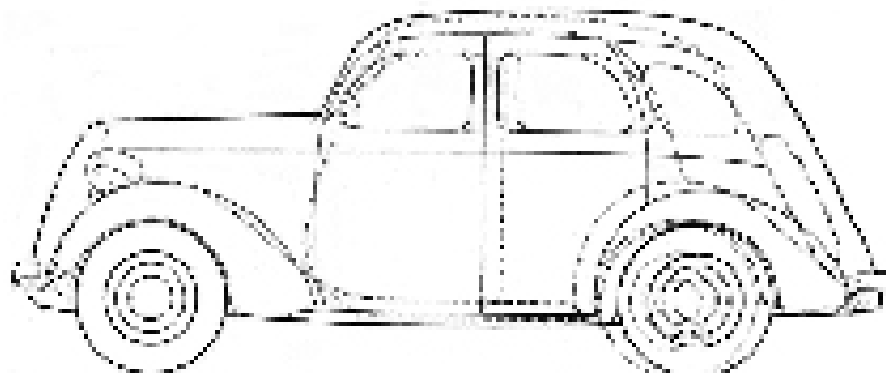


Illustration 3. A comparison in sizes between the Ford 'Ten' and the car it superseded. The dotted lines represent the De Luxe Ford of which the 'Ten' was a development

than the 7W, the later model gaining length just forward of the front grille area with the radiator where on the CX the bumpers were positioned. This single design arrangement gave far better access to the engine, which in turn was moved further back with a gain in bulkhead and engine bay capacity. To retain the advantages of the rear seats between the axles, the rear seat was moved further back and further room was gained with a slightly higher roofline and gentle sloping rear which extended over where on the CX the rear wheel would have been slung and the rear bumper. Illustration 3 gives the general idea.

Size Does Matter

When the Model C was introduced, there was not the enthusiasm that had been identified with its all conquering cousin the Model Y. Much criticism came from the quite squat body design with customers commenting on the cramped rear seating which was also quite uncomfortable to sit on, especially on the two-door models. Changes were mooted and early in its production alterations were made to push the front seats some three quarters of an inch forward. The once perpendicular backs of the front seats were cleft some 6-8" before they reached the floor, giving some 1½" extra leg room for passengers when entering and arranging themselves on the rear seat. Even the rear seat received attention with extra padding where it provided extra comfort. Hence in all our old perpendicular Fords even up to the 103E we have that wonderful armchair rear seat which even today is far superior to any car around. Illustration 4 opposite shows the impact more visually.

For Sale

I must go against the grain but I am not surprised to see adverts for our cars with price tags of £10,000-£12,000. From a personal point of view, where there is a high standard of restoration then cars etc. probably do merit a price of this scale. Too long our Fords have been taken to be just cheap hacks. Indeed once they were, as with every vehicle, when it becomes out of date against a newer model. Yet the fact that these Fords were made solid, dependable, reliable with very good materials and lasted, is what it is all about. Whether you spend £10 or £10,000 is irrelevant and as long as you retain the joy of owning and reviving an old Ford, that is what really matters. To prove a point, maybe I can take you back to 1994 to a Christie's sale, in fact a toy sale. The cost of the toy we are speaking about was less than sixpence in old money in 1934, yet it sold for £12,650, a world record. Was it a Bentley, Rolls Royce, some exotic European

Pre War Register contd . . .

or American model ...? No, it was a small Sidevalve Ford, a Model Y van. So, paying £10,000 or more for the real thng maybe isn't that bad after all?

The Ford came from the collection of a John Hemley, aged 75, a Hertfordshire businessman of which the 904 lots were expected to raise some £80,000. The total sale reached £127,972. The van, a Dinky, is illustrated, courtesy of Christie's. The roof is white with olive green body and whitewall tyres. To give more food for thought, the previous world record price for a toy was £5,515. (Illustration 5.)

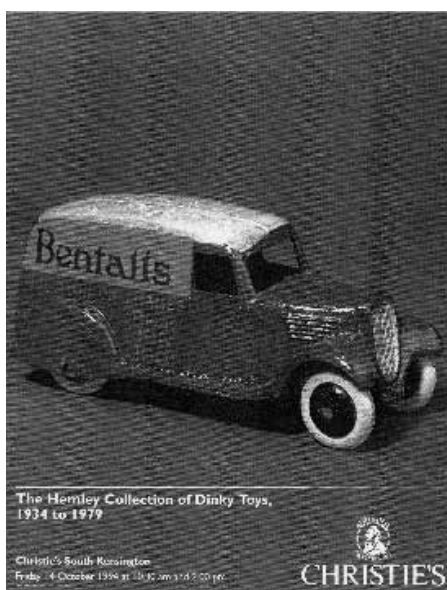
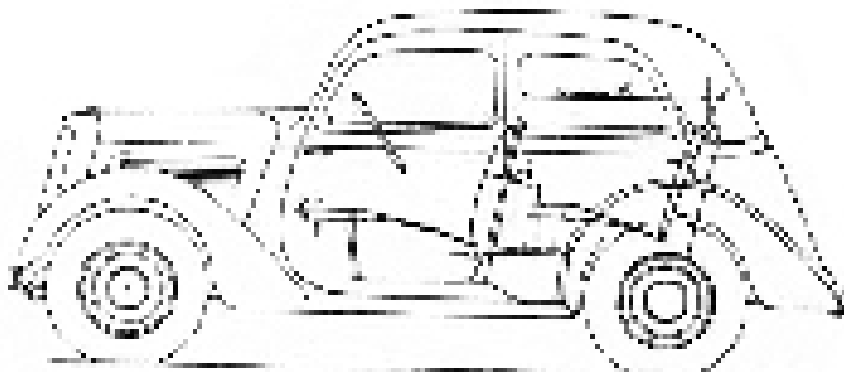


Illustration 5. Dinky van from Christie's catalogue

Illustration 4. Diagram of the seating improvements on De Luxe Ford saloons. All seats had been re-designed to give increased comfort and accessibility both for driver and passengers. Alterations are indicated by the heavier lines, the measurements giving an indication of the enhanced spaciousness



The Wife and Pigs

David Taylor

Having read the article in the December issue headed 'The First Ford Small Ute', I have some additional material regarding that Australian icon. My source is a book titled *A Time to Remember*, published in 1988 in Australia.

The first Ute (or Utility, or 'tilly' as it's sometimes called in Queensland) was based upon a 1934 Ford and designed by Lew Brandt, Ford's Chief Body Engineer. It emerged at the height of the Depression.

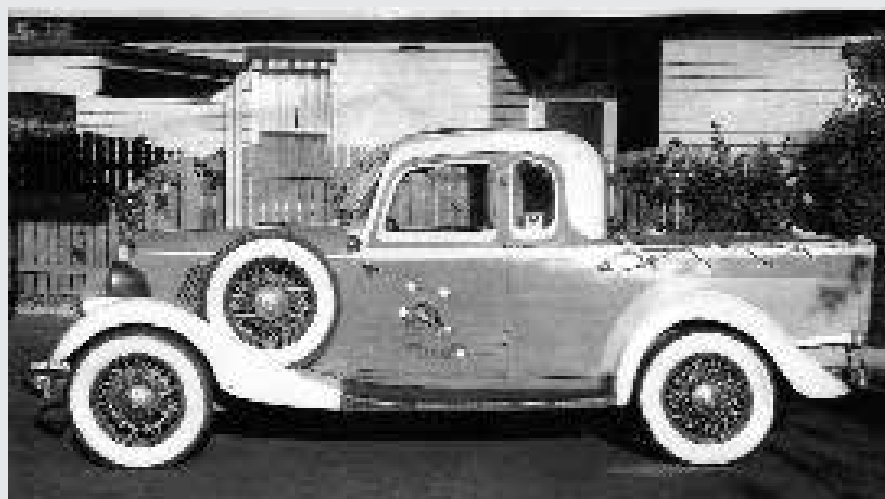
A battling farmer had written to Ford to say he could not afford both a truck and a car. He described his perfect vehicle as one in which he could 'take both the pigs and his wife to town'. Bandt was sceptical, but trying the idea out on paper, he found to

his surprise that it gave a remarkably well-balanced vehicle. It wasn't a car or a truck, but a sort of hybrid, and when production started in 1934 it took the country by storm. The Ute is now as much part of the Australian bush as the sheep dog.

Bandt's proudest possession in later years – after the very first Ute, carefully restored – was a letter from Henry Ford thanking him for his invention which had revolutionised transport around the world.

There is a tragic footnote to this story. In 1987, eighty-year-old Lew Bandt was driving his beloved Ute on the outskirts of Geelong, Victoria and was involved in a head-on collision with a truck. He was killed and his important invention was a write-off. The old man's epitaph is a battered number plate, UTE-001.

Painstakingly restored and hand-painted, Australia's first Ute stands outside the old folk's home in Geelong where Lew Bandt spent his last years.



100E & 107E Register

Tony Lloyd

If you designed an item and were going to manufacture and sell it internationally, you would want the people who were going to sell it to know everything about it. If your item had competition from other manufacturers whose items did the same job as yours this would be even more important. This may seem pretty obvious but the sales force, if they are going to make a success of your item, would want to know as well how it compared to the competition.

In 1953 when Ford launched the 100E they did so only after the biggest marketing research operation in their history. The car was advertised in such a way as to whet the public's appetite. All of this would have been to no avail if the sales people at the dealers did not know about the car.

To this end Ford produced a volume called *The New Prefect and New Anglia Salesman's Handbook* (photo 1). In it was recorded every detail about the new cars. So that it could be easily updated it was in loose leaf form.

For each model there were sections on :

1. Sales features
2. General information
3. Detailed Technical Specification
4. Comparative data
5. Accessories
6. An Index

Sales Features

In this section were the points that Ford expected their sales people to emphasise as major selling points. These were listed under the heading of Appearance, Roominess and Comfort (photo 2), Visibility, Performance, Safety, and Economy. Major points from this section included the striking appearance of the cars, the roominess of the cabin and the fact that all the seats were mounted between the axles, the large boot, the forward hinging bonnet, excellent all round vision, extraordinary performance and economy provided by the 'low, flowing, wind cheating lines and outstanding power to weight ratio', and exceptional road holding characteristics 'further enhanced by the use of small diameter wide section tyres'.

General Information

In this section was listed what you got for your money. Here were listed descriptions of the interior, exterior, standard equipment, optional equipment, the tool kit and a technical description. The technical description went through the whole car. There were sections

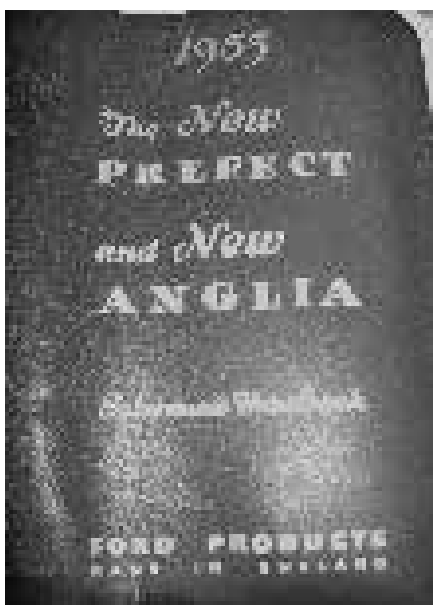


Photo 1. The handbook

on the engine, cylinder head, valves, tappets, camshaft, camshaft drive, connecting rods, pistons, lubrication, crankshaft and main bearings, cooling system, carburation, ignition, generator, battery, suspension, steering, clutch, gearbox, transmission, rear axle, brakes and jacking system.

Optional equipment was listed as a heater, radio, white sidewall tyres, overrides, leather upholstery (wearing faces only), single colour PVC upholstery, temperature gauge, four bladed fan and a laminated windscreen.

The toolkit consisted of a tool-bag, wrench 7/16th x 1/2, wrench 9/16th x 5/8th, box spanner, sparkplug/cylinder head bolts, tyre iron, screwdriver, adjustable wrench, pliers, wheel brace, grease gun brake and tappet wrench, jack and Phillips screwdriver.

Photo 3. Comparative data

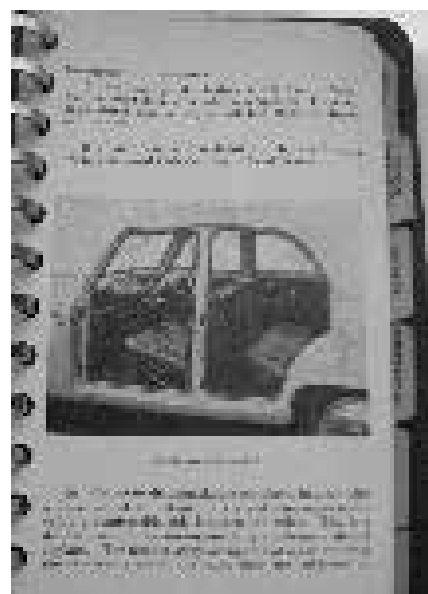
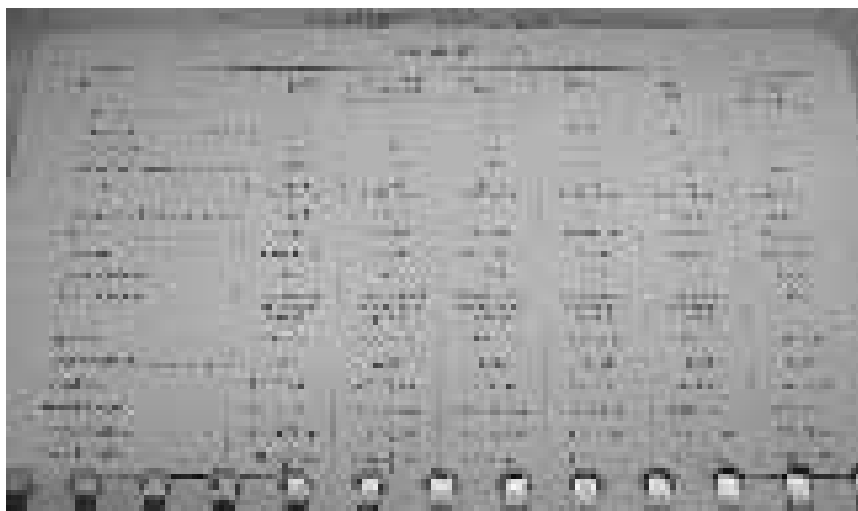


Photo 2. Roominess and comfort

Detailed Technical Specification

This went into detail about everything mechanical and electrical fitted to the cars – enough to satisfy the most ardent, mechanically minded, potential customer.

Comparative Data

This is perhaps the most interesting of all the sections in this handbook (photo 3). Here the 100E is compared to what Ford regarded as its main rivals in detail. These rivals differed between the Prefect and the Anglia, showing that Ford pitched the two cars at different sections of the market. For the Prefect the rivals were the Austin A40 4-door, the Hillman Minx Special, the Morris Cowley, the Standard 10 and the Volkswagen De Luxe Export. For the Anglia the rivals were the Austin A30 2-door, the Morris Minor 2- and 4-door, and the Standard 8. This put the Prefect as the

continued on page 24



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.

Regalia List

Books

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

Stickers

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

Magazines

Binder for Club Magazines (holds 2 years).....	£7.50
Following back copies of Sidevalve News available.....	£0.95
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August	

Leaflets

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

100E and 107E Spares List

Front Brakes

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

Rear Brakes

100E – 2041 – B	Snail cam (shoe adjuster).....	£0.50
100E – 2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E – 2119 – B	Compensator (hand brake cable).....	£5.00

Models

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£6.50
Ceramic Cream Model of 103E Popular.....	£4.75
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

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

Clothing

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

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

T-Shirts

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

Other Regalia

Blue FSOC Mug.....	£3.99
Tea Towel, All models design.....	£3.15
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.10
FSOC Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£1.75
Licence Disc Holder.....	£0.80

Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£1.25
Pack of two dusters.....	£2.25
Pack of three dusters.....	£3.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

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

Steering and Front Suspension

E55 – DB1	Top suspension mount.....	£40.00
E55 – DB1	Pair top suspension mount.....	£75.00
E55 – DB1	Pair top suspension mounts and 2 sets mount bearings ...	£110.00
	Mount bearings per side – 2 x E 38- DB1 plus 2 x E 37 – DBB.....	£23.00
100E – 1190	Hub seal 0.983".....	£7.00
105E – 1190	Hub seal 1".....	£7.00
105E – 1201	Hub bearing inner 1".....	£12.00
Y – 1202	Hub bearing inner 0.983".....	£29.95
Y – 1216	Hub bearing outer.....	£20.00
100E – 3073	Track control arm repair kit.....	£16.00
E – 20 – LB – 1	Stud and bush.....	£15.00
100E – 3063	Bushes per set (track control arm / cross member).....	£7.00
100E – 3078 – C	Track control arm right hand (exchange £10 surcharge *).....	£27.50

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

Rear Axle

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

Exhaust

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

Engine Parts

100E-6038	Engine mount	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£38.00
E93A-6256-A	Cam shaft gear	£27.00
E93A-6270	Timing Chain	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025"	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
100E-6521	Gasket valve chamber cover	£5.00
100E-6505	Exhaust valve	£7.50
100E-6505	Exhaust valves (per set of 4)	£26.00
100E-6507	Inlet valves (per set of 4)	£20.00
100E-6513	Valve springs (per set)	£15.00
100E-6714-B	Oil filter element	£5.00
100E-9278	Oil pressure switch	£6.50
100E-9448	Manifold gasket, 100E only	£2.50
E55Z1	Conversion gasket set	£25.00
E81Z1	Decoke gasket set	£25.00
353000ESA	Core Plug	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4)	£23.50

Clutch and Gearbox

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

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E	£3.80
100E – 8115	Radiator drain tap (not original)	£3.50
100E – 8260A	Early top radiator hose, 100E only	£14.60
100E – 8260B	Late top radiator hose, 100E only	£6.75
100E – 8275	Water inlet tube	£8.20
100E – 8286	Bottom radiator hose, 100E only	£6.75
100E – 8501	Water pump, 100E only (exchange £10 surcharge *)	£55.00
100E – 8507	Water pump gasket	£3.00

116E – 8575	Thermostat	£5.50
EOTA – 8620 – C	Fan belt, 100E only	£6.00

Fuel System

	Locking petrol cap	£22.50
	Petrol filler grommet	£12.50
100E-9437	Hot spot gasket	£1.95
100E-9627-A	Rubber (air cleaner)	£5.95
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9288	Flexible fuel pipe	£14.50
100E-9959	Gasket carburettor float chamber	£1.45
	Fuel pump with spacer (no primer)	£43.50

Ignition System

7V – 12098	Nut H.T. lead distributor cap (set of 5)	£3.00
	Set 100E ignition leads	£14.95
	Distributor only (rebuilt – exchange £10 surcharge)	£50.00
100E – 12116	Distributor cap (D type)	£17.50
105E – 12116	Distributor cap (round type)	£14.75
100E – 12199	Contact set (D type distributor only)	£6.50
EOTA – 12199-C	Contact set (round type distributor only)	£6.60
100E – 12200	Rotor arm	£3.00
100E – 12300 – B	Condenser (D type distributor only)	£6.50
105E – 12300 – A	Condenser (round type distributor only)	£6.50
100E – 12405 – T	Spark plug	£2.50

Electrical

EOTA – 10001- B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E – 10001- B	Dynamo, Popular only (exchange £10 surcharge *)	£43.00
E93A – 10043	Brushes (EOTA Dynamo)	£3.20
105E – 10043	Brush set	£3.20
E274 – CQ – 1	Pinion (starter motor drive)	£11.00
100E – 10505 – B	Voltage regulator (push on terminals)	£28.00
E0A – 10505 – D	Voltage regulator (screw terminals)	£28.00
100E – 11001 – C	Starter motor (exchange £10 surcharge *)	£43.00
105E – 11057	Brush set starter motor	£3.75
204E – 13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
EOA – 13011	Headlight unit (Wipac, Lucas equivalent)	£22.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A – 13480	Brake light switch	£6.50
E1050 – NC – 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E – 134641 – C	includes fixing screws	£15.75
50563 – S	Pair of rear red tail light lamp lenses	£26.50

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£20.25
100E – 17262	Speedo cable	£17.50
	Air cleaner rubber, 107E only	£3.50
100E – 964280	Window winder handle	£5.15
100E – 7010128	Right hand side door sill	£35.00
100E – 7010129	Left hand side door sill	£35.00
100E – 7029744	Rear side window rubber per side (2 door model)	£15.50
100E – 7042084-B	Rear screen rubber – deluxe only	£29.95
100E – 7043504	Boot handle rubber escutcheon seal (Anglia / Popular)	£3.95
100E – 7303110	Front screen rubber	£29.95
EOA – 732003-B	Floor grommets – per set of four	£5.15
100E – 7322610	Interior door handle	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E – 4676B	Pinion oil seal, 107E only	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only	£135.00
107E-6020	Timing chain cover gasket	£2.50
	105E oil filter	£6.50
105E – 9448	Manifold gasket, 107E only	£2.00
E258 – GD1	Clutch slave cylinder, 107E only	£25.00
E72 – Z1	Clutch slave cylinder kit, 107E only	£4.00
105E – 7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£26.00
105E – 7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£44.50
107E – 8260	Top radiator hose, 107E only	£6.95
107E – 8286B	Bottom radiator hose, 107E only	£6.95

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105E – 8501	Water pump, 107E only	£40.00
105E – 8620	Fan belt, 107E only	£3.00
105E – 12116	Distributor cap (round type)	£14.75
EOTA – 12199-C	Contact set (round type distributor only)	£6.50
105E – 12300 – A	Condenser (round type distributor only)	£6.50
105E – 10043	Brush set	£3.20
105E – 11057	Brush set starter motor	£33.00
353000 ES	Core plug, 107E only	£2.50

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly	£6.90
B-1175	Rear Wheel Retainer (fits E83W)	£6.95
48-1190-A	Retainer (front wheel grease) assembly	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.00
	Rear Wheel Bearing Repair Kit (fits all models except E83W)	£150.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.00
YE – 2019A } CE – 2019B }	Brake Shoes (set of 4 – all models – exchange £10 surcharge)	£45.00
7W – 2019 }		
7W – 2035	Spring (brake retracting) not E83W	£4.95
7W – 2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W – 2035	Spring (brake retracting) E83W only	£5.50
E83W – 2035	Spring (brake retracting) (set of four) E83W only	£19.95
Y-2035	Spring (brake retracting)	£5.00
Y-2035	Spring (brake retracting) (set of four) Model Y	£18.75
Y-2036	Spring (brake retracting) short	£5.00
7W – 2116	Front Brake Dust Covers (pair, fits all models except Models Y and C)	£7.95
7W – 2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£9.95
E93A – 2248	Rear axle brake plate securing bolts, long (each)	£5.25
7W – 2249	Rear axle brake plate securing bolts, short (each)	£5.25
Y – 2454	Brake Pedal (exchange – remove rubber from old pedal and send with order)	£10.25
	Brake pedal return spring	£5.00
E83W – 2498A/B	Rear Brake Cables (Pair E83W)	£69.95
E83W – 2580/1B	Front Brake Cables (Pair E83W)	£20.50
7W – 2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE – 2793	Spring (handbrake lever pawl)	£0.75
7W – 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W)	£16.25
	Hand Brake Cable Clevis Pin	£2.00
E83W – 2853B	Hand Brake Cable (fits E83W)	£14.45
119276 – ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06

Steering and Suspension

CE-3030B	Perch Bolt	£38.00
E83W – 3032	Bolt (front axle to radius rod E83W)	£16.50
YE – 3290 – E } E93A – 3290	Track Rod Ends (pair) all saloons and 5cwt vans	£62.50
YE – 3304C E493A-3304	Track Rod Ends (pair) E83W	£60.00
	Draglink (Y model)	£69.50
	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50
YE – 3332	Trackrod End Dust Cover (each, fits all models)	£1.66
YE – 33111	King Pin Set, complete (Model Y)	£70.00
CE – 33111	King Pin Set, complete (Model C)	£70.00
7W – 33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£53.00
E83W – 33111	King Pin Set, complete (E83W)	£59.00
7W – 3590 – A	Arm(steering gear) fits models 1937 to 1949	£20.00
Y – 3446	Front axle A-frame Bush (fits all models)	£4.95
YE – 3616B	Horn Button and Nut (Y model)	£5.45
E93A – 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.50
E493A 4050	Retainer (rear axle shaft grease)	£7.25
Y – 4217	Bolt (diff gear case)	£3.25
18 – 4217	Bolt (diff gear case)	£4.00
E93A – 4607	Pin (Drive Shaft)	£2.05
Y – 4615 – B	Bearing (drive pinion) assembly Model Y	£15.00
Y – 4636	Lock Washer (pinion bearing nut) all models except E83W	£1.99
Y – 4637	Thrust Washer (pinion bearing) all models except E83W	£1.50
	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Front Shock Absorber Link to fit E83W	£25.00

Rear Shock Absorber Link to fit E83W	£25.00
Front wheel bearings (wheel)	£56.00
Front wheel bearings (per axle set)	£110.00
Suspension Buffer (fits all models except Model Y)	£15.25
Shock absorber (specify which one required)	£75.00

Exhaust Systems

E93A-5230/ E93A-5255-C	Prefect and 7W stainless steel exhaust system	£115.00
	Model Y stainless steel exhaust system	£95.00
	E83W stainless steel exhaust system	£87.50
	5 cwt stainless steel exhaust system	£90.00
E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system	£115.00
	Clamp (inlet pipe to manifold)	£10.00

Engine Parts

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

Clutch and Gearbox Parts

Y – 7015	Main Drive Gear (8hp)	£35.75
YE – 7015	Main Drive Gear (10hp)	£38.00
Y – 7040	Baffle (main shaft gear bearing oil) – rear	£1.25
7W – 7050	Retainer (main drive gear bearing)	£7.50
7W – 7052	Seal (main drive gear bearing oil) assembly	£2.95
YE – 7059B	Mainshaft and Bush	£35.50
Y – 7065	Bearing (main shaft) drive gearball assembly	£21.50
E04A – 7070	Retaining Ring (snap ring)	£0.99
	Baffle (main shaft oil) – front	£1.25
E93A – 7085	Rear Bearing Retainer	£19.50
Y-7090	Universal Joint	£30.00
103E – 7114	Counter Gear (10hp)	£45.95
Y – 7119	Washer (Counter shaft gear thrust)	£6.25
CE – 7141	Reverse Gear	£29.50
YE – 7222	Selector Housing	£19.05
Y – 7523	Clutch return spring	£5.00
7W – 7533	Clutch linkage clevis pin	£2.00
Y – 7550	Clutch Plate – All models, except E83W (exchange and send with order)	£25.00
7W – 7561	Clutch Release Bearing Hub – All models	£19.50

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YE – 7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£61.00
E83W – 7563	E83W Clutch Cover (exchange – send with order).....	£65.00
E74 – 7580A	Clutch release bearing – All models.....	£10.50
E70 – 7600 – A	Clutch Pilot Bearing.....	£5.75
C – 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W – 943070	E83W Gear Lever Gaiter.....	£19.95
Y – 2454	Clutch Pedal (exchange – remove rubber from old pedal and send with order)	£10.25
Y – 5102	Gearbox Rubber Mounting (Y and C models only)	£29.95
	Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

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

Fuel System

	Fuel Pump with spacer (no primer)	£42.70
	Fuel Pump repair kit	£26.75
E04A – 9080	103E/E494A Petrol Filler Grommet	£12.75
7W – 9080	7W / E93A /E493A Petrol Filler Grommet	£10.45
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.00
YE – 9355	Fuel Pump Cover (all models).....	£1.50
YE – 9364-B	Gasket (fuel pump screen cover).....	£0.65
YE – 9365	Fuel Pump Cover Screen (all models).....	£1.50
YE – 9374	Gasket (fuel pump to cylinder).....	£0.95
7W – 9425	Inlet Manifold (10hp).....	£17.00
YE – 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.95
YE – 9555	Carburettor Float (all models).....	£4.50
	Rebuilt 8 hp Carburettor (exchange – send with order)	£60.00
	Rebuilt 10 hp Carburettor (exchange – send with order) ..	£60.00
YE – 9660	Connector (Starter Valve) Assembly).....	£2.00
48 – 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

E83W 12024A	6V Ignition Coil (All models – not original).....	£38.50
	Set E93A ignition leads.....	£14.95
YE – 12100B	Distributor – rebuilt (exchange – send with order)	£50.00
YE – 12116B	Distributor Cap (All models 1935 onwards).....	£13.00
YE – 12135B	Oiler (screw-in type) All models 1935 – 1955.....	£1.35
YE – 12185B	Toggle (All models 1935 onwards)	£0.56
YE – 12199B	Contact Set (All models 1935 onwards).....	£6.60
YE – 12200C	Rotor (All models 1935 onwards)	£3.25
YE – 12300B	Condenser (All models 1935 onwards)	£7.90
52 – 12405A	Spark Plug, L86C (All models also 100E).....	£2.50
	Spring (distributor weight) no 1 – light.....	£2.50
	Spring (distributor weight) no 2 – heavy.....	£1.25

Electrical System

	Dynamo – 2 brush, early type (exchange – send with order)	£87.50
E494A – 10001	Dynamo – 3 brush, early type only (exchange – send with order).....	£110.00
E494A – 10001	Dynamo – 3 brush, late type only (exchange – send with order).....	£87.50
	Bearing (generator drive end) assembly.....	£5.50
YE – 10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only)	£24.65
E93A – 11001	10hp Starter Motor rebuilt (exchange – send with order)	£110.00
YE – 11001C	8hp starter motor (exchange – send with order).....	£110.00
7W – 11359	Spring (starter pinion retaining).....	£0.65
BE – 11450	Starter Switch.....	£18.00
E493A – 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A – 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.75
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models.....	£12.20
7V – 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.55
CE – 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.55
E493A-13068	E493A Gasket (headlamp lens to door dust excluder)	

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

Rubber Grommets and Seals

E68 – AD – 1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W – 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.55
	E83W Bonnet Corner Pads (Full set).....	£12.65
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A	£3.50
	Grommet – gearbox cover	£4.50
	Set of three grommets – gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£22.95
E93A – 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
	Opening windscreen rubber for E83W	£18.95
E83W – 111172	Blind Grommet (fits under 103E/E494A bonnet).....	£0.33
40-700546A	Door post rubber bumper (one per door post 1937 onwards).....	£2.35
48-702610A	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.10
E04A-7040318	Boot T Handle Escutcheon rubber seal	£3.95
100E – 7043531	E83W Door Rubber seal (enough for both doors).....	£13.50
62E – 731942	Opening windscreen rubber for Prefect and 5cwt van	£15.50
7W – 940502	Front screen rubber for 103E/E494A/E04A	£13.25
7Y – 940502-B	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.75
7W – 941480 / 1	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
7W – 970700	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25
103E – 7025856		

Miscellaneous Body Fittings

E03CF/A – 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E – 8213-A	Ford Popular Grille Badge (103E Popular).....	£9.10
E494A – 8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W – 8215 – A	E83W Grille Badge Mount.....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£5.90
YE – 16750B	Bonnet Clip (Y model).....	£19.85
103E-17261 / 2-B	Speedo Cable (state model).....	£19.85
C46412AR	Dovetail (female).....	£4.25
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included).....	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A – 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A – 7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A – 7043500	Locking Boot Handle, chrome plated, with keys	£11.60
C – 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£11.75
BE – 964280 – H	Window Winder Handle.....	£4.95
7Y – 949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£4.90
Y – 949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
C – 949967C	Striker Plate (C and CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.75
	E83W wing mirror	£15.00

Reconditioned window regulator (please return old unit with order).....	£45.00
Radiator Muffs (E93A Prefect only).....	£26.60

Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

1938 Ford 8 7Y deluxe red leather totally rust free and runs well, V5, 90% restored but needs finishing. Telephone Stuart Haigh 01371 831276 Essex, e-mail stuarthaigh@haighgroup.co.uk

Post-War Upright for sale

1953 Ford Popular, no engine, good tyres, stainless exhaust, needs TLC, non-transferable reg. £225 ovno. Telephone John Ross 01914109155 Chester le street, e-mail john.ross@talktalk.net

1953, Ford Prefect colour black, nice leather interior, good engine body and tyres, stainless steel exhaust. 10 months mot, £1200 ovno. Telephone Alan Willis 01914107926 Chester Le Street, e-mail alan.willis@talktalk.net

100E/107E for sale

1959, Anglia deluxe 1200, Ludlow green. Comes with original brown reg. doc!!!! and new v5c. Bought as a project but my wife is going to have a baby so this has to go. Not too big a project for someone. Runs ok. Brakes need sorting as been stood in a garage for 2 years. Tyres are all ok and still inflated. Inner wings and sills are solid, as is the rest of the car to be fair. Chassis nos. and engine nos. all match still. , e-mail for photos. Telephone Jon Parker 07949649679 Wirral,

e-mail ftojdp2000@yahoo.co.uk

Black Ford Anglia 100E in running condition looking for a caring new owner. Have been with the family for 50 years. E-mail me for photos. Telephone Tan +60124761648 Penang, West Malaysia , e-mail alteetan@streamyx.com

100E, non runner in need of restoration but not a complete basket case! Photos available by e-mail. £100. Telephone Peter Lewis Day time 01442 385020 Markyate, Hertfordshire, e-mail peter@concept-design.co.uk

1953, Ford Prefect for sale, black original interior and engine. I have owned for a year and has not broken down once until a month ago, the crankshaft needs fixing. Offers telephone Maria Taylor 07837657914, e-mail mtaylor1593@hotmail.com

One V5, body sound waxoiled, engine runs. Some spares i.e. radiator, fuel tank, steering column, plus others. Ring for more info. Telephone A Rogers 01257 276074 Chorley, Lancashire , e-mail algwen9@supanet.com

Grey, hint of lilac in sun, Ford Anglia. Good solid car passed MOT two years ago and only garaged and 6 miles since then. No MOT now but valuable number plate. She needs beautifying but was reliable when driven regularly and is very loved so needs kind home. Offers in region of £500 considered. Telephone Tamara 07799886920 Bath , e-mail tamrundle@hotmail.com

1956 Ford Prefect – needs some TLC, spare engine and gearbox and numerous other spares. Only 3 owners, moving forces sale, offers around £1000. Telephone A. Float 07970 195463 Northamptonshire, e-mail wendyandtony1@tiscali.co.uk

Prefect 1956, reg. number WYC 369, MOT till August 18th 2007 and taxed, lots of history with it, open to sensible offers. Telephone James Dipple 01452862667 Gloucester, e-mail james@dipple-2802.freemove.co.uk

1956 Ford Anglia 100E Blue Complete, runner when parked last year. Not in bad condition but requires refurbishment. Registered – SORN in force. Telephone Peter Dolphin 01874 636536 Brecon, South Wales, e-mail suepeter@tiscali.co.uk

1959 Ford Popular 100E Blue, complete, not in bad condition, but in need of restoration. Unregistered Telephone Peter

Dolphin 01874 636536 Brecon, South Wales, e-mail suepeter@tiscali.co.uk

Commercial for sale

1956 E83W Drop-side Truck for sale. Good runner; same owner since 1976. Garaged. Telephone Harrison 01784 482 192 Staines, e-mail philip525@btinternet.com

Wanted

Ford Anglia EO4A 1948. Must have body in good condition and preferably black in colour. Telephone Brendan Coyle 00 353 87 2223242 Dublin, e-mail bcoble@usa.net

Rear axle for Prefect E493A and rear seats (seat and back rest), by club member, must be known to be in good working order. Telephone Phil Morris 01608 685273, mobile 07977 458044, e-mail: tractorhut@aol.com

Export water pump repair kit for Upright. Telephone Geoff 02476334201 Coventry, e-mail hammond.geoff@talktalk.net

E493A, 1953 Prefect rear wings needed, must be in good condition, Telephone Peter Nee 07742 387923 North Yorks.

100E engine piston size +30" and engine gaskets, also exhaust system. Telephone N. Crichon-baker 01438 798206

Spares for Sales

1955 Ford Popular radiator, gear box. Telephone Steven Trigg 01782 637178 Newcastle under Lyme, e-mail strigg@tiscali.co.uk

103E bonnet, rad grille, fuel tank, front wings, g/box cover plate (floor plate) and gear box. Offers? Telephone Paul 01484723455 West Yorks, e-mail paulhold12@aol.com

Front & rear bumpers for sale for Ford Popular 100E. Good condition but ideally need re-chroming. £20. Telephone John Williams 01422 823356 West Yorkshire, Halifax , e-mail John&Gill@williams1871.plus.com

Boxed set of cylinder liners to suit 1935 10 hp 1172cc, early 1939 Prefect, pistons/rings for same 20" o/s, also a block, not sure if it's a 933 or 1172cc. Telephone Clement Hayes 07773365279 or 0141 771 9481 Glasgow, Scotland, e-mail clemhayes@tiscali.co.uk

103E spares, gearbox £20, radiator £10, rear number plate hinged holder £5. Telephone Robert Lea 02085970320 Romford, e-mail Wendy.j.lea@jpmorgan.com

Good steel 100E bonnet and windscreen for sale, any offers. Telephone Andy 07799881052, Sutton, Surrey, e-mail andrewrich66@yahoo.co.uk

Ford Pop spares for sale, too numerous to list, includes doors, bonnet, brake linings, king pins, bulbs etc. £100. Telephone John Ross 01914 109155, Chester le street, e-mail john.ross@talktalk.net

103E, 1950 10HP recon engine, rebored, crankshaft ground, con rods converted to shells, new valves with new adjustable

tappets, new gaskets, bench run, new pistons and shells. £1300. Telephone T. Brandon 01449 711837, Suffolk.

E83W 1950s van spares, rolling chassis with engine, gearbox, axles, wheels, original non transferable reg no on retention plus garage full of spares including chassis, axles, lights, seats. £300 complete. Telephone P. Swift 01844 255046

Breakdown Kit

Now that you are thinking of getting the car out of mothballs for the coming rally season it's time to think about what spares you keep in the car, just in case you have a problem en route to your destination. The Club has put together a breakdown kit available in its own box for just such emergencies at a cost of £41.50. You will find four spark plugs, a contact set, rotor arm, condenser, distributor cap and fan belt in the kit. Buy one now and be prepared for the worst.





Sidevalve News

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

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

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

Please indicate heading:

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☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

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Letters and E-mails

**SVN Editor,
PO Box 1172,
Abingdon S.O.,
OX14 5WA**

**E-mail:
editor@fsoc.co.uk**

Wander no more

Dear John Pole,

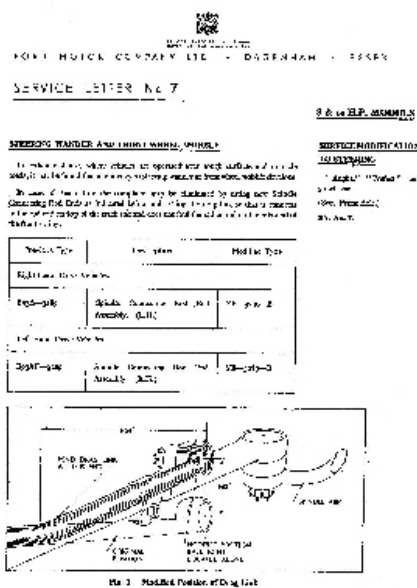
I saw the bit in *Sidevalve News* about steering wander and would like to share another reason (see attached Ford instruction sheet below). As the car was introduced round the time of launch of the 103E Popular and the Prefect was 1950 vintage it may not have had this modification done to the steering.

See Dave Turner's book *Ford Popular and the Small Sidevalves*, page 69, left-hand side, last paragraph.

I completely eliminated the wander on the Buckler and improved the road holding by fitting a Buckler split front axle.

I understand that a Panhard rod on the front helps and, as you said, so does replacing the shackle pins and bushes.

Regards,
Ken Green



Dear Sidevalve,

In the Q&As in the last issue John had a query from 'Colin' asking how to cure his E493A from wandering about.

While your advice was detailed and most erudite I wonder if Colin has missed the obvious? If the tracking is out, particularly if 'toeing out' rather than 'toeing in' then she would wander about like a drunken sailor. This would not necessarily be obvious at the MOT and as Colin has only driven a few miles this would not have had time to show up in uneven tyre wear. Just a thought!

The only time I find Freddy wandering about is on motorways or major roads which have been rutted by the heavy goods vehicles. She is too narrow to straddle the ruts so happily wanders from one to another. The M6 around Knutsford and A580 (east Lancs.) are particularly bad.

Best regards,
Joe Wheatley

Wavering Speedos

Dear Sidevalve,

Perhaps I could contribute to the Q&A correspondence, as this problem is not too unusual in older vehicles and is usually not too difficult to solve. (It's about time I attended to my E83W speedo, for the second time if memory serves correctly, in my 37 years of ownership!)

Firstly, the cable curves should be of as large a radius as practical for the installation. Cable condition and lubrication must be satisfactory, and when in doubt inspect and lubricate accordingly. A rough test of operation *in situ* is to rotate the gearbox end of the inner cable between finger and thumb with the speedo head disconnected. It should spin freely, without undue binding or particular harshness. If this is OK then proceed to the speedo head. Insert a suitably ended rod or similar tool (e.g. modified nail) into the cable hole and rotate smartly but delicately in the appropriate direction, such that the needle responds and continues rotation for several dozen revolutions. The shaft should turn freely at all times. Only minimal resistance should be present and there should be no significant short or long term variation. If there is, rectification is required. So, proceed to dismantle the speedo head.

On the last 103E unit I looked at, three small screws (jeweller's screwdriver advisable) at the periphery of the face will also have to be removed in addition to the two screws at the back. Do not remove the two small screws on the face near the needle spindle. After removal of the internal mechanism rotate the input shaft carefully and identify areas of stiffness.

Uniform stiffness is likely to be the input bearing. Variable stiffness is likely to be related to the worm drive to the odometer, or its ratchet and pawl mechanism. The original lubricant appears to be light grease, which increases viscosity over the years, aggravated by dust. (There should be a felt dust seal between the innards and orifice at the rear of the case.)

After cleaning and freeing, I have found air tool oil to be a satisfactory lubricant, and clock oil for the needle shaft bearings. It can be appreciated that significant stiffness in the head will induce cable wind-up, which, like a spring, can suddenly and periodically overcome resistance in the head, causing rhythmic fluctuations – or, sooner or later, breaking the cable. There is also an internal needle movement damping mechanism. This usually takes the form of a thin spring lightly impinging on the side of the speedo needle spindle, and operating purely by friction. In the 103E unit, it is part of the return spring. This area needs to be examined closely and light contact with the shaft verified. If there is a gap, the spring can be tweaked accordingly to remove clearance, or even to increase damping effort if required, but take great care, despite it being nicely accessible in the 103E.

From the described symptoms, I suspect the speedo head is the likely culprit. It is not a difficult job and it is most satisfying to attain a nice steady instrument. Early Landrovers seem to be unduly afflicted with the wavering speedo disorder which is usually (and often wrongly) attributed to the gearbox drive mechanism. I cannot quite envisage this being a problem on the small Fords unless the prop shaft has developed an inordinate amount of end float but now I've raised this possibility ...

Best regards,
Dave Durrant

Sidevalve User of the Year?

Dear Editor,

I like to think that I am an enthusiastic user (as opposed to just an owner) of a Sidevalve. Noddy is on the road all the year round come rain or shine, daylight or night and from the pages of this publication we also hear about our chairman's intrepid forays across the Channel in his Siva. And there are probably others that use their 100Es for everyday transport like Jim Norman. I salute them all but these exploits pale into insignificance when compared to Nigel Hilling. Not only do we read about Nigel's awesome trips in his Yorkshire area reports but he keeps cropping up in other news from all corners of the country.

Letters and E-mails contd . . .

I don't know what his annual mileage is but it must be a record for an upright in recent years. The mileage in itself would be remarkable enough but this is no ordinary mileage. In copy after copy of the magazine we are treated to very impressive pictures of 'Stan the Anglia' being hurled up a muddy cliff face with several wheels clear of the ground and this after hundreds of road miles in the middle of the night.

The severity of his style of historic motoring was further emphasised in the December issue with the account of the Edinburgh trial where he not only bent a wheel rim (no mean feat in itself) but also achieved so much suspension travel that a wing was partly torn from its mountings.

Many people will be horrified at this treatment of a classic vehicle but I applaud it (so long as the owner has the wherewithal and enthusiasm to repair it afterwards). It is much better to see our vehicles in action than tucked away in a cosy garage for 10 months of the year. They are, after all, cheap mass-produced cars which are meant to be used and mended, not works of art to be protected at all costs.

My vote goes to Nigel as 'Sidevalve User of the Year' but what is your opinion? I'm sure the editor would welcome more correspondence.

Sincerely,
Peter Williams

When the Going Gets Hot

Dear Ivor,

I know this comment is a bit belated but I thought it might help some members. In the June 2006 *Sidevalve News* there was a two page spread of letters responding to Brian Turnbull's 'I Can't Switch It Off!' woes with his 100E. One of the letters, from Gordon Cowley, suggested replacing the starter motor.

I own several E83Ws but have never been troubled with vapourisation or like troubles. However, a 1949 Plymouth car which I had for many years suffered terribly from not starting when hot. The Plymouth, though a six cylinder, was a six-volt Sidevalve with a fuel pump and lines mounted very near the manifold just like an Enfo. I tried everything, assuming it was fuel vapourisation or an electrical fault (including installing a new battery) – all to no avail! Finally, I replaced the starter motor with a rebuilt unit and, voila, my problems were completely gone. The motor

turned over like it was on 12 volts, not six, and started every time no matter how hot it was!

Les Foster
FSOC#8427
Delta, BC
Canada

Running Costs

Dear Sidevalve,

What a fascinating item about running expenses from Peter Williams in the December 2006 edition of *Sidevalve News*. Peter suggests members write to the editor with details of individual running costs, and this prompted me to check my own records.

Our 1959 103E was purchased in January 2005, so I can compare costs for that year with those for 2006. The purchase price, and the cost of transport by lorry from Nottinghamshire to Welshpool, was £2,000. However that was a capital cost, and hopefully an investment as well, and cannot be included as running costs.

During 2005 we covered 746 miles. Insurance, repairs, MOT and servicing totalled £360. That works out at 48p per mile. If we include petrol @ an average 30mpg that becomes £0.61 per mile.

2006 was not so good! In fact 554 miles covered at a cost of £2,400 could be described as disastrous. Over £2,000 can be accounted for by the purchase and fitting of a replacement engine, following a catastrophic failure of the original during February. As I had neither the knowledge, skill or facilities to do the job myself the job was done professionally, with the attendant high labour charges. That was my choice and I am not complaining. Later in the year we needed two new tyres and tubes, which cost £155. Luckily I won a competition for three free services at a local Ford dealers, which did (and will) save me money. Otherwise it was just the usual insurance and MOT costs.

Cost per mile not including petrol was £4.33, or £4.45 per mile including petrol. If we factor out the one-off cost of the new engine the c.p.m. drops to £0.84, including petrol. But the fact is the new engine was supplied and fitted, and the money was spent, so £4.45 per mile it is.

'Is it worth it?' asks Peter. For us the answer must be a resounding yes. I still get a buzz when people wave or flash their lights as we pass by. I like the attention the Pop

attracts when we park anywhere, and we enjoy attending local shows during the summer. Our car is what might be called 'used', so we are happy to let people sit inside and poke about while they relive some memories. If I had a pound for every time someone has said, 'I (or my dad, brother, uncle, grandad etc) had one of these,' it would have covered the cost of the new engine.

You can't put a price on something like that!

Best wishes,
Dennis J Duggan
Welshpool

Wintering Over

Dear Sidevalve,

John Porter asks 'what do you do with your Sidevalve during the winter?'

From January 2005 to April 2006 our 1959 103E was our only form of private transport, so we did use it during the winter when absolutely necessary. Just local trips, of course.

Problems were the obvious ones known to all of us. Windscreen wiper not the best in the world, no heating, no heated rear window, lights not very bright. We only went out at night once, a three mile trip along a country road, and would not want to do it again. Handling was probably a bit suspect on ice, but never tried it.

We then purchased a 'Euroblob' as John calls them (or in our case a Suzuki Japblob!) as our circumstances changed, and the Ford was relegated to pleasure trips and shows.

As we have no garage or car port I was pleased when a farmer friend, now retired, offered to store her in one of his huge sheds for the winter of 2006/7, and she has been there since early October.

Every three weeks I go over and run the engine for five minutes and drive up and down the shed. I know it's probably not the best thing to do, but it must be better than leaving the old girl unused for months on end.

Best wishes,
Dennis J Duggan,
Welshpool

From the Archives

Peter Williams

For our delve into the archives this time I've dipped, once again, into our stock of the Ford Times magazine from the 1950s. We have had a few examples already of replies to customers' technical queries and two more are reproduced here in full, on the basis that the problems will, I'm sure, apply sooner or later to your car and the replies are from the factory and, therefore, to be trusted.

Flat spot

Question: A flat spot has developed in my 1935 [bear in mind this was written in the 1950s] Ford 8, and the engine fails to pick up when the accelerator is used, when starting from rest or accelerating after changing up. I would appreciate your advice on this point and could you also provide me with the following information? Is the clearance between the emulsion block spout and the bar across the choke tube critical and, if so, what should it be and how can it be adjusted, if necessary? What is the function of the lightly spring-loaded valve plunger, apparently suction operated, at the top back of the carburettor (sic) body? I have a Ford reconditioned engine which has done some 18,000 miles and is using about 1 pint of oil per 700 miles. Should it be decarbonised?

Answer: With regard to your first query concerning your carburettor, it is possible that the trouble is caused by air leaks in the manifold or carburettor gasket, or that the jets are not screwed tightly into their seatings. It is also possible that the carburettor body has warped, thus allowing excess air to enter between the emulsion block and the carburettor barrel which would, no doubt, weaken the mixture and affect performance at low throttle openings. Alternatively, it is possible that trouble is due to incorrect adjustment of the throttle and slow running adjusting screws and we would suggest the adoption of the following procedure.

Run the engine until it reaches its normal operating temperature then screw in the throttle adjusting screw to raise the engine speed to a fast idle. Screw the air adjusting screw in or out, as necessary, to allow the engine to run at its fastest and smoothest speed. Slacken the throttle adjusting screw to allow the engine to run at its normal idling speed, re-adjusting the air screw if necessary.

With regard to the clearance between the emulsion block beak and the nozzle bar, we would advise that there is no specific clearance available at this point but, under no circumstances, should the emulsion block gasket be removed or increased in thickness as this will only lead to poor carburation. If it appears that the carburettor barrel is warped resulting in excessive clearance at

emulsion beak, then we can only suggest that a replacement carburettor be fitted to your engine.

The spring-loaded valve in the back of the carburettor is known as the automatic air valve and was fitted to earlier 8 and 10 h.p. carburettors in place of the dip tube type starting system now being used. When the engine is cranked with the starter motor, with the choke control in operation, the rush of air past the venturi draws petrol through the easy starting device in fairly large quantities. When the engine starts up, the temperature rises and the rush of air past the venturi increases. If the choke control is left in operation, the increased suction in the carburettor will draw the automatic air valve off its seating and allow air to enter with the petrol, thus reducing the mixture's strength.

It will, therefore, be seen that the automatic air valve prevents the possibility of excessively rich mixtures being pumped into the engine when the choke is in operation after the engine has been started up.

In general, it is not advisable to decarbonise an engine just for the sake of doing it at specific intervals and we would suggest that you allow your Dealer to decide whether your engine is in need of decarbonisation or not.

Over-heating

Question: I have a reconditioned 10 h.p. engine in my Ford Anglia which seems to be over-heating. The ignition has been checked and the radiator has been flushed several times. The fan is operating correctly. Could you give me some indication of why this should be so? Mileage since fitting the engine is approximately 5,000.

Answer: You will appreciate it is extremely difficult for us to pass any opinion as to the exact cause of the trouble through the medium of correspondence, but over-heating can usually be traced to a blockage in the cooling system, incorrect ignition timing or incorrect fuel mixture strength.

We note that you have had the radiator flushed and checked, but it is possible that the trouble may be due to some blockage in the cylinder block itself. We would suggest that you disconnect the radiator top and bottom hoses and fit a hose in the top connection of the cylinder head, using a suitable plug in the outlet so that water may be forced through the block under pressure. This may tend to remove any slight blockage which may be present.

With regard to the ignition, it is possible that timing may be too far retarded or that the ignition advance weights in the distributor are not functioning correctly. In order to check the latter point, it is advisable to remove the distributor and inspect the advance weights and springs.

A weak fuel mixture can be caused by a partial blockage of the jets in the carburettor float chamber or by the presence of foreign matter in the connecting passages. The joint between the carburettor and the manifold and also between the manifold and the cylinder block, should be checked to ensure that there are no signs of air leaks which could be weakening the mixture as it enters the combustion chamber. We would point out that the correct operating temperature of the engine should be between 180 and 185°F and this may be checked by means of a thermometer placed in the filler neck after a long run has been accomplished.



cheapest in its class and the Anglia the second most expensive.

Everything is listed from the price to the BHP, from the kerb weight to the depth of the boot, from the wheelbase to width of the boot opening. Track, height, boot capacity, windscreen height, width, ground clearance – it is all there; everything a salesman would need to expound the virtues of the 100E.

Accessories

Here is listed what Ford had available to personalise the cars. These were an anti-glare visor, cigar lighter, dual view mirror, electric mirror clock, exhaust deflector, long range lamp, fog lamp, foot pump, heater, inspection lamp, overrides, petrol locking cap, reversing lamp, radiator blind, rubber foot mats, safety straps, seat covers, steering wheel grip, touch up kit, vanity mirror and windscreen washer. Also available was a range of cleaners and polishes to keep your car looking pristine. Each accessory is given a write up listing the salient features: for instance, 'Enfo Safety Belts (straps) for all seat positions are urged as a major factor to limit injury caused by sudden braking in an emergency. Front seat passengers, particularly children, are most prone to head injury in the event of emergency stops, or accidents. The normal reaction to these conditions is to jerk forward and strike the windscreen or dashboard, often with serious results.'

You can see therefore that Ford wanted its sales force to have the most detailed specification for its new cars. The handbook provided this and more for the sales person and customer alike.

Technical Tips

John Pole

I have only received two enquiries for help since the last magazine so I thought I would show you all that I try to practice what I preach. Photos 1, 2 and 3 are of the chassis of my E93A Prefect prepared and ready for priming. To get this far involved extensive welding, particularly at the A, B and C posts where there were big holes through the side of the chassis. I have not been brave enough to remove the body from the chassis, and following my belt and braces style of welding it would be almost impossible to do it now!



Photo 4. Two brake plates

If you look closely at the brake plates in photo 4 you will see a difference between the first one from my Prefect and a later example from a Pop. Yes, that's right – the brake shoe steady post. The former is of a consistent bore size, the latter has a step incorporated into it to take a felt bush (1949 on). Surprisingly not many people know this.

Photo 5 illustrates the simplification of the brake adjuster casting through its production run. The early and to my mind more elegant adjuster is at the top of the picture. This is also from my Prefect.



Photos 1 (top left), 2 (above) and 3 (left). The chassis



Photo 5. Three brake adjusters

Yvon Precieux

(Temporary) Registrar's Comments

Yes I'm still here, thinking of what to write. If there is anyone out there who would like to take on the mantle of E83W registrar then I give you these kind words of encouragement: 'If I can do it then you can do it'.

One thing that has intrigued me on some early E83Ws has been the pedal positioning. Here I have to go back a fair number of years when this question was first put to me on a vehicle with this strange set-up. The place was Chalk Pits and it was the E83W of Howard Stenning. Forgive me if I have got this slightly wrong, but I do believe it was the accelerator in the position of the brake pedal. Why this was positioned in this way I really don't have a clue. Not surprisingly there are not that many around with this set-up, most having the norm of clutch, brake and accelerator in that order. Maybe you out here are able to throw further light on the matter.

Member's Vehicles

David Rothwell of Banks, Southport purchased the pick-up version of the E83W in May of last year. Since then an extra 400 miles have been placed on the speedo and from its condition, it looks as if TWF 926 will be seen around the rally scene for many years to come. The pick-up body and cab are painted red with black grille, wings and wheels including hubs. Trim is the usual black. Unlike the majority of restorations on vehicles these days, the E83W has been coach painted and seeing the pick-up in ordinary black and white in the magazine does not detract from its superb condition in colour. The history is unknown and luckily this commercial retained its original plates when purchased at an agricultural machine auction. (Photo 1)

Records

Researching old records can sometimes reap rewards. Over the years I have built up a number of references so that as with London Transport, vehicle details can be readily identified. Checking through preserved lorries from an early listing via the Historic Commercial Vehicle Club I was able to record 11 E83Ws. Just four were of the pick-up design, the earliest being DVN 445, Seamer Dairy of 1939 vintage. The only other vehicle of this type with some history was HC 9416, previously belonging to Eastbourne Corporation. The remainder of the listing bar one were simply identified as vans, one of which – LRX 59 – I recollect had 'The record ship' printed on the driver's door. The last but not least was a fire engine KFE 297, a



TWF 926 will be seen around the rally scene for many years to come. The pick-up body and cab are painted red with black grille, wings and wheels including hubs

1956 version. This vehicle I have seen in its red livery many years ago at Brands Hatch and yes, it did go round the race track.

Although it took some time for books on our sort of cars, the small Sidevalve Fords to come into print, there is now a wealth of information detailing the popularity of the E83W chassis. *The Illustrated History of Ford* by Michael Allen and Les Geary shows E83Ws in various guises: a woody estate conversion by Car O Van, a hand operated refuse tipper by the company Eagle, radio van, pick-up and standard van.

War Work

Although the 10cwt E83W was depicted in mobile canteen, Admiralty and tractor facility form, over 14,710 E83Ws were constructed by Ford for the Ministry of Supply. These I can only assume were the ambulance, fire auxiliary, fuel and producer gas tenders, the last being used to

meet serious fuel deficiencies. Regrettably I do not have any further information so if anyone out there has any additional detail to add, then a space in your E83W register page is available. A particular mention is made of one mobile canteen E83W. It belonged to the Salvation Army and when the initial expeditionary force went over to France, it went too. It was successfully evacuated at Dunkirk and on D-Day went to Normandy. A vehicle with such a history would be priceless today.

Picture A Ford

Forget the Export E93A Prefect in the foreground and look behind (Photo 2). Two standard vans, and just the bumper of a third, can be seen to your right with the rear of what looks like the Martin Walter conversion utilicon.

Two standard vans, and just the bumper of a third, unsuccessfully obscured by an Export E93A Prefect



Specials Register

Rob Daniels

Happy new year to everyone. First off, a date for your diaries. This year's Historic Specials Day will be held on 11th-12th August at the usual venue, Cotswold Wildlife Park, Burford, Oxon. There will be a road run on the Saturday, with an evening meal and then the static display on the Sunday. This year is the fiftieth anniversary of Falcon Shells, so can I make a plea to all Falcon owners to bring their cars to the show; even if it's trailered and you think it is unshowable, we want to see your Falcon! Let's see if we can beat the nine cars we had together at the fortieth anniversary bash.

Shell Suits

Well, after waiting for a shell to come up for sale for about sixteen years and to be told that I could have it in late 2005, in December 2006 this Falcon Competition Mk2 (photos 1 and 2) was finally delivered to my door. It was originally built by someone who worked at the Motor Industry Research Association just North of Nuneaton and was registered in July 1963, so must have either taken a while to build or had a season or two on the track before being registered. Shortly after being registered, possibly a year or two, it was laid up in a barn about a mile from where I now live for well over twenty years until being given to a friend of the builder. This was when I first heard about the car and I have kept my eye on it ever since, moving to within half a mile of it seven years ago. The body dates from between 1960-62, after which the Competition Mk3 with flip front and rear replaced the Mk2. It was built with a multi tube spaceframe of the builder's own design made from 1" and ½" round tube as far as I can remember. It had independent front and rear suspension, wire wheels and a BMC 1500cc engine and gearbox. The spaceframe

was rusted quite badly when I last saw it some seventeen years ago and the owner got a friend to attempt to repair it and it got warped quite badly. I think the frame eventually got scrapped and all I have is the body, with the promise of the IRS. The body has lain outside for the past seventeen years but is in remarkably good condition. As I have been trying to reduce the collection over the last few years I really don't need another car, but there are only two known shells of this type in the country and possibly only another three worldwide, so I found room for it in the rafters of my garage where it awaits a suitable frame.

One of the reasons why I was unable to acquire the car before was money – not just a few hundred pounds or even a thousand or two, but serious money! When this car first came to light in the late 1980s there was another one for sale, a Mk3 with the flip front and rear, in *Classic and Sports Car* magazine. It was in a dealers in New Orleans for \$28,000 and the owner of the car in Nuneaton could never forget all those zeroes.

As it turned out the car in New Orleans was bought by David Adler who soon found out that he had bought a nail, or a pig in a poke as we say up here. The car had had a serious smash at some time and the Falcon Spaceframe had unrepairable damage and had to be replicated. The body also had to have serious repairs and the car was rebuilt to be raced with a Ford 1300 engine.

As coincidences often happen, as soon as I had bought my shell I heard from Russell Filby, the Turner Registrar, that David had put his car up for sale. The price had gone up over the years – it's now for sale at \$60,000! See my web site for David's details if you are interested. Just to add to the coincidence, in the November edition of CSC – the same issue that my Shirley was featured – another Falcon Competition was featured, this time in Mississippi and one that was also on the Falcon register. This car also has a Ford 1300 engine and is now owned by Guy Anderson.

This month's letters

'I have found a Ford Special and wonder if you have any advice on what to do next. It

Left and below: Falcon Competition Mk2

David Adlers Falcon Competition Mk3



has a fibreglass body and an 8 HP engine. Any help would be gratefully appreciated. Thanks, Mark F.'

This one puzzled me for a while as it's not one of the more common bodyshells, but after I had got my brain into gear I realized that it was a Fairlite. The Fairlite was basically a Ginetta G3 body that had been adapted to mate to a Ford chassis. Ninety nine percent of the Fairlites that I know of are fitted to pre-war chassis, but this was never stated in their advertising as a criterion so maybe it's just a coincidence. They were available from late 1958 until sometime in 1962, quite a long time considering that only a handful are known to survive. Not long after Mark sent me these pictures the car appeared on eBay and was

continued on page 27

Mark's Fairlite



Peter Williams

This is the fifth in the series to keep you up to date on news from the Federation of British Historic Vehicle Clubs. (See December 2005 for the full explanation.)

When does an old banger become 'waste'?

There have been rumours that section 33 of the Environmental Protection Act of 1990 might be taken to apply to private vehicles being stored for future restoration. The Federation wrote to the Chief Executive of the Environment Agency asking for clarification.

There are two important aspects; the definition of 'waste' and the fact that the legislation on waste management licences does not apply to household waste on domestic premises. On the first point there is no clear definition of when a non-runner becomes waste although a vehicle under active restoration is unlikely to be so defined. This might change if a vehicle is in the process of dismantling to provide parts for another vehicle but, in any case, any activity carried out on domestic premises by way of a hobby is not likely to attract the attention of the Environment Agency.

The Federation offers the advice that the wise owner of a 'donor' vehicle or a vehicle awaiting restoration makes sure that the vehicle cannot leak fuel, oil, coolant, battery acid or any other pollutant into the ground or atmosphere and, if it is not possible to store it under cover, that the vehicle is sheeted to prevent further deterioration.

FIVA success in Brussels

On the subject of air pollution the European Commission has called on the Member States to 'take the necessary measures to phase out older polluting vehicles or provide incentives for retrofitting'. FIVA (Fédération Internationale des Véhicule Anciens) raised its concern with this wording and was successful in getting the words 'exempting historic vintage vehicles' included in the text that was finally adopted. This is another positive example of the growing recognition of the historic vehicle movement and illustrates how the development of environmental policy can present the historic vehicle movement with problems if FIVA does not communicate with decision makers.

Is your vehicle already registered?

There have been examples of owners going through the V765 process to claim an original

registration number only to find that the vehicle is already registered and it is only the paperwork that has become separated from the vehicle. Before starting the lengthy process it is well worth checking the status of the vehicle on the DVLA website at www.vehiclelicence.gov.uk: click on the 'Vehicle Enquiry' sidebar. Other owners might also find this worthwhile to see what information is held on their vehicle. This is also the website where you can renew your vehicle licence or declare SORN.

Have you been stopped for causing congestion?

FBHVC has been told of two instances where Highway Agency officials have stopped slow-moving vehicles on the basis that the drivers were causing congestion. One was on a motorway, the other a main trunk route: both were being driven perfectly legally. The Federation would be interested to hear of any other instances where drivers of older vehicles may have been stopped inappropriately. Please e-mail or write to the secretary with details at admin@fbhvc.co.uk or Kernshill, Shute Street, Stogumber, Taunton, TA4 3TU.

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bought by Geoffrey O'Connell to cloth his Cooper Bristol, 'The Bristol Barb'. This car had a Rochdale F Type body on it in the mid 1950s, but as there are only two known F Types and Geoffrey had missed out on the sale of one by just two months he bought the Fairlite. So sadly the body will not be on the road as a Ford Special, but at least it will be put back on the road.

'I've got an Altair with a 100E engine. I notice that there is an Altair for sale in this month's FSOC mag, a rarity indeed. Please can you place this request for any info on other Altairs in the next available Specials pages of the mag? I attach a photo of my car in case you would like to use it alongside the letter. Glenn Burnage'

How many Altairs are there? Glenn would like to get an idea of how many of Tony

An existing Altair



Weale's Altairs exist, either on the road or as a kit of parts. He bought his nicely completed example a couple of years ago as, at that time, they were no longer being produced. He asks if any owners or anyone who has any information of the number and their whereabouts could please contact him on 07966 284689.

Glenn says that although some of the welding on his chassis is a bit rough, it all seems to be adequate for the task.

'I think Tony has got the basics spot on as the car handles very well (I come from a background of Caterham racing, so I know a bit about the handling of very light cars). As for its speed, it's got bog-standard 100E engine and a 100E crownwheel & pinion in a 103E case and will probably do a shade more than 80 mph. Its got a very accurate (and expensive) 'Classic Instruments' Speedo, on which I've seen 78mph.'

I love a mystery as much as the next man, but these photos (right) have got me foxed. They come in from Neil Muir from nr Christchurch in New Zealand and are of his Ford Sidevalve powered Spaceframe Special. It is one car I would love to own and could just see it parked in the car park where I work (Jaguar Cars) in Birmingham turning heads. I think it looks quite an early shell, possibly 1955-56. If anyone has any information on

Antipodean fibreglass specials



this or any other of the fibreglass specials from the Antipodes, please contact me.

Looking forward to getting the Shirley back out on the road again in the next few months; and you never know, I might even get the Rochdale running properly and give that an outing or two.

Ignition Circuits

Geoff Hammond

The ignition circuit is the spark that makes the engine work. That spark is critical as it must be able to work inside the combustion chamber, sparking up to 4000 times a minute for several hours, igniting the fuel at precisely the right time.

Here are some useful statistics for a journey of 3 hours at cruising speed:

- 3 hours at 3500 rpm x 4 cylinders divided by 2 for a 4 stroke engine (spark every other stroke) = 1.25 million sparks
- Or another way of looking at it is a spark every 0.008 of a second. (8/1000's of a second)
- If the spark is delivered with an accuracy of +/- 1 degree of accuracy then the time frame is just 0.0001 (1/10,000 of a second) to have each spark ignite the fuel at the optimum time.

These massive numbers means the system must be very reliable and accurate, so what are the components and how do they work?

How the system works

The electrical energy flows from the battery at start up through the ignition switch and into the coil (1). The primary or low-tension side of the coil has approximately 200 turns of wire around an iron core; the ground wire from the coil is then connected to the contacts in the distributor (3), so when the contacts are closed the electrical energy (current) flows through the coil and the contact down through the chassis and back to the battery.

When the contacts open the flow of electrical energy is disrupted to the coil. The energy that has built up in the coil then collapses and in the process induces an electrical surge in the high tension or secondary side of the transformer. This electrical surge then passes out of the coil through the HT lead (2) to the distributor. It then flows through the rotor and down the HT (4) lead connected to the spark plug, where it jumps the gap between the core of the spark plug and the ground electrode, then passes through the engine where it flows along the body of the car to the earthed body of the coil.

So much for the HT or secondary side of the coil. There are a couple of other factors that must be taken into account:

- A. When electricity flows through a device like a coil it builds up a flow of energy which, when interrupted by the opening of the contact points, has to go somewhere. The device that gives the electrical energy an escape route is the condenser. If the condenser (5) was not placed there then the electrical energy would arc across the points as they opened and burn them out in



Ignition Circuits contd . . .

a short period of time.

B. The condensor or capacitor also enhances the function of the coil. As advised above, the collapse of the primary flow of current creates the energy in the HT side. One of the laws of electricity is the faster the primary flow of electrical current collapses the more energy is transferred to the secondary side. The condensor can be looked at as acting like a Hoover sucking up all the electrical energy when the contacts open. This action makes the electrical energy collapse very quickly and transfer the maximum energy to the secondary side of the coil.

C. When contacts close, the electrical energy that has been hoovered up then flows through the points and harmlessly dissipates.

Components

Coil (1)

The coil is a compact electrical transformer that boosts the battery's 12 volts to as high as 20,000 volts. The incoming 12 or 6 volts of electricity pass through a primary winding of about 200 or 100 turns of copper wire that raises the power to about 250 volts. Inside the distributor, the opening and closing of the points continuously break this low-voltage circuit, each interruption causing a breakdown in the coil's electromagnetic field. Each time the field collapses, a surge of electricity passes to a secondary winding made up of more than a mile of hair-like wire twisted into 25,000 turns. At this point, the current is boosted to the high voltage needed for ignition and is then relayed to the rotor.

Distributor Rotor (6)

A distributor rotor is designed to rotate and distribute the high tension current to the towers of the distributor cap. The firing end of the rotor, from which the high tension spark jumps to each of the cap terminals, should not be worn. Any wear will result in resistance to the high tension spark. The rotor with a worn firing end will have to be replaced.

Rotors are mounted on the upper end of the distributor shaft. In this connection, the rotor must have a snug fit on the end of the shaft.

The rotor is driven directly by the camshaft, but is 'advanced' (turned) by the centrifugal advance mechanism (7). Advancing the spark timing allows the engine to run efficiently

Distributor Cap

As the rotor rotates inside the cap, it receives the high voltage from the ignition coil, then passes it to the nearest connection, which is a metal projection in the cap, which is connected to a spark plug.

The distributor cap should be checked to see that the sparks have not been arcing from point to point within the cap. The inside of the cap must be clean. The firing points should not be eroded, and the inside of the towers must be clean and free from corrosion.

Spark Plug Wires

The spark plug wire carries 20,000 or more volts from the distributor cap to the spark plug. Spark plug wires are made of various layers of materials. The fibre core inside the spark plug wire carries the high voltage. The older design of spark plug wires used a metallic wire to carry the high voltage. This caused electrical interference with the radio and TV reception. Some spark plug wires have a locking connection at the distributor cap. The distributor cap must first be removed and the terminals be squeezed together, and then the spark plug wire can be removed from the distributor cap.

To reduce interference with radio and TV reception, ignition systems are provided with resistance in the secondary circuit. Resistor spark plugs or special resistor type ignition cable may be used.

Spark Plug

The function of the spark plug is to introduce the ignition energy into the combustion chamber and to initiate combustion of the compressed air-fuel mixture. It accomplishes this task by generating a spark between its electrodes, which then generates the required heat to ignite a smooth burn of the air/fuel mixture. The spark plug is an important factor in determining optimal performance and reliable functioning of an engine. It must permit reliable cold starting, it must guarantee that there is no misfiring during acceleration, and it must withstand the engine being operated for hours on end at maximum power.

Breaker Point (Standard) Ignition

The ignition distributor makes and breaks the primary ignition circuit. It also distributes high tension current to the proper spark plug at the correct time. The distributor is driven at one half crankshaft speed on four cycle engines. It is driven by the camshaft. Distributor construction varies with the manufacturers but the standard model is made of a housing into which the distributor shaft and centrifugal weight assembly are fitted with bearings. In most cases, these bearings are bronze bushings.

In standard ignition, the contact set is attached to the movable breaker plate. The rotor covers the centrifugal advance mechanism, which consists of a cam actuated by two centrifugal weights. As the breaker cam rotates, each lobe passes under the rubbing block, causing the breaker points to open. Since the

points are in series with the primary winding of the ignition coil, current will pass through that circuit when the points close. When the points open, the magnetic field in the coil collapses and a high tension voltage is induced in the secondary windings of the coil by the movement of the magnetic field through the secondary windings.

The design is to provide one lobe on the breaker cam for each cylinder of the engine; i.e., a four cylinder engine will have a four lobe cam in the distributor, so every revolution of the breaker cam will produce one spark for each cylinder of the engine. However, on a four cycle engine, each cylinder fires every other revolution so the distributor shaft must revolve at one half crankshaft speed. After the high tension surge is produced in the ignition coil by the opening of the breaker points, the current passes from the coil to the centre terminal of the distributor cap. From there it passes down to the rotor mounted on the distributor shaft and revolves with it. The current passes along the rotor and jumps the tiny gap to the cap electrode under which the rotor is positioned at that instant. This cap electrode is connected by high tension wiring to the spark plug. As the rotor continues to rotate, it distributes current to each of the cap terminals in turn.

Condenser (5)

Primary current produces a magnetic field around the coil windings. This does not occur instantly because it takes time for the current and the magnetic field to reach maximum value. The time element is determined by the resistance of the coil winding or the length of time the distributor contacts are closed. The current does not reach the maximum because the contacts remain closed for such a short time, and more so at higher engine speeds. When the breaker points begin to open, the primary current will continue to flow. This condition in a winding is increased by means of the iron core. Without an ignition condenser, the induced voltage causing this flow of current would create an arc across the contact points and the magnetic energy would be consumed in this arc. As a result, the contact points would be burned and ignition would not occur. The condenser prevents the arc by making a place for the current to flow. As a result of condenser action, the magnetic field produced and continued by the current flow will quickly collapse. It is the rapid cutting out of magnetic field that induces high voltage in the secondary windings. So, if the condenser should not function properly, the high voltage needed to jump the gap at the spark plugs will not be possible. This could cause a no-start condition or a driving problem.

I would like to thank autowalk.com for being able to use their wonderful technical articles and I would recommend a visit to their website any time.

Tales of BLC

Jim Norman

All my cars have names: FLV is Maude, DFF is Lizzie, BOA was Louise and BLC has become Helena. The key, as any railway enthusiast should know, is Sir William Stanier's Princess class: 6211 *Queen Maude*; 6201 *Princess Elizabeth*; 6204 *Princess Louise* and 6208 *Princess Helena Victoria*. There is room for expansion as there were twelve class members, but I really do not feel the need to complete the list!

BLC has been with me for two months now and things have gone very well. Most of the additions and modifications have now been done, plus one more: an under-floor spare wheel carrier (not a genuine 100E one; I think it started life on a Citroën!) has been fitted and has dramatically increased the space available in the boot. Ford should definitely have made these a standard fitting!

I went off work ill shortly after getting the car, so some jobs remain: the suspension knock from the left hand front and the uprating of the rear springs. I also need to find and fit decent seat covers of the right size and colour.

Since the car has not been used much for commuting, you might think that the mileage has remained low. Alas, no! These two months saw over 3,000 miles added, since she has been to Kidderminster three times, Stafford Uni, Hitchin (there and back – 380 miles – in one day) and Pateley Bridge in Yorkshire. No problems at all have been encountered; she is very quiet, economical and a pleasure to drive. In fact there have been only two problems so far, both due to the additions and modifications. The Nikki carburettor requires the throttle arm (that protruding from the bulkhead) to be judiciously bent. Unfortunately, this caused it to snap off! A spare was soon found in my garage, but was



How the 100E boot should look, with the spare wheel safely stowed underneath.

useless as the ball end had been cut off. A further search produced yet another (teams of explorers would be amazed at my garage!) which was quickly fitted and adjusted. I can now get fully closed *and* fully open throttle!

The second problem was the spotlights, transferred from BOA, on which they worked perfectly. They also worked perfectly on BLC, for a few days – or nights. Their wiring is as follows: a lead from the main beam warning light goes to a dashboard switch, the other terminal feeding a relay. A heavy feed from the starter switch is connected by the relay to the spot lights. Thus the original wiring and light switch is relieved of the excess current,

and if switched on, the spot lamps came on and went out with the main beams.

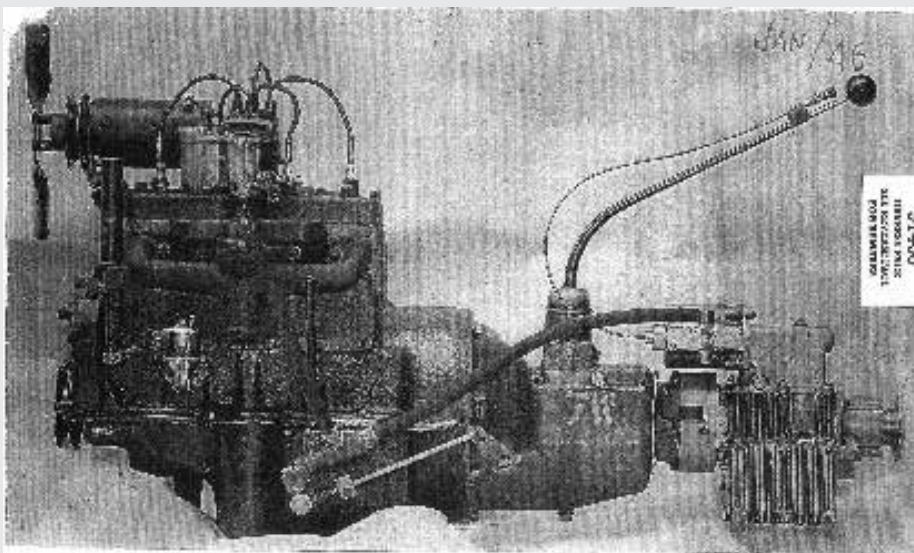
Then they stopped going out when the headlights were dipped. Using the dash switch extinguished them, and switching back on did not turn them back on until main was selected, but then they would again refuse to go out when dipped was selected.

I eventually found the offside headlamp had a slightly dubious earth. When dipped was selected, some current earthed itself through the main beam circuit, giving a very low voltage. This wasn't enough to activate the relay but did hold it closed once triggered. It took a bit of thinking out, but I got there in the end!

Prototype Overdrive

John Porter

This overdrive unit for the Ford 8 & 10 engine and gearbox never got beyond the prototype stage in 1946 as far as I know. As may be seen in the photograph, the engagement of the overdrive is by vacuum from the manifold so any chance of the wipers working would have been fairly low! It would appear that the clutch arm on the other side of the clutch pedal operates a valve when the driver changes gear. The gearbox is stencilled 7W so one assumes the engine to be 10HP. The overdrive would have cleared the gearbox cross-member in the standard car but the output is a standard propeller shaft flange, which indicates non-Ford car use. Any thoughts on this then please get in touch!



Anglia, Popular & Prefect Register

Andy Main

Postage Plea

A change in August 2006 that affected every householder was that the size of the envelope now also determines the postage cost. Please use the Royal Mail guide before posting.

Drive It Day

Broadcast at Christmas was the 1953 film *Genevieve* starring John Gregson and Kenneth Moore in friendly rivalry with their veteran cars on the London-Brighton Run. Tram lines survived on Westminster Bridge and in South London, the last trams having ran in 1951, and the tram lines end the rivals' return race with Kenneth Moore's car getting stuck in them so Genevieve wins – a predictable outcome. The ordinary vehicles featured in the film are of interest, and travelling on empty roads, and the passing television camera man filming from a platform attached to the woody car roof would send any Heath and Safety Office into relapse! Whilst the London-Brighton Run has taken place for over 100 years the film must have immensely increased interest to the non-enthusiast public. Whilst there are other London-Brighton runs ranging from Minis to commercial vehicles and other runs between different towns, the Veteran Car Run is probably the best known worldwide.

The Federation of British Historic Vehicle Clubs (FBHVC) of which the FSOC is a member exists to uphold the freedom to use old vehicles on the road. It was founded in 1988. From the Federation News (December 2006 *Sidevalve News* page 30) this year's 'Drive It Day' is on Sunday 22nd April. Hopefully there will be better weather on the day as last year the day was very wet in Kent, so the Sidevalve didn't leave the garage. On a personal comment to the quoted 'over 400,000 historic vehicles that are roadworthy and licensed', what if the majority of us did take to the road? Would the average motorist enjoy driving behind us or would they wish we were off the road so they could get to the out of town shopping centres quicker for the Sunday shop? Could the 'Drive It Day' in future become as well known with the general public as the Veteran Car Run?

It's Not Easy Being Green

With motoring now often portrayed as environmentally unfriendly, especially when the car is containing just the driver, cars and other vehicles manufactured in the last ten years are more 'green' to the environment than our historic vehicles and with many in-built safety features. Whilst very few historic vehicles are on the road daily now we could be conceived as unsafe with tipping front seats, wooden floors and plate glass windows to name but a few. The majority of the general public probably believes we are all using leaded petrol and with environmental phrases such as 'carbon credits' we must use our historic vehicles with thought to other road users. Whilst thankfully accidents involving historic vehicles are rare, if there was one that gained media attention and media hype it could affect us all in the long term.

I compared my Sidevalve mileage travelled to the FBHVC survey. The results were:

- 2006 by 100E Anglia – 350 miles down from 491 in 2005
- 1996 by 100E Anglia – 990 miles
- 1986 by 103E Popular – 4,754 miles
- 1976 by 103E Popular – 5,718 miles

This is all from daily transport including holidays to a majority of mileage attending rallies.

Ken Green's Neighbour

Ken Green from Birmingham borrowed this period black and white photograph of his neighbour with her E493A Prefect (below). NFD 28 is a Dudley Borough Council registration issued in September 1952. None of the Dudley FD series is known to the Register.



Ken Green's neighbour

Register 25 Years Ago – Club News February 1982

Between April and December the number of vehicles registered increased by 25% and there are now over 200 on the Register. Cars featured were a Dutch member with his E493A Prefect resprayed from red to dark green. In Newcastle-upon-Tyne two brothers owned a 1945 EO4A and had recently purchased a 1947 E93A Prefect for £450: part one of the restoration was featured. Down in Bristol a Register badge was affixed to a trials 103E Popular that was getting ready for the Peking to Paris Rally later in the year.

Re-Manufactured Parts

The column now appeared as a separate item on another page and this time introduced a reconditioning service for the brake and clutch pedals.

Steel wings were a massive new re-manufacturing project and those interested contacted me.

Prices were:

- E493A front wings @ £60 per pair
 - o rear wings @ £55 per pair
 - o running boards @ £34 per pair
- 103E front wings @ £55 per pair
 - o rear wings @ £55 per pair
 - o sills @ £18 per pair
 - o boot lid @ £60

Carriage was extra and became a standard charge.

The prices had been quoted in October 1981 Club News and the letters rolled in.

In a separate article in the February 1982 edition, a newspaper article was reproduced from the *Surrey Comet* about the 1953 E494A Anglia of Mr Jack Goodchild (66), who lived at Hawks Road, Kingston, and had recently turned down a £600 offer from Ford. (Was the offer from the Ford Motor Company or the local Ford garage?) Mr Goodchild had previously owned an Austin Seven and a Model Y. The Anglia TPK 841 never joined the Register: is it known to any member?

Sidevalve in Sri Lanka – A Perfect Prefect!

Anton Gajasinghe

The 100E was one of the most famous Fords to be sold in large numbers in Ceylon. Imported by the agents Richard Peries & Co Ltd., these cars found their way into the hands of many in different standings of society. To most it was 'Sir's' car, which meant that many schoolmasters purchased the 100E. If the students were no better than the latter day 'brutes', the Sirs would have experienced many deflated tyres whilst parked in the schoolyard!

The car was a pure workhorse, and it was hard labour in most cases with a roof rack filled to the brim. Another familiar version of the 100E was the Squire, which was the estate version, most used as a sort of a minivan. We could presume that the Squire would have been compared to the present day little vans we see running around our roads now, which have acquired the nickname 'One Shot' for reasons we would rather not talk about!

Featured is a pristine condition 100E that could be considered a very lucky survivor. It was resurrected by Anton Gajasinghe who also owns a delightful Prefect E493A (photo) and a beautiful blue Anglia 105E in mint original condition with a host of period accessories.

Produced in 1954 in the UK, the car was registered on 16th March 1955 to the first owner, Mr Stanley Tambiah of the University of Peradeniya. This certainly proves that the 100E was the 'Master's Darling.' In 1960, the car changed hands to a Perera family based in Kirulapone and then in 1967 to M. Siripala Perera, also of Kirulapone. The Prefect was stored in a garage for 15 years before rescue by Anton in 2000. A distinct lack of uncaring owners is a key part of this early Prefect's survival into conservation.

When Anton bought the car, it was in its original condition; not a part was missing and the body and interior were in perfect condition. Anton, being a perfectionist, stripped the car to carry out a nut and bolt restoration.

Thankfully the car had survived the thrashings of the Sixties and Seventies, and was ripe for restoration. Anton also comments that a host of spares were freely available from relics that were around in plenty but are sadly dwindling to the soil or been exported as scrap metal.

Anton commented that he appreciates the efforts of the previous owners to keep the car in perfect mechanical order without any unauthorised modifications.

The photos are clear evidence of the end result, which needs no explanation. Anton is also a member of the Ford Sidevalve Owners Club, UK and is kept updated on the events that take place in the UK as well. We hope that Anton would continue to build-up his Ford collection, and who knows – maybe he could work towards a Ford Heritage Museum on Sri Lanka's own soil.

Elements reproduced from articles in the Island newspaper (December 2005) and Motor (March 2006) published in Sri Lanka. Photographs supplied by Anton Gajasinghe.

