

# News



Volume 26 · No 2 · April 2009

# Sidevalve



## Features this issue

Exeter Classic Car Trial

Fuel Pump Heatshield

Ignition Timing

Resurrected: Ford Emergency Food Van No. 1



# 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.

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<b>E83W</b>	Yvon Precieux (Acting E83W Registrar).
<b>Anglia, Prefect, Popular</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
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## Regional Contacts and Regional Groups

Regional 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 Regional Co-ordinator. When telephoning

the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

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

**Cambs, Lincs and Norfolk:** Brian Cranswick 01733 203776. E-mail: [b.sidevalve@yahoo.co.uk](mailto:b.sidevalve@yahoo.co.uk). *Please ring for details.*

**Coventry and Midlands:** Geoff Hammond 02476 334201. E-mail: [hammond.geoff@talktalk.net](mailto:hammond.geoff@talktalk.net). *2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.*

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

**Dorset:** Brian Winslow 07810 491698. E-mail: [dorsetcontactfsoc@yahoo.co.uk](mailto:dorsetcontactfsoc@yahoo.co.uk). *New Regional Group. Please contact for information.*

**Essex:** John Hull 07763 810386. E-mail: [postmaster@rjahull.plus.com](mailto:postmaster@rjahull.plus.com). *1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.*

**Glos, Hereford and Worcs:** Brian Bedford 01432 820004. E-mail: [s.bedford45@btinternet.com](mailto:s.bedford45@btinternet.com). *The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.*

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

**Kent:** Richard Greenaway 01580 892169. E-mail: [rntgreenaway@yahoo.co.uk](mailto:rntgreenaway@yahoo.co.uk). *New Regional Group. Please contact for information.*

**East Lancs:** Godfrey Hands 01282 831886. Email: [g.hands142@btinternet.com](mailto:g.hands142@btinternet.com). *Third Wednesday. Please contact for details.*

**London North:** Robin Thake 01279 659245. *1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.*

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

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

**Northamptonshire:** Danny Moody 01604 810095. *1st Thursday of the month, Griffin's Head, Mears-Ashby (between Northampton and Wellingborough), 8.45pm.*

**Nottinghamshire:** Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802. [romarpop@ntlworld.com](mailto:romarpop@ntlworld.com).

**Surrey:** Angela Hume 07884 184882. E-mail: [babssidevalve@aol.com](mailto:babssidevalve@aol.com)

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

**Yorkshire:** Nigel Hilling 01484 843115. E-mail: [nhilling@tiscali.co.uk](mailto:nhilling@tiscali.co.uk). *Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.*

**Mid Wales & Borders:** Dennis J Duggan, Rock Cottage, Brook Street, Welshpool, Montgomeryshire SY21 7NA. E-mail: [djduggan@supanet.com](mailto:djduggan@supanet.com)

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# Editorial

John Porter

## Events

The All Ford Rally stopped about 3 years ago and left quite a hole in most early Ford enthusiasts' fixture list, especially when it came to rounding off the season. The good news is that the Old Ford Rally at Gaydon aims to resurrect the best of the airfield-based event that was enjoyed by many Ford fans. Taking place on July 27th at the Gaydon Museum in Warwickshire the central location makes it an easy venue to attend. The benefits of using a more modern location are that there are toilets, a restaurant, a great museum and indoor display area for some unique club cars. We have the Y&C Register to thank for the new event and it is hoped that FSOC members will support this new event that is planned to become an annual pilgrimage in the old Ford. The FSOC will have a stand and it will be first come, first served to display your Sidevalve on our 40th Anniversary display.

The second event in our calendar is the FSOC AGM near Bristol – details are in the February issue of *Sidevalve News*. Attendance

last year in Yorkshire was very good with most models of Ford Sidevalve displayed. To round the day off, Ivor Bryant has organised a challenging road run afterwards (it is the hills that do it!).

Hopefully you will be at one or both of these events sporting the 40th Anniversary sticker in your windows.

Nigel Hilling is organising a Doncaster event sometime in August, so get the old Pop out and dust her off! For more details, refer to the Yorkshire Regional News.

## Spares / Neil Patten

Members are reminded that Neil Patten, who handles 100E, 107E and remanufactured spares, has moved, and anyone wanting to contact him should use his new address which can be found on the inside cover of the magazine.

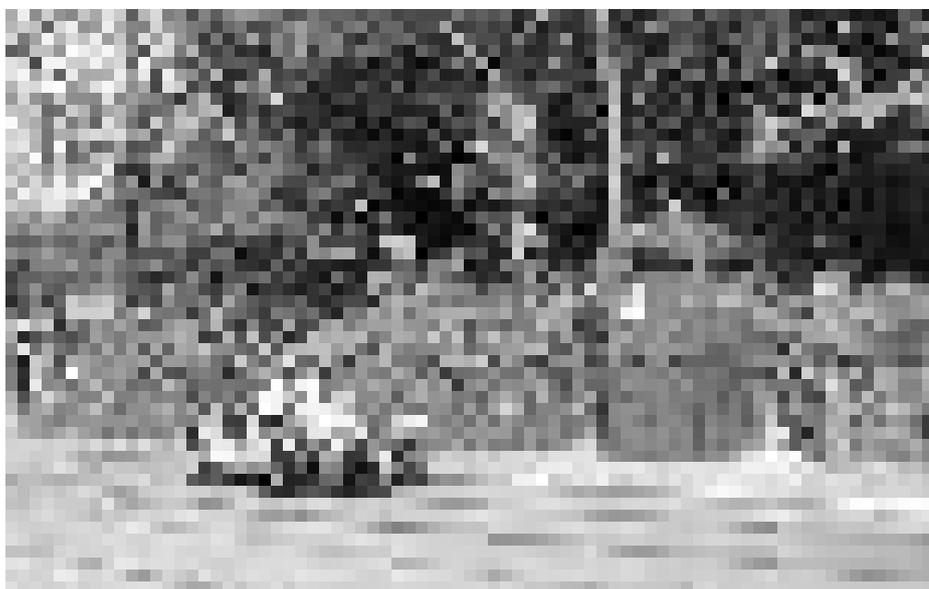
## When Does Your Licence Expire?

Joe Wheatley has passed on this warning to us. Apparently thousands of motorists are at risk of being fined up to £1,000 because they are unwittingly driving without a valid licence.

They risk prosecution after failing to spot the extremely small print on their photocard licence which says it automatically expires after 10 years and has to be renewed – even though drivers are licensed to drive until the age of 70. Before photocard licences were introduced, old-style paper licences were valid until the age of 70. Many motorists still

believe this to be the case with the new ones. This has come to light a decade after the first batch of photo licences was issued in July 1998, just as the they start to expire.

The secret lies in the small print below the photo on your licence. Item 4b gives a date but you have to look at the equally small print on the back to see what it means. That date is the date your photocard expires. Renewing currently costs £17.50, and even though it is unlikely you will be hit with a massive fine for not renewing on time, the DVLA says you *could* be charged with 'failing to surrender your licence' – an offence carrying a £1,000 fine.



Two forms of Dr Who transport, both materialising at Crich Tramway Museum last year.

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# Events

Brian Cranswick

The events season is now off to a good start, so clean off the rust, charge up your battery and come along to a show. Our Regional Contacts really need your support for our club stands and runs. This can be a great way of picking up tips, ideas and inspiration for your restorations. I look forward to seeing you out and about in your old Sidevalves this year.

**12th & 13th April, Midlands Festival of Transport, Weston Park, Staffs: Ford 100E.com invite FSOC members to this event.** Camping available. Contact Graham Carr tel 07545 089814 or email info@100e.com.

**18th & 19th April, Colne Valley Vintage Railway weekend, Castle Hedingham, Essex – cars wanted for the Club Stand.** Visitors get free entry to the railway and can train hop all day; sandwiches are provided for the exhibitors. To enter contact Robin & Jennie Thake tel 01279 659245.

**26th April Drive It Day / Club Meet at the Ramsey Rural Museum Nr Huntingdon. All club models and members are very welcome to attend.** The Event to include a celebration of 50 years since the last 103E was produced: how many 103Es can we gather together at Ramsey? This will be a real unique photo opportunity if you own a 103E! Starts at 1.30 and will include a short road run through Ramsey with a photo shoot for a classic car magazine. Free entry for members in Sidevalves to the museum. Please contact Brian Cranswick to enter your vehicle.

**26th April, Whitewebbs Museum, Enfield, Middx – Classic Ford Day & Autojumble.** Details info@whitewebbsmuseum.co.uk or tel 0208 3671898.

**26th April, Coventry Group Drive it Day.** Contact Geoff Hammond.

**2,3,4th May, Bristol Classic Car Show, Royal Bath & West Showground.** Event rescheduled from February. FSOC stand, details Ivor Bryant.

**2,3,4th May, Rushden Cavalcade Rally, Rushden, Northants.** Contact the rally secretary, RHTS, 37 Manor Rd, Rushden, NN10 9EX.

**9th May, The Bluebell Run: a scenic tour for classic vehicles over 20 years old.** Starts at the Dean Heritage Museum at Soudley, finishing at the Chase Hotel in Ross on Wye – a 115 mile run through the Forest of Dean, Wye Valley and Welsh Marshes. Details www.rossmotorsports.co.uk or tel 01594 812388.

**10th May, Classics at Prescott, organised by The Cheltenham Cleeve Valley Rotary Club.** Classic car display associated with The Prescott Hill Cavalcade. Tel 01242 232527 or www.cleevevale.org.uk.

**23/24/25 May, Enfield Pageant, cars wanted for the club stand at this well established show.** Contact John Hull, tel 07763 810386 or email postmaster@jrjahull.plus.com.

**6th & 7th June, Elton Hall Country Show, off the A605 Nr Peterborough.** Cars wanted for the club stand: contact Brian Cranswick to enter.

**6th & 7th June, Old Fords @ The Yat and Cortina Day, Symonds Yat Leisure Park, A40 between Ross On Wye and Monmouth.** An event aimed at all old Fords. Details www.cortinaday.fsnet.co.uk or www.threecountiesfordgroup.wanadoo.co.uk.

**6th – 13th June, The North London Group Sidevalve Holiday, Hotel Riviera, Bournemouth.** Take your old Ford on holiday. Details from Robin & Jennie Thake.

**14th June, Luton Festival of Transport, Stockwood Park, Luton.** Details from www.admin@cvpg.co.uk.

**14th June: all classic Fords are invited to the Cortina Show at Battlesbridge, Essex.** All proceeds go to St Luke's Hospice of Basildon. For entry details email lhd1600e@googlemail.com or call Danny 07711 825438 or Nigel 07957 443488.

**11th & 12th July, Ardingley Vintage Vehicle Show, Ardingley, West Sussex.** Hampshire Group Club Stand – now fully booked.

**19th July, Newby Hall, Historic Vehicle Rally, Ripon.** Club Stand, for details contact Nigel Hilling.

**26th July, Old Ford Rally – this is a new event to replace the All Ford Show, to be held at The Heritage Motor Centre, Gaydon**

**Warwickshire.** Possibly the largest display of classic Fords in the country, trade stands, autojumble and club displays including the FSOC – so we need loads of Sidevalves to support this event and also celebrate our Club's 40th anniversary. Further information from John Porter or entry forms can be obtained from the Events Dept, Heritage Motor Museum, Banbury Rd, Gaydon, Warks, CV35 0BJ.

**2nd August, FSOC Eastern Meet at BL/BMC rally, Ferry Meadows, Peterborough.** Cars wanted for the club stand at this great venue, which is next to the Nene Valley Railway. Contact Brian Cranswick to enter.

**9th August, Duxford Show, Duxford.** Club stand. For details contact Andy Westwood tel 01279 505456.

**15th August, Capel Classic Car & Bike Show, nr Dorking, Surrey.** Surrey group club stand: contact Angela Hume.

**22nd August, Kirkstall Classic Car Show, in the grounds of Kirkstall Abbey, Leeds** – classic car rally event to raise funds for St Gemma's Hospice, Leeds, this year's event held in memory of the late John Charlton. John was a former FSOC technical adviser. Entry forms from the events co-ordinator or contact organiser Steve Waldenberg, 39 Winding Way, Leeds, LS17 7RG.

**30th & 31st August, Hampshire Pageant of Motoring, Broadlands, Romsey, Hants.** Club stand. To book in your car send a SAE to Mick Crouch, Hampshire Group.

**27th September, Ramsey Rural Museum, Nr Huntingdon, Classic Vehicle rally.** Cars wanted for the club stand at this really nice venue: contact Brian Cranswick to enter.

Why not organise your own run and meet if nothing is happening in your area, or maybe you can buddy up with another classic car club?

Details of other club events to be advised later – note you can now view events via our new website.

*If you are organising a club stand or road run, please log the event with the events co-ordinator, so this can be covered under the club insurance.*

## Regional News

### Nottinghamshire

Robert Marshall

I'm very pleased to inform members in the region that I have found a local pub that has an evening classic car meeting during the summer months. It is held on a large field adjacent to the pub, so obviously it can only take place weather permitting. I thought this would make a good meeting place for local FSOC members

as a lot of classics meet there if it's a nice evening and it would give us the best of both worlds – a meeting place and a car show!

The pub is the Griffin's Head at Papplewick, Notts, at the crossroads of the B6011 and B683. Meets start around 6.30 and end when it's getting dark. They are very informal and friendly gatherings and are held on the **first and third Wednesdays** of the month starting in **May** – weather permitting! So if you would like to come along it would be great to see you there.

If you'd like to know more about these mid-week events or possibly go to one or two other classic car shows with other FSOC members then please get in touch. Contact details can be found on page 2 of the magazine.

So, that's the **first and third Wednesday** of the month (**weather permitting**), starting in **May, Griffin's Head, Papplewick, Notts.** Hope to see you there!

# Regional News

## Scandinavia

Håkon B. Øverland

### In the Pink

Thanks to the good assistance of a number of members, and finally Robert Goodland, I have been able to provide Johan Stomberg with the right colour code for his Salmon Pink Anglia. It was confirmed that Salmon Pink was identical with the colour named Pembroke Coral.

### Cuba

I came across three Sidevalves when I visited La Habana, Cuba, last year. One of them, a Prefect E493A, I just had a glimpse of as I passed while on a bus, but the other two I was happy to have a close look at.



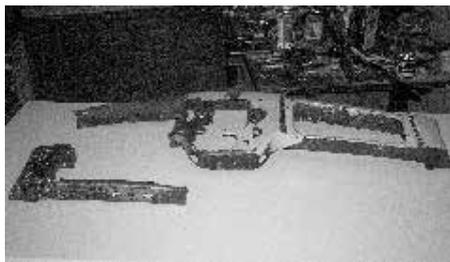
Here is the result: British Fords in far off countries!

### U-5347 – Restoring A Prefect Dashboard

In previous issues of *Sidevalve News*, Yvon Precieux has described the many different modifications to the various Sidevalve models over time. I really discovered that this was correct as far as pre-War dashboards for Prefects are concerned.

When I bought my Prefect only the steel dash was in place. The Bakelite panel holding the instruments was delivered as a separate piece and so was the lid for the glove compartment.

As the lid seemed to be the easiest thing to fit, I started there. Seemingly it fitted very well, but I realized that the locking of the lid



Picture 1



Picture 2



Picture 3



Picture 4

was a challenge. According to the steel frame there should have been a hook inside the lid to hold the lid in place. The lid had no such thing, but inside the top there was a strengthened depression indicating a different sort of lock. Fortunately the man who sold me the Prefect gave up his restoration work and left all the remaining bits and pieces to me. Among them was another dash. Here was the answer to how the glove compartment lid was to be locked! A spring driven ball mounted at the top of the steel dash! So that problem was solved.

That extra dashboard also contained the mechanical clock that I told you about fixing in the last issue.

Then I took a look at the panel holding the instruments. The ammeter was missing, but I got one from Shirley with the right background colour. The centre axle of the speedometer was stuck, so I had to dismantle that. It turned out that the mileometer (measuring kilometres!) was okay, so I just have to find a way to fix the centre axle. The fuel gauge seems to be okay.

When I tried to fit the instrument panel into the steel dash, I got a real surprise. The panel was 7mm (app. 1/4") too wide! What to do? I cut the steel dash (see picture 1) and added 7 mm to it, with the result that it would no longer fit into the car! So I had to cut off 7 mm at the end of the dash (picture 2) and weld it again (picture 3). I must admit that I am quite proud of what I have achieved with the dashboard (picture 4).

## Kent

Richard & Trish Greenaway

Hi, all Sidevalvers out there. We'd like to start by thanking the eight people who contacted us prior to us writing to all Kent members, which hopefully you will have all received by now. (If you haven't, please contact us as the list we were given may not be bang up to date).

We arranged an initial meeting early March. The chosen night was one of the wettest/windiest of the winter and only four could attend. Of these we had a very varied age/experience combination. A gent who we believe to be the longest surviving member, and possibly the longest serving committee member; a guy who owned his first Sidevalve at the age of 13 and still owns it to this day, several decades later; and us two, relatively inexperienced compared to these others.

We would greatly appreciate it if you could spend a few minutes filling out the letter/questionnaire and returning it to us (email or snail mail) so that we can start to organise some events for the summer season ahead. We mention in it about trying to arrange something for Drive It Day on Sunday 26th April. When we sent it we were unable to give any details of location etc., but hopefully those that returned the forms will have heard from us in the last few days. For those who haven't yet returned yours and are interested in giving your motor a run, please contact us asap either by snail mail or email and we will let you have the details.

Hopefully in the next issue we will be able to give details of meetings, shows etc. Just remember, to make the Kent group a success it needs the support of its members. Happy motoring.

## Merseyside

Joe Wheatley

My omission to prepare a piece for the last magazine prompted a couple of members to call me to make sure I was OK! Thanks for the concerns and in future I will make sure I at least submit a nil return!

Not a lot of activity over the winter of course. I did manage to get Freddy out on Boxing Day which was clear, bright and dry. A couple of pubs in Lymm host an informal gathering of steam engines, military vehicles and classic cars and we spent a very pleasant couple of hours in and around the hostelrys, looking at Soviet era motorcycle combinations, a Ferret scout car, Beardmore taxi and more.

### News on North West Regulars

Frank Wells continues to try to get his Squire on the road but is being severely held back by the weather, grandparent duties and gardening. Sadly Dave Rothwell has rationalised his fleet by selling all his Commercials to a dealer down south having been made offers he could not refuse. Interestingly both E494C vans, 300E and E83W pick up were sold on by the dealer at a profit within weeks. It seems there is still a real demand for commercial variants out there. Fortunately Dave still has some Sidevalves so will be joining us during the summer.

Mike Brocklehurst finally has a good engine in his E493A after all sorts of difficulties. First he bought what should have been a reconditioned engine from a non-member advertising in the Pop Shopper which turned out to be a few main components and not an engine at all. Interestingly he has found a member of the Y&C Register in Ireland who had the same problem with the same 'dealer'. (Mike and t'other chap are working with trading standards to try to track the 'dealer' down). After that a second hand engine from Pop Parts Plus unfortunately also proved to be less than satisfactory as this started knocking during the summer. However Julian at Pop Parts Plus supplied a good replacement FOC which now seems to be running very well.

Richard McRonald from the Wirral contacted me in January asking if I knew of a garage that could help him out with the recommissioning of a 100E. I do not know of any such garage in his area and very few elsewhere. Does any member out there know of a reliable company who can be trusted to work on our cars?

### Film Stars?

Early in February John Noel of First Position Vehicles ([www.1stpositionvehicles.co.uk](http://www.1stpositionvehicles.co.uk)) contacted Dave Broad, who used to be involved with TV and film work, about vehicles for a film being shot in Liverpool in March. The

film, *Nowhere Boy*, is about the teenage years of John Lennon in the mid 1950s.

As a result four FSOCC members were asked to provide cars and drivers during the first week of filming in Liverpool. On 8 March Neil Turner (Black 100E Prefect) and I (Bristol Fawn E493A) were up at 05.00 to get to the film crew's base on Princess Dock just after 06.00. The first 'set' was on the Pier Head between the Liver Building and the Cunard Building. We spent the rest of the day with an FX3 taxi and Moggie van parked in different positions against various pieces of street furniture.

We were asked to return for more shooting on 10 March. Neil returned with his 100E and the FX3 cab was back. We were joined by Alan Tomlinson in his green E493A, a chap who had driven from Holmfirth on his Sunbeam motor cycle and sidecar, a young chap with a Morris pick-up truck (obviously a regular, he has a can of spray 'dirt' to make his truck look more 'lived in') and another feller with a beautiful 1955 Norton motorcycle. This day was much more interesting as at different times we all had to do some driving in the background of the shots. Also we had lots of the public coming up to us asking about the cars and what we were doing. Then we moved off to some back streets near Hope Street with original cobbles, old street lights and lovely Georgian terraced houses. We were all 'released' at about 16.00 and I don't think they got more than 10 minutes of usable footage in the two days shooting.

If anybody, anywhere, in the FSOCC would like to be involved in filming please drop me an e-mail with a picture of your vehicle and I'll pass it on. Vehicles with lighter colours are preferred as they look better on film. It's an interesting experience, more than covers your expenses and you meet some interesting people. It does not however fit in with a full time job! Look out for *Nowhere Boy*, which should be completed and released in 2010, and see if you can 'spot the sidevalve'!

### Events List for 2009

Not all of these have been confirmed as yet, and some of them clash. I have however included them all so you can see what the options are. If anyone needs application forms or more details please contact me. I will not be attending Prestatyn, Tatton Park in May, Heskin or Astle Park because I'm on holiday.

If you want to go to Tatton in May please email me ASAP as I will have to send out the passes before I go off on 23 May. Also, my small team of regulars will need a hand setting up the stand on Friday 29 May so volunteers are welcome.

**18-19 April – Riverside Steam & Vintage Rally – Banks Nr Southport.**

**26 April – Drive It Day – Tottington High School, Bury.**

**2-4 May – Llandudno Transport Festival.**

**4 May – Culcheth Community Day – Club Stand.**

**Sun 10 May – Wirral Classic Car Club, Thussaston (Wirral)**

**17 May – Spring T/port show.** British Commercial Vehicle Museum.

**24 May – Prestatyn Classic Car Scenic Road Run.**

**25 May – Prestatyn Classic Car Show.** In centre of town. Good do!

**30-31 May. Tatton Park Classic Car Show – Club Stand.**

**6-7 June – NW Vintage Steam Rally, Heskin, Nr Chorley.**

**13-14 June – North Rode Vintage Rally.**

**21 June – Ashton under Lyne static car show with TVVCCC.**

**27-28 June – Kelsall Steam Fair.**

**4-5 July – St Helens Festival & Car Show.**

**5 July – Shaw & Crompton Vehicle Rally (Nr Oldham).**

**11-12 July – Cheshire Steam Fair, Tabley House, Knutsford.**

**12 July – Oldham static car show with TVVCCC.**

**19 July – Fleetwood Transport Festival ('Tram Sunday').**

**25-26 July – Old Ford Rally, HMC Gaydon.**

**26 July – Audlum Car Show (Nr Nantwich) – shame it clashes!**

**1-2 Aug – Hebden Bridge Vintage Weekend. (£4 charge)**

**8-9 Aug – Festival of Transport, Leisure Lakes, Mere Brow.**

**15-16 Aug – Astle Park Steam Fair.**

**22-23 Aug – Tatton Park – Club Stand.**

**29- 31 Aug – Haigh Steam & Vintage Vehicle Rally, Nr Wigan.**

**6 Sept – West Lancs Festival of Transport – Leisure Lakes, Mere Brow.**

**12-13 Sept – Malpas Yesteryear Rally.**

**13 Sept – Uppermill (Nr Oldham) Car Shows with TVVCCC.**

**19-20 Sept – Birkenhead Park Festival of Transport.**

**20 Sept – Port Sunlight Car Show with TVVCCC (£4 charge).**

**26-27 Sept – Fair Organ & Vintage Rally, Victoria Park, Widnes.**

# Regional News

## Yorkshire

Nigel Hilling

### Area News

My report for the February *Sidevalve News* got lost in the ether so I have repeated most of it here and hence apologies if some of it seems a little out of date.

Our December meeting once again took the form of a Christmas party at the old cinema owned by Trevor Miller. This is still in the process of renovation to house his considerable collection of old TV and radio equipment and associated paraphernalia, as well as his collection of cars which includes four Ford Sidevalves. We started with the customary look around the amazing collection before getting the sausages and burgers on the go and tucking into the various other goodies brought along by the assembled Sidevalvers. This included savoury snacks, pork pie, cakes and trifle, not forgetting a certain amount of alcohol for those not driving. Part way through the evening we were entertained by Rob Goodland on the cinema organ. An excellent evening and thanks go to our host Trevor. A few photos are included courtesy of John Duckenfield.

### Events

The first real outing for many will be the Tadcaster Car Show in the John Smiths Brewery Car Park on Sunday 26th April which is also Drive It Day. There is usually a good selection of Sidevalves mixed in amongst the many entries.

Whilst we attend many events we rarely do so with an official FSOC stand but one exception is the Newby Hall Concours Show and Autojumble on Sunday 19th July. I will be receiving entry forms soon so let me know if you want one.

We put a stand on at the Sheffield Transport Festival at the end of June last year. We can do so again if there is enough interest but it does fall on the Sunday after the AGM where some of the regulars may be. Let me know! I have also drafted a calendar of regional events which I can e-mail or post to anyone interested.

This year sees the 50th anniversary of the last 103E Popular off the Doncaster production line – something that needs to be celebrated. The anniversary falls in August and we are looking at organising a road run around the Doncaster area, possibly on the 16th – further details next time.

## Dave Coggins

It was very sad to hear of the untimely death of Dave Coggins. Dave was an active and sporting person who was involved with motor sport clubs as well as the FSOC. 2009 was the first year that he had been using his Pop regularly after a long rebuild. He was at the AGM last year and joined in our road runs whilst getting over the teething problems of a car newly returned to the road. His son phoned recently and I was pleased to hear that he intends keeping the Pop and bringing it out on some events.

### Exeter Trial

This next paragraph was written on January 8th – see page 9 for a report on the trial.

I am sitting writing this on the day before the Exeter Classic Trial. The weather is freezing outside and the forecast for our night run is  $-4^{\circ}\text{C}$  with freezing fog. The slightly warmer weather is just two days away but will be just too late. Whilst I will be in a car with heater many of the 300+ entries will be on motorcycles or in open cars braving the elements in the pursuit of the enjoyment of a motoring challenge.



## Surrey

Angela Hume

Dear Sidevalvers,

During January & February the weather was just too cold for me to leave the garage although one or two outings were managed. If it's cold I am reluctant to go outside but if my sump is warmed with a fan heater and my engine primed with a few turns of the starting handle then I am much easier to start. During February the snow was piled so high against the garage door it could not be opened. The last time I remember so much snow in this part of the world was 1964/5 when it snowed just after Christmas and remained on the ground for around 2 to 3 weeks. At least this time it came and disappeared quite quickly.

In April I am going back to visit John & Kevin for a touch-up of my paintwork before the summer so I shall not be around during that month. In May it's the dreaded MOT!!! Still I passed it easily last year even if the mechanic did not know how to open my bonnet or operate my headlights!

The Sidevalve Members had another lunch in February which I attended. Lots of chat about Stan Bilous' new Sidevalve Morgan 3-wheeler with suggestions for its renovation, some of which were not so useful!

The summer programme is firming up but there is still time for more additions or change as Angela wants to try to interest as many people as possible. There is a planned visit to Cobham Bus Museum which is likely to be interesting and is expected to end with a bus ride! The Museum is located in an old aircraft hanger that belonged to Vickers Aircraft Corporation, and was used for the construction of planes during WW2. The buses range from an 1870 horse bus to 1979 vintage Metrobus. Prior to this the local members plan to meet at the Bus Museum's Open Day, held on Wisley Airfield, Surrey on Sunday 5th April. Last year it snowed so I hope that they have better luck this year!

If you would like to come to any of the events, whether or not you are in the Surrey area membership, just let Angela know!

**Sunday April 5th, Cobham Bus Museum Open Day, Wisley Air Field, Surrey.** Annual Spring Bus & Coach gathering at Wisley Airfield 10am-5.00 pm. Entrance £10 per person which includes bus rides. [www.lbpt.org/](http://www.lbpt.org/)

**Sunday April 19th, private tour of Cobham Bus Museum for FSOC.** Contact Angela for details as numbers limited. Donation of £5 per person required. You can bring a guest.

**Sunday April 26th, Drive It Day, Lunch time meet.** Details from Angela.

*Continued on page 8*

# Regional Contact

## Camb, Lincs & Norfolk

Brian Cranswick

The first event for the region will be Drive It Day on Sunday 26th April at Ramsey Rural Museum. We really need some more cars to come along to increase the numbers. It does not matter what condition your old motor is in as long as you can make it. All club models are wanted; late entries and non-members are welcome.

Please also refer to the events page for details of the other local shows, which will have a club stand. Please contact me to book in if you are able to support any of these events.

Let us look forward to some good weather this year: below are photos taken at the Ramsey Country Show, a really great turn out on a nice day with loads of sidevalves enjoying the sunshine last September.



## Surrey

*continued from page 7*

**Monday May 25th, Staplehurst Car Show (1 day event).** The show is part of the village fun day and sounds as if it would be worth trying. This is the 10th year for the car show. The booking forms should be available by the time this is printed.

**Saturday June 20th (evening), Brooklands Fete Champetre 2009, Weybridge, Surrey.** An event enjoyed by FSOC members who came last year. This year's event will be bigger to include a demonstration & rides up Test Hill, Morgan cameo to celebrate 100 years & 18 piece Jazz Band. £13 per person for non-members. Bookings can be taken by Angela. [www.brooklandsfete.com](http://www.brooklandsfete.com)

**June (Date not yet advised), Car Show at Downside, Cobham, Surrey.** This is a new 1-day event on the village green. No idea what it will be like but may be worth trying!

Angela Hume

I have always been interested in old cars. From a very early age I can remember 'driving' my grandfather's car up and down the road where we lived, whenever they came to visit. It seemed a very large car with wide running boards, two tone, black and silver, with big headlights. It was certainly a pre-war model but I have no idea what it was.

My first car was bought for £10 using birthday money. This was a 1951 Anglia, registration KUF231, known as Kuffy. I wonder if she is still in existence? I expect not. I drove Kuffy the six miles to and from work every day and in all weathers. In the winter I had to keep my foot on the accelerator until the engine had warmed up (usually after about 1 mile), otherwise she would stall and not restart. It was quite fun at traffic lights trying to change gear and brake with the left foot. When my work moved to the City, driving Kuffy was still cheaper than a train (some things don't change) but the journey changed to a daily round trip of 50 miles. Although able to do quite a lot of repair work myself I was still very reliant on the help of friends so sometimes repairs took some considerable time. Although I really wanted to keep Kuffy, apart from the metal moth eating faster than could be repaired with fibre glass and aluminium mesh, the longer journey together with heavy traffic took its toll. I had to part with her and bought an 1100.

After the 1100 I think there was a Volvo, which when the handbrake failed found its own way to the bottom of the hill where it had been parked, ending in the middle of a small grass roundabout. Fortunately it was a very quiet side street so no damage or problems caused! The following automatic Ford Cortina caught fire due to a backfire in the carburettor when kicking down to overtake on a dual carriageway. Flames coming out of the bonnet at 50mph were quite spectacular, particularly when the brakes also failed to respond. After that there were several other cars of no particular interest and now long forgotten until the 1990s, since when my everyday car of choice has been from the Hyundai range.

However the love of old cars never left and in 2003 I achieved a long standing ambition and bought a 2000 registered 4/4 Morgan – technically not an 'old' car but looking like one with some interesting quirks! A couple of

I will let you know more details when (if) known.

**Sunday July 12th, lunch time meet (12.30) at the Barley Mow, West Horsley.** If the weather is fine perhaps we could arrange a picnic instead at one of the beauty spots around Surrey.

**Saturday August 15th, Capel Classic Car & Bike Show (1 day event).** The booking

years later my brother, who had inherited my mother's Prefect (Babs), at last agreed I could have her to restore!

Once Babs arrived it was obvious that (a) whatever Sidevalve repair skills I may have had in the past had been forgotten and (b) those I remembered were nowhere near sufficient to attempt a restoration. Having obtained a couple of completely unrealistic quotes from professional restorers I joined the FSOC. I was very grateful to Yvon for helping me obtain Babs' original registration number and also then getting some of his friends, Kevin and John, to agree to undertake the restoration. The restorers had started some unauthorised work on Babs, and when Kevin and John removed the wings and stripped down the paint it was discovered that aluminium mesh and fibreglass had been used to repair rust damage! Even I can do this and for the estimated £40,000 quoted (excluding upholstery) better could have been expected! Anyway, as you all know, with my husband, Ken and Stan's help in sorting out the odd problem, Babs is back on the road and looking forward to a busy 2009 season.

My other hobbies are also mainly car connected. I belong to the Morgan Club so go to their events and occasional track days. I am a volunteer at Brooklands Museum where I arrange some events for the Museum's Members and of course for the local Sidevalve club.

Although Sidevalve vehicles are not fast or particularly glamorous they have an important place in the history of the car and every Sidevalve owner will have experienced the public's fond reaction at seeing cars that their parents used to drive. It is unfortunate that unlike the Austin and Morris, Sidevalves do not receive more recognition – perhaps in time this will change!

I would like more local people to contact me and come to our various Sidevalve events. The Surrey and surrounding area group is forming slowly but more people are needed to help us become properly established and viable. It is difficult for me to write personally to over 180 'local' members as postage is expensive. Do email me, or call, if you would like to participate – even if your particular vehicle is currently off the road there may be someone there who can advise about a problem or provide a spare part! The programme for 2009 is shown in Babs's letter.

forms are now available. If you have not received one from the organisers there is one on the web or Angela has a paper copy. As last year we can have a FSOC space as long as you let me know you are going. <http://www.capelcarshow.com/>

**August / September, scenic run and picnic, details to be advised.**

# Exeter Classic Car Trial – January 2009

Nigel Hilling

As I set off on the Friday afternoon at 3.00 pm the weather forecast did not bode well with sub zero temperatures and fog forecast. The journey down to Northampton to pick up my passenger/navigator/bouncer, Kev Upson, was uneventful but the fish and chips in the local pub were most welcome. We headed off at 8.30pm to the Cirencester start and began to encounter the first of the fog. Fortunately most of the route was on A roads with reasonable cats eyes so we made good progress and arrived at the start in plenty of time.

Photo 1 was actually taken at a much earlier Edinburgh Trial but I've included it here because it shows 3 of the 4 Uprights competing on this trial. On the far left is Dave Coggins who unfortunately died of cancer at the beginning of the year. He was passenger for Gordon MacKenzie in the car now owned by James Child. James at the time was passenger for his father, David, and is pictured to the right of the Naco special. My passenger Kev had borrowed David Child's other car (598 BMX) and is pictured to its left. Also just creeping into the foreground is the Tucker Nipper special owned by Mike Telford.

At 4 minutes to midnight we were off and soon encountered problems of the icy kind. The damp fog would deposit itself on the windscreen and any attempt to use the washers resulted in an icy mush across the screen. Similarly just using the wipers had much the same effect. Whilst it was relatively warm inside the car the warmth wasn't reaching the screen and we had to stop regularly to wipe, or sometimes scrape, the windscreen clean. As the temperature dropped to around minus 4°C we considered ourselves lucky as there were many open cars and motor bikes in the 300+ entry for the event.

There are three starting points for this event which come together at Haynes Museum in Sparkford, where there is a compulsory one hour halt where we could have had a full English and a tour of the museum at three o'clock in the morning! We settled for a bacon sandwich and cup of tea. We were running with two other Pops and it was here that the first had problems – although it would start it would only run for a minute and then die. A

quick check of fuel and electrics and change of condenser seemed to help but a further ten miles down the road the car stopped again. Although fuel starvation was the obvious contender David Child, the driver, eventually had to call the RAC out. Amazingly they spent over 3 hours trying to cure the problem rather than going straight for the recovery option. This included stripping both carbs, and swapping fuel pumps and various electrics, still without success. The car was eventually recovered back to Yorkshire where it has since run perfectly without further attention!

A fourth Pop joined us at Haynes whose owner, Trevor Hardcastle, had quickly fitted it with a supercharger over Christmas but hadn't quite got it sorted (photo 2). He was using about a pint of oil every 60 miles and not surprisingly emitting clouds of smoke from the breather and exhaust. He managed to complete the first half of the trial before retiring but got the car down to the finish and then home the next day. He did have to use various means to keep the oil fumes out of the car and attracted the attention of many a passing car and a policeman. The police were actually very sympathetic and interested in the car so that Trevor was allowed to continue his journey home.

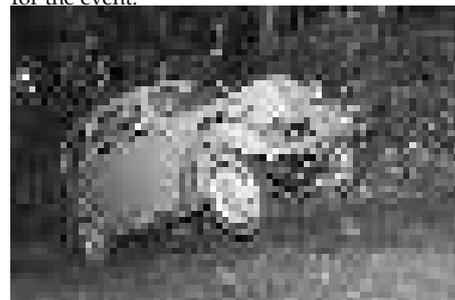


Photo 2

The other Pop, owned by James Child, was having difficulty with grip on the hills and came to one where he must have lost oil pressure as the engine seized on the hill. However, such is the staying power of a Ford Sidevalve engine that having been towed to the top of the hill the engine did restart, albeit with a little bottom end noise. Young James

went on to complete the event and also the journey home without further mishap. On later draining the oil it was not surprising that it contained a quantity of white metal and a rebuild is now in progress.

And what of me and Kev you might ask, if you haven't got bored and moved on already! We did very well – the morning sections were generally dry with only a little ice and we managed to clear them all, even one called Normans Hump which I had never managed to clear before, usually running out of power after being slowed on some of the muddy bits. The afternoon didn't go quite as well with two fails on very slippery sections but the crowning moment was clearing the famous Simms Hill for the first time ever (photos 3&4) – again because it was a little drier than normal which allowed us to keep the momentum going. We finished in Torquay a little late at 5.00 pm and then had a 7 hour drive back to Northampton before getting the first sleep for some time. The Sunday morning return to Huddersfield completed the 800 miles in less than 2 days. Only two fails meant we took a bronze award for the event.



Photos 3, 4

In addition to the four Uprights in the main trial there were a two other Sidevalves that made the start. David Malin in a Buckler is shown in the results as clearing everything and if so did extremely well, as a YouTube clip shows him misfiring and struggling on Simms Hill. He was late getting to this section and may have been having problems earlier. Mike Telford was out in the Tucker Nipper special but failed a few sections late on to miss out on an award. The event also includes a Class 0 which takes a slightly different route with gentler hills. This class included a Morgan F4, a 103E Pop (Barry Wallace) and a Dellow. None managed an award but the first two completed the event which is always an achievement in itself.

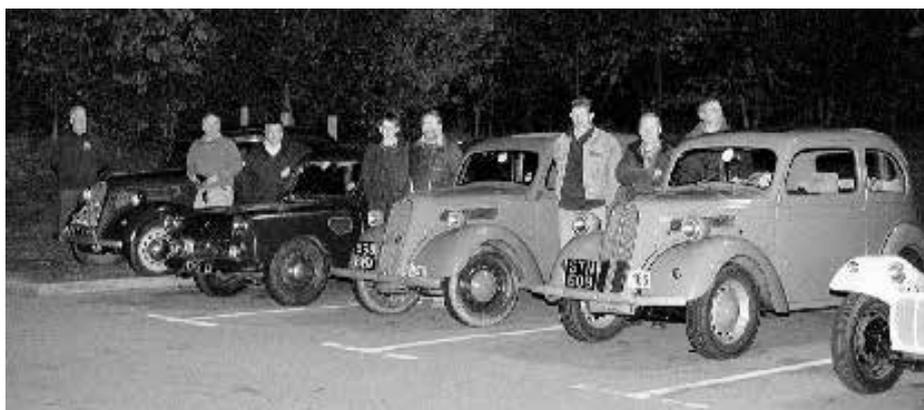


Photo 1

# Regional Report

John Duckenfield

The old saying has a lot of truth in it: 'You wait ages for a bus then three come along at once!' The same, it seems, is true for FSOC Regional Groups, for in the last edition of *Sidevalve News* I reported that two new Regional Groups were being formed and now there's a third!

## Dorset Regional Group

Brian Winslow is a new FSOC member and he recently emailed the Club asking if there were any other members near where he lives in Poole, Dorset. Brian explained that on Sundays, during the summer, he takes his 107E Prefect to the 'Classic Cars On the Prom' in Bournemouth and says it would be great to meet other members in the area who might be interested in meeting occasionally, to go on runs or meet at one of the Sunday events in Bournemouth.

I contacted Brian and explained the role of an FSOC Regional Contact and that Regional Groups are about the very things he sought from the Club. I asked him if he would consider being the FSOC Regional Contact in Dorset and have a go at (re-)establishing a Regional Group there. The fact that he is a new member, I assured him, did not matter, for the Club needs a range of experience, 'new' and 'old', in order for it to flourish.

Having thought it over, I am very pleased to tell you that Brian has agreed. Member numbers, though, are not huge but they are enough for a small and active Regional Group to be viable – providing of course, members are willing to support it. If not, it will still be advantageous to the Club to have a Regional Contact in the area, representing and promoting the FSOC at local shows and events.

I also contacted Mick Crouch, Hampshire Regional Contact, and he was extremely supportive. He suggested that if the Group is successfully (re-)established it would be good for the two groups to come together from time to time and organise joint events. This was something that had happened in previous years and had proved very popular with members in both areas.

All this has happened very recently and, at the time of writing (early March), I have not had the opportunity to discuss the way forward with Brian. In the meantime, however, if you would like to get in touch with him in order to express an interest, offer support or find out more, he can be contacted on 07810 491698 or by email at dorsetcontactfsoc@yahoo.co.uk. Further details will be in June's *Sidevalve News*.

## East Lancs Regional Group

The response to establishing a Regional Group in East Lancashire has been encouraging and there has been enough interest shown to try and form a group there. It has been decided, in the first instance, to meet on the third Wednesday of the month, starting in June. A suitable venue has yet to be found and possible meeting places around Bacup are being considered. If you are interested in being a member of the Regional Group or would like to know more please contact Godfrey Hands after 21st May. (Contact details can be found on page 2.) It is intended that the next edition of *Sidevalve News* will contain full details of the arrangements. In the meantime, if you live in the area, give Godfrey a call and help plan the future direction of what has the potential to be a successful Group.

## Kent Regional Group

In Kent, the response has been similarly encouraging and after an initial meeting of interested members there is considerable optimism that a successful Regional Group will be formed. Full details and further information are in the Kent Regional News report.

## Gloucester, Hereford and Worcester Regional Group

After several years at the helm, John Pole has decided to stand down as Regional Contact. Another member of the Group, Brian Bedford, has agreed to take over. On behalf of members in the area and the Club as a whole I would like to thank John for all he has done in his capacity as Regional Contact and wish Brian every success in the future. If you would like to know more about the activities of the Group, please get in touch with Brian. I know he will be very pleased to hear from you – especially new members.

## It's Up To You!

Of course the success of any Group ultimately depends on the support of FSOC members in the area, not just on the commitment of Regional Contacts. It may be the Yorkshireman in me coming out, but I still can't understand why something that is free is not better supported! Being a member of a Regional Group is one of the great benefits of being an FSOC member yet many choose not to take advantage! Each to their own, I suppose, but the fact that it is free is not the best bit! It's what Regional Groups offer that make them so valued by those who do support them – mutual help, technical advice, practical support, organised road runs, shows, like-minded people, interesting characters and, in the case of one Regional Group, Sidevalve holidays!

## How About More Regional Groups?

There are, regrettably, areas of the country where Regional Groups are not a realistic proposition, so sparsely distributed are FSOC members. It is unfortunate that members living in such places cannot take full advantage of Club membership. There are, though, several areas where Regional Groups could be successfully established if only someone was willing to take the lead. The North East, South Wales, Northern Ireland, Central Scotland and the East Midlands, for example, all have large numbers of FSOC members. Some of those areas once had active Regional Groups and how good it would be to see former groups re-established and new ones formed. I'm sure small groups of members continue to meet informally or go to classic car shows organised by local car clubs. If there are, why not go in the name of the FSOC and help promote the Club in your area? All it needs is for someone to be a Regional Contact. Important though that role is within the Club, it need not be an over-burdening one. It can be as time consuming as you want to make it.

If you would like to know what's involved, just contact me. In reality, it's up to you and how much time you can give. You do not need to be an engineering or technical expert, nor do you need to be a long-standing member of the Club: the most recent Regional Contacts are, for example, all relatively new FSOC members. No, the most important qualities are enthusiasm, commitment to the Club, an ability to get on with others and a determination to do the best you can.

For its part the Club will do all it can to help and support you and your Regional Group. Once the group is established it will provide leaflets, handouts, show badges, 'A' boards and other show regalia. You will also be invited to an annual Regional Contacts' meeting and receive regular newsletters to keep you in touch with what is happening within the Club and other Regional Groups. You may, should you choose, contribute Regional News articles to *Sidevalve News* and in the near future it is hoped that those Regional Contacts so wishing may use the Club's new website as a means of communicating with members in their area.

Importantly, it also means that you and your Regional Group can have a say within the Club. Several issues have been raised with the Committee and individual committee members on behalf of Regional Groups and Regional Contacts. From time to time different members of the Committee attend the Regional Contacts' meetings and this valuable link provides an important communications route between members and Club officials.

So come on! Give it a go! I know I've said it before but I truly believe there is so much for you and the members in your area to gain and absolutely nothing to lose.

# Pre-War Register

Yvon Precieux

01475 529267, 6-9pm

## Registrar's Comments

We have a few celebrations this year. Firstly it is the Club's 40th anniversary and quite a milestone when one considers what motoring was like in the late 60s. I was 20, in my youth, and one of those members joining on and off the then 100E Club with my 1958 100E Anglia 252 FPD, round about the very early 70s. In those days my main efforts were making the car go faster, and on a trip back from Bath University at well over 70 mph I did just that, only to totally shred the dynamo to pieces.

The simplicity of the engine and accessibility of the components appealed to me; it also made life and motoring simple in those days, more so when I had purchased the car for the princely sum of just £12.00, its cheapness down to the fact that the car had been part exchanged for a new one and the 100E was in the way, cluttering up the gleaming car showroom. It would be nice to hear that the car still survives as I retained the car for many years because it was so reliable, exchanging it as a straight swap eventually for a Cheetah special.

The other anniversary vehiclewise is the Ford E04A, one of the nicest small Fords with its unique flat grille design to come out of the Dagenham factory. Initiated in late 1939 it could have developed the future Upright models away from the transverse suspension with the drophead prototype Anglia Coupe if the war years had not intervened. To start the celebrations a short description is given below of the pre-war E04A and this unique drophead small sidevalve Ford.

## Those Rodded Model Ys

The Model Y shown in picture 6 in the last issue was once owned by member Paul Harris. Paul has advised me that the body is actually a fibreglass shell fabricated by Westbourne Fenderworks and that the chassis is also from this company. This information updates what had previously been advised to me on this model. Thanks, Paul.

## The E04A

This was Ford's wartime model. The changes were not radical although why Ford adopted a variation to the 7Y braking system with smaller brake drums etc. will never be known, except for the fact that this variation did not last too long, with later models having the proper system. According to motoring correspondents, the E04A was quoted as being quite interesting at the time. Certainly the whole car looked different to the earlier 7Y with the remodelling of the cowl at the front and a decent opening boot at the rear. Exhibited in standard and deluxe form,

bakelite was to endow the interior with a better instrument display. By January 1940 the 8hp engine had a chain driven camshaft and a neater dynamo bracket, and by the time the vehicle was made available after the war, variances and improvements had been made to braking, headlamps, electrical equipment, condensator caps, silencer, anti rust bodywork, upholstery, carpets, shock absorbers, engine mounts, body drainage, and even down to the sunvisor.

Two versions of the saloon were available, deluxe and standard, and initially for the latter just black and blue colours were available, whereas the deluxe could also be supplied in grey. A longer wheelbase was also intended but never went into production at Dagenham although Ford of Australia did supply some cars with the Prefect 4 door bodywork.

One of the rarest small Ford derivatives to survive of the E04A saloon is the prototype drophead coupe. Designed in 1939, two prototypes were destined for the 1940 motor show: a Prefect E93A that was eventually dismantled and the E04A. Regretfully the show was cancelled due to the war. This particular vehicle was not designed by Briggs but by Carbodies, though the body was based on the deluxe specification with opening windscreen, running boards, chrome hubcaps etc, but in addition polished wood capping strips to the doors, chrome window surrounds and a rounded boot. At the rear, glass was used instead of perspex for the hood rear screen. Mechanically it was still supplied with the 8hp engine but steering and suspensionwise, it veered away from normal Ford practice and probably this is the area where Carbodies were given overall control.

At the front two longitudinal semi elliptic springs were attached to the chassis and the steering was configured with a central idler system using two idlers and four track rod ends. This set-up made the car very stable on the road with no rocking motion imparted by the normal transverse set-up. Sadly the model was not put into production as there was little demand for such an upmarket model after the war. The prototype was purchased by a director of the Ford Motor company and registered in 1947 with MPU 499. In 1957 the car was purchased by a Ford dealer in Surrey and it was he who transferred his registration RP 135 to the car. The car still survives to this day (illustrations 1 and 2).

## Old Address on Car Licence?

When drivers move they are required to notify the DVLA of their new address. However some 7.9 million motorists (1 in 5) have failed to do so and risk a fine up to £1000 under the 1988 road traffic act. Drivers should also be aware that incorrect paperwork might invalidate their insurance. The comment from the DVLA is: 'We have never considered the licence as a means of identification although others have.



Illustration 1

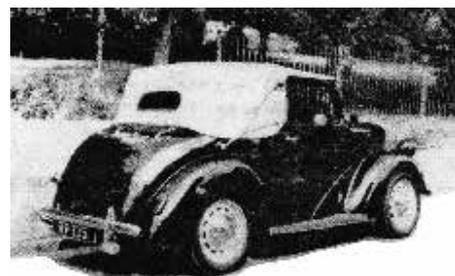


Illustration 2

The licence is purely to show what vehicles someone is allowed to drive and whether they have incurred any penalty points.' Should you be 1 of 5 who have not updated your licence, ask for a D1 form, complete it as detailed as you can and send to the DVLA with the appropriate enclosures. According to the person I spoke to at the DVLA you will not be fined at present and there should not be any fee. Should you be stopped by the police however there will be a fine for improper paperwork.

## New Members

A welcome to new member Trev Chesterfield of Pendarves, Ford E04A, and a welcome back to two members from the past, Jason Jackson with his Ford 7Y, TSJ 548, who noticed us on the net and Chris of Preston (sorry but I can't identify your surname) with his Ford 7W, AMO 108. Good to see you both back with us. No history details yet on the vehicles but if any member would like their vehicle to be identified in these pages, please drop me a line. If you have not completed a register form, I would ask if you could do so to keep the club's records up to date with surviving vehicles.

## Model Ys

Ian Maddams dropped me an article on the Model Y that appeared in the press recently. Permission has been granted to print but just a bit late with the confirmation to place the full detail with photos in this issue. The article refers to a printer who owned a Model Y when he was first hired by the firm. The car was sold for a pram to start a family, but purchased back again in the early 1990s after a chance encounter with the new owner at a vehicle rally. After three years badgering he acquired the car and this further small Ford is now on the list of surviving vehicles.

*Continued on page 12*

## Members' Vehicles

Colin Ralph from Bedford has owned the Deluxe (red badge) 7Y, AEW 895 since January of this year. The 7Y is complete and in original condition and has been known to Colin since 1982 when he was undertaking renovation of an Austin Chummy that was in the same barn and owned by a family friend. At the time Colin did not charge for the restoration work. This year as a gesture Colin was given the old Ford as a form of payment for that restoration some good 27 years ago. Considering the Ford had not moved in 35 years since it was placed in the barn, the condition, dusty and slight surface rust, is quite remarkable and shows the durable qualities and the robustness of the older sidevalves (photo 3).



Photo 3

## The Make Sure Service

This was a routine service advertised to car owners and commercial fleet owners by the Ford dealerships, the idea being similar as with today: to identify problems prior to them happening but at the same time to make more money from servicing. Glancing through a pamphlet on dealership services I had to smile at the following comment: 'To make sure we are telling the truth, call around and try our "Make Sure service", when a vehicle from another regular customer is being serviced.' I assume that there was as much malpractice then as there is today?

## The Ford Sidevalve Car Of Tomorrow

In 1937, with the teardrop design gaining some popularity in the public press, Henry Ford decided to get in on the act with a patent for a car having its engine mounted sideways like many of today's cars, but instead of being at the front, the engine was to be at the rear Volkswagen fashion. Cooling was to be via a radiator placed on the side above the rear wheel, although with the amount of crud accumulating via the road wheels, this position would probably have needed some further attention to work properly. No mention was made of the bodywork but the design was said to have allowed the then much discussed teardrop design streamlining. An artist for Scotland's *Sunday Post* in January 1937, with

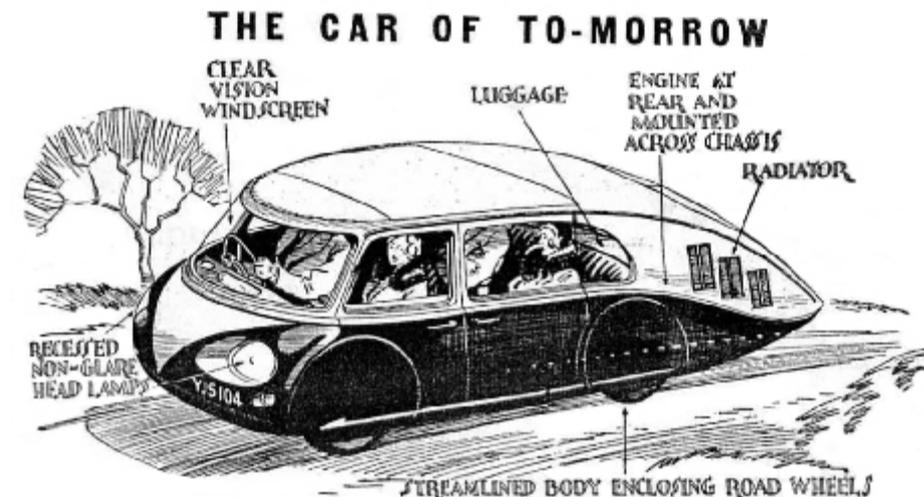


Illustration 4

a bit of artistic licence, tried to portray the possible Ford design. I don't think much of it, but then just think if it had been manufactured? It probably would have had the early 10 engine and now would be one of the rarest Fords around. (Illustration 4, *Sunday Post*, January 10, 1937.)

## The new Ten, 7W, A Technological Leap?

The 7W was quite a technological step forward from the Model C, both mechanically and bodily. The engine, though substantially the same as the Model C's, featured detachable crankshaft bearings and a camshaft that rotated on three renewable bearings instead of running directly in the iron of the cylinder block. Though the compression had been dropped down to 6.06 there was little loss of power as the combustion chamber design of the cylinder head had been improved and hence the lowering of the compression was accomplished without loss of power. The rear axle was new, similar to the Model C, yet more robust with the axle sleeves, torque tube and prop shaft some 3/8th larger in diameter. A more substantial housing was used on the rear axle pinion bearings which when compared to the Model C had a 30% greater load carrying capacity. The change to the straight rear spring found on all the Uprights from this era did actually give a greater anti-rolling stability and the pair of diagonal bracing members that had been incorporated in the front end of the frame to stiffen it up did provide the first of the Uprights Fords to be driven around corners at a much higher speed. Strictly speaking the long wheelbase models are more stable. However, looking at the earlier models, the Model C is better than the Model Y, possibly because of its barrel shape; it tends to run wide on a bad surface when a sharp corner is taken at speed although at

the optimum speed the front axle will start to oscillate with a perceptible pit-a-pat noise, a sort of axle tramp.

Latvia is not a place where one would normally find an old Ford. However, Latvia's first historic vehicle museum was inaugurated on 17-18th September 1988 and an international event was staged to commemorate the occasion. I remember receiving an invite from the president, Victors Kulbergs. At that time Gunars Dortans, the manager of the Historic Motor Museum, was in contact with regard to the restoration and specification of a 7W saloon car that they had identified as a 1.2 litre, Ford Vairogs Junior de-Luxe.

Vairogs may not be familiar to some of you. The name refers to a railway/car factory in Riga, Latvia and assembly was via Ford's body and mechanical parts imported from Sweden. Since customs duties for imported car chassis and parts were much less than for complete vehicles, the Vairogs factory made quite a profit by producing lorries and passenger cars. In 1937-1939 about 1100 lorries and 270 passenger cars were sold under the Ford Vairogs name.

The 7W pictured is now in the main exhibition hall and is more or less up to spec with assistance from the FSOC. Colour is white with black wings similar to the special colouring identified on the earlier Model C. (Photo 5, Riga Museum.)



Photo 5



# April 2009 Spares & Regalia Lists, Pop Shopper and Order Forms

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

**Note that all prices for FSOE regalia and spares include postage and packing for the UK only.**

**Minimum order £10.**

## Regalia List

### Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.75
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.25
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.95
Reprint Workshop Manual for 100E and 300E.....	£25.05
Reprint Parts Manual for 100E and 300E.....	£20.10
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.75
The John Howe Book of Cartoons.....	£5.99
Ford Motor Cars, 1945- 64.....	£8.75
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£20.95

### Stickers

Running In Instruction Sticker (Upright).....	£0.92
Running In Instruction Sticker (100E).....	£0.92
Window Sticker-FSOC design.....	£0.85
Silver Jubilee Window Sticker.....	£0.65
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each.....	£1.20
FSOC 30th Anniversary Sticker.....	£0.65
FSOC 40th Anniversary Sticker.....	£0.90

### Magazines

Binder for Club Magazines (holds 2 years).....	£8.25
Following back copies of Sidevalve News available.....	£0.99
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, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
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, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	

2009 February

### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.75
Running in booklet Anglia / Prefect (date 9/49).....	£1.75

### Models

Ceramic Cream Model of 103E Popular.....	£5.30
Limited Edition E494C FSOE 30th Anniversary Model.....	£19.99

### Badges

Enamel Lapel Badges: FSOE, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.45
FSOE Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£10.25

### Clothing

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

FSOE black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSOE Sweat Shirts embroidered in script.....	£15.75
<i>Racing Green in SM/Med</i>	
<i>Burgundy and Navy in Med/XXL; Jade MED</i>	
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/L/XL/XXL; Raspberry SM</i>	
FSOE Polo Shirts embroidered in script.....	£14.50
<i>Lemon, Sky Blue or Emerald in SM</i>	

### T-Shirts

Model designs.....	£9.25
<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.....	£8.50
<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>	

### Other Regalia

Licence Disc Holder.....	£0.85
Blue FSOE Mug.....	£4.50
FSOE 40th Anniversary Beer Glass.....	£19.95
FSOE 40th Anniversary Beer Tankard.....	£22.00
Tea Towel, All models design.....	£4.25
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOE Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.15
Pack of two dusters.....	£4.00
Pack of three dusters.....	£5.95
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

## 100E and 107E Spares List

### Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£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).....	£16.00
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 *).....	£23.00
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.....	£0.95

### Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E-2119-B	Compensator (hand brake cable).....	£5.20

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
	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-DB8.....	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£190.00
100E-1190	Hub seal 0.983".....	£7.00
105E-1190	Hub seal 1".....	£7.00
Y-1202	Hub bearing inner 0.983".....	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member).....	£7.00

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

100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right 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

**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 5225/5255	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 fits 100E and early 107E.....	£24.95
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).....	£6.28
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.....	£15.40
100E-8260B	Late top radiator hose, 100E only.....	£6.90
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (exchange £10 surcharge *) .....	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat .....	£5.50
EOA-8620-C	Fan belt, 100E only.....	£6.00

**Fuel System**

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

**Ignition System**

	Emergency Breakdown Kit (round type distributor only).....	£43.50
	Set 100E ignition leads .....	£14.95
7V-12098	Nut H.T. lead distributor cap (set of 5) .....	£3.00
	Distributor only (rebuilt-exchange £10 surcharge) .....	£50.00
	Distributor cap (D type).....	£25.00
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 .....	£3.25
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 .....	£3.00

**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
105E-11057	Brush set starter motor.....	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt .....	£3.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
100E-134641-C	Pair of rear red tail light lamp lenses .....	£26.50
50563-S		

**Badges**

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

**Miscellaneous**

E40GB1	Gear lever gaiter .....	£25.50
100E-17262	Speedo cable .....	£21.50
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-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.....	£12.50
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

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

## Spares List for 8 & 10hp Type Models

### Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.00
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
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only) .....	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W).....	£160.00
YE-2019A } CE-2019B } 7W-2019 }	Brake Shoes (set of 4-all models- exchange £10 surcharge) .....	£49.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y .....	£20.00
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 .....	£5.80
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00
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).....	£10.10
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£11.75
	Brake pedal return spring .....	£5.75
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W) .....	£60.95
YE-2793	Spring (handbrake lever pawl) .....	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£19.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.06

### Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50
E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans .....	£65.00
	Track Rod Ends (pair) E83W .....	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.85
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£53.50
	King Pin Set, complete (E83W) .....	£59.00
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).....	£5.30
YE-3616B	Horn Button and Nut (Y model).....	£5.75
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.60
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 .....	£2.49
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.95
	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
	Shock absorber (specify which one required).....	£85.00
	Front wheel bearings (wheel), specify model.....	£56.00
	Front wheel bearings (per axle set), specify model.....	£110.00
	Suspension Buffer (fits all models except Model Y) .....	£15.95

### Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system .....	£105.00
	E83W stainless steel exhaust system.....	£99.50
	E93A-5230/Prefect and 7W stainless steel exhaust system .....	£130.00
E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£130.00
	Clamp (inlet pipe to manifold) .....	£15.00

### Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670 }	Oil Filter Unions (pair) (fits all engines).....	£12.95
E98T-18672 }	Oil filter.....	£35.00
Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount) .....	£8.75
	Front Engine Mounting bolt .....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
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 .....	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.95
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set).....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£19.50
Y-6520	Valve Cover (fits all engines) .....	£7.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£4.95
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£4.05
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines) .....	£2.10
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.75
YE-6623	Oil Pump Screen (fits all engines).....	£9.75
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines) .....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040").....	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.040").....	£38.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34) .....	£35.00
	8hp decoke gasket set (1935-1953) .....	£45.00
	10hp manifold gasket.....	£7.25
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.....	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only).....	£70.00

### Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£11.75
Y - 5102	Gearbox Rubber Mounting (Y and C models only).....	£30.75
	Gearbox Mount Upper (not Model Y or Model C models) .....	£9.95
	Gearbox Mount complete, per side .....	£20.95
Y-7015	Main Drive Gear (8hp) .....	£35.75
YE-7015	Main Drive Gear (10hp) .....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear .....	£1.25
7W-7050	Retainer (main drive gear bearing) .....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£2.99
YE-7059B	Mainshaft and Bush .....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.95
Y-7069	Washer main shaft intermediate gear thrust .....	£3.00
E04A-7070	Retaining Ring (snap ring) .....	£1.50
YE-7071B	Washer intermediate gear thrust washer .....	£7.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7086	Gearbox rear gasket .....	£4.50
Y-7090	Universal Joint .....	£30.00
103E-7114	Counter Gear (10hp).....	£46.95
Y-7119	Washer (Counter shaft gear thrust) .....	£6.28
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7223	Gearbox lid gasket .....	£4.50
Y-7523	Clutch return spring.....	£5.30
7W-7533	Clutch linkage clevis pin .....	£2.10
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
YE-7563B	Clutch Cover-All models, except E83W (exchange - send with order) .....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order) .....	£66.00
E74-7580A	Clutch release bearing-All models .....	£10.50
E70-7600-A	Clutch Pilot Bearing .....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00





# 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.

## Post-War Upright

1959 103E Popular. Blue, very original and sound body but wings untidy. MoT September. Full history from 1965. Good interior. Spare engine. 53,000 miles. Reg. UVN 96. Reluctant sale. £2200 Mid Wales. Tel: Dennis on 01938 555574 or email djduggan@supanet.com

1955 103E Popular. Lovely condition with no rust; paintwork good with just a few blemishes. Excellent mechanics and running gear, low mileage since engine rebuild. Steering and brakes reconditioned. Rewired, 4 new tyres, 12 volt conversion. Beautiful original upholstery. Period extras fitted and much history. Tax & MoT. Pampered car kept in heated and carpeted garage. Starts and drives beautifully. Inspection & test drive welcomed. Genuine reason for sale. £2995. East Midlands. Tel: Michael on 01509 621033 or email info@marubicon.co.uk.

1949 Ford Anglia. Original paint and interior. Fully uprated engine. Daily drivable! Loads of new parts, solid, welded properly and no filler at all. £2000. Sheffield. Tel: Graeme on 07791 893058 for more details or email whtf812@aol.com.

1959 Ford Popular 103E. Black with red interior. Reg no. 366 CTX. Stainless exhaust. GRP wings. MoT June 2009. Taxed. Owned 32 years. Must reduce collection! £1800 ono. Harlow, Essex. Tel: Graham on 01279 452051.

## 100E & 107E

1960 Ford Popular 100E. Ambassador Blue – exceptional condition with most parts and engine reconditioned, carpets, radials, dry stored from 1982 to 2003, low mileage since restoration, show use only, £2,250 ono. Near Exeter, Devon (just off M5). Tel: George Herbert on 01395 270279 or email g.j.herbert@btinternet.com.

1959 Ford Anglia 100E. Black, unfinished project due to ill health. £450 ono. Market Drayton, Shropshire. Tel: Robert on 01630 638392.

1962 Ford Popular 100E. Panama yellow. Reg no. 7161 MX. Stainless exhaust, recent clutch and full brake rebuild. 49,000 miles. MoT June 2009. Taxed. Must reduce collection! £1400 ono. Harlow, Essex. Tel: Graham on . 01279 452051.

## Commercials

Ford Thames 300E Van. Original front seats have had plastic covers so have survived well. Will be listed on eBay shortly after *Sidevalve News* arrives (Mid April 2009). Please phone for auction number and more details. Kent. Tel: L. Terry on 01233 712209 or email ashfordanglia@aol.com.

Converted Ford Thames 300E Van. Fitted with side windows. Re-registered. Fitted with towbar and electric wipers. Owned since 1967. MoT July. Reliable, just needs a new home and care. Portsmouth area. Tel: A. E. Gilmour on 02392 580409 (evenings)

## Wanted

Wanted – Semaphore signal lens. Yellow trafficator lens, to fit 1953 E494A Anglia. Inverness. Tel: Bruce on 01808 521465 or email grfftb@aol.com.

E493A Prefect panels wanted. Reasonable condition steel wings (front and rear) wanted for 1953 E493A Prefect. Lancashire. Tel: Godfrey on 01282 831886 or email g.hands142@btinternet.com.

Siva Edwardian tourer wanted. Must be four seater but any condition considered. North East. Tel: Michael on 07976818354 or email michael@johnmichaelcrozier.fsnet.co.uk.

Various 7W & 7Y parts wanted. 7W/7Y windscreen frame, headlight bowls, reflectors, trim rings, running boards, glove box door, 'A' post garnish mouldings, 7Y rear garnish mouldings. Also any Aquaplane parts for E93A/10hp and looking for a good 100E 12v dynamo – collection arranged. Wirral. Tel: Chris McCormack on 07970074659 or email chris@newplan.uk.com.

E04A front panels wanted. I'm looking for front panels for an Anglia E04A – grille, bonnet and side panels. Anything considered. Hertfordshire. Tel: John on 01992 632486 or 07949 248537 or email john@gumble.freeserve.co.uk.

Wanted: Model Y front bumper and windscreen surround. Midlands. Tel: David John Collins on 0121 474 5356 or email djcpoprod@btinternet.com.

## Spares for Sale

Engines for sale. (1) Ford 8hp engine. Rebuilt, Re-bored with new pistons. Bench tested and ready to fit £550. (2) Ford 10hp engine. Ready to fit. £450. Recon. pump £25. (3) Recon carb 8 or 10hp £75. Also 6 volt trafficator for Anglia or Pop. Suffolk. Tel: T. Brandon on 01449 711837.

Various parts for sale. (1) Water pump for E93A/103E (etc.) fits in bottom hose and has pulley driven off fan belt. £50 incl. p&p. (2) Crown wheel & pinion for 100E – any offers? 100E 3303 steering joint £10 incl p&p. (3) External oil filter £7 incl. p&p. Steve Waldenberg, 39 Winding Way, Leeds LS17 7RG. Email steve@cpsairedale.co.uk.

(1) 100E tuning parts & windscreen for sale. (2) Pair 1-1/4 inch SU carbs complete with tubular extractor exhaust manifold to suit 100E, £80. (3) 100E windscreen in very good condition, £40. Kidderminster, Worcs. Tel: Mr M Crosher on 01562 752870.

E493A Prefect panels for sale. Grille £15 and bonnet £20 for E493A Prefect (1948 to 1953). Lancashire. Tel: Godfrey on 01282 831886 or email g.hands142@btinternet.com.

100E doors for sale. Anglia or Popular. Light surface rust only. One left and one right. £20 each or £30 the pair. Lancashire. Tel: Godfrey on 01282 831886 or email g.hands142@btinternet.com.

Various E93A parts. Front & rear road springs £25 each, shackles £2 each. Box of 16 valves, 8 guides, 8 tappets, timing gears, set of springs, 16 con-rods, 1 sump, heater water pump, valve guide removal tool, track rod end, £60. Mid-Wales, Borders. Tel: Don Rawson on 07747 369481.

103E Popular parts for sale. Starting handle, battery retaining bracket, R.H. door glass and regulator, pair of side and rear windows, pair of grille chromes, two hubcaps, pair of headlamps (poor reflectors) £40. North Wales. Tel: Mr Smith on 01978 820517 or email jeannettesmith@hotmail.co.uk.

Various 100E parts for sale. One set of seats for '55/'56 early Anglia in dark red in excellent condition £80. 100E bootlid £20. Fuel tank (no rust) £30. Somerset. Tel: Antony on 01935 823088 or 07949 878566.

Model Y parts. Early Model Y long radiator bonnet and sides for sale (open eye bar type). Stripped at some point, some surface rust only but in good straight condition. £50. Wirral. Tel: Chris on 07970 074659 or email chris@newplan.uk.com

## Miscellaneous

Y & C magazines for sale. Y & C magazines from the 1980s, 1990s and 2000s. Full collection £30. Will deliver within 100 miles of Birmingham. Midlands. Tel: David on 07743 346441 or 0121 474 5356 or email djcpoprod@btinternet.com.

Heatshield kits (see article by David Manterfield in this issue) now available @ £13.50 + £2.50 p&p. To obtain a kit, send cheque made out to D. Manterfield, and send to 34 Standon Drive, Sheffield S9 1PL. For more information phone 0114 2490255, or e-mail d.manterfield@btinternet.com. (NB not endorsed by FSOC.)

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

Remember that these adverts also appear on the club website: [www.fsoc.co.uk](http://www.fsoc.co.uk)



# E83W Register

Yvon Precieux

01475 529267, 6-9pm

## Registrar's Comments

This register still continues to grow and we have quite a number joining our ranks this issue. For new members, if you have any problems I'm on the phone, but phone at the designated times. For some members it could be a harsh year with the downturn, but keep the copy coming and please complete your register forms, it really is important.

Did you read Ian Maddams' article on E83W performance last issue? Worth another read as indeed the E83W was a workhorse and the required speeds of the day for commercials were much less than today, hence what was the point of another axle ratio? Still it's good to debate and read about all the comments; after all that's what our sort of motoring is all about.

With regard to spares, is there anyone out there who is having problems with certain parts for the E83W? The steering box for these models has cropped up recently but on the whole the model seems to have stood the test of time extremely well on parts.

Looking to the future, could members of the register tell me of any difficulties of certain parts and what parts would you like to see in stock? Give me some idea now so that discussion can take place.

## Membership Assistance

Patrick Russell is one of our keener members and has dropped me a line with an excellent idea for assisting other members about to contemplate a restoration. He is well worth contacting by anyone contemplating a restoration of an E83W, having fully restored his E83W pick-up, MBW 138. From my point of view it is good to know that there are members such as Patrick willing to assist and I leave you with his comments:

"It was nice to see that in the December issue, yet another van of these endearing vehicles is about to be 'resurrected'. You have seen, through the register, and possibly through articles I have written, that I restored an E83W pick-up over a four year period, ending in June 2007. At the outset of the restoration, and during the work being carried out, I took literally hundreds of reference photographs, which I stored in flip albums. I found them an absolutely invaluable source of reference when putting the vehicle back together again, showing exactly how and where everything originally fitted. I would strongly advise anyone contemplating a restoration to do the same. Now, of course, these photographs are more or less redundant to me, but obviously I do not want to destroy them. However, if anyone

is carrying out a restoration, and would like advice on how and where something fits, if they contact me, giving me the details they need, I will willingly scan and forward any photo they would like. I hasten to add that I am no E83W expert. My knowledge is self taught, so I would always bow to more knowledgeable people, so I can only advise on what I did, and if it will help in some small way, then I will be very pleased. I will be more than happy for anyone to contact me on pat\_duck 16@tiscali.co.uk – even if not for reference pictures, I would like to hear from anyone doing a restoration on how they are getting on with the work, and would be delighted to see any photos of their work." (Photo 1 shows MBW 138 with former driver Roy Townsend)

## New Members



Photo 1

A welcome to Stephen Clegg with his 1944 pick-up still a box of bits, Sidney Amer (van), Stephen Goodwin (1955 pick-up), Kristino Darmanin from Malta (pick-up), Alan Flockton (Pattison tractor), John Appleby (van), Derek Powell (van) and Gary Haward (gown van). Please check the spares list for what is available for the E83W. Also, when sending details of your vehicle, I would ask new members to make comment on the register and the type of service that is rendered. Be as constructive as you like as your comments can highlight any deficiencies in the register. Your comments will also assist in making this register better. It is your register so make the most of it.

## DVLA

Rod Smith, who uses one of his E83W's regularly – a pick-up – also has a utilicon which is being restored, but with no documentation. The vehicle is painted blue with black wings and the registration has been given as ERX 469. The DVLA are quite tough about the required documentation for obtaining original plates. You need to have either the original logbook, pre-83 MOT or licence previous to this date. The club is able to date the vehicle on the basis of manufacture but cannot relate this to a registration number unless one or more of these important items are provided. Photo 2 shows Rod's utilicon.



Photo 2

## Members' Vehicles

Earlier this year I had a chat over the phone with Colin Gray from Newton Stewart. He mentioned his vehicle, a flat bed E83W that he had restored in November 1985. Although a member of the FSOC for a number of years. Colin has never had his vehicle mentioned in these pages so here it is. I had assumed that when I received this register, most members in the register had been identified in the magazine, so if anyone who has been a member some years and wishes to be in the magazine would drop me a line, you could be in the next issue.

Colin acquired the vehicle from a builder near Sunderland in 1995: regretfully no information was available on its history. Also, when initially washed down after purchase the vehicle was found to have a broken chassis (photo 3).



Photo 3

Gary Haward of West Kingsdown, Kent owns the pristine removals van TPD 302. Detailed history is not complete but for part of its working life it was a vehicle for an antiques shop, finishing up finally at a pram shop. The vehicle is in exceptional condition with the body painted white with black wings. Lettering is in gold (top) and blue (below) (photo 4).

John Appleby from Winchmore Hill, North London owns the van pictured in photo 5. Coloured red with phone motif on the door, it was owned by the petrochemical company Esso between 1953-1960. The previous owner then purchased the vehicle but in 1964 it was laid up in a garage and remained there unused. John acquired the vehicle in November last year and apart from a few dents in the grille



Photo 4



Photo 5

and a few odd parts, it seems to be quite rust free. Body and wings are coloured red.

Kristino Darmanin is another member who has joined us from Malta. His vehicle is a builder's truck with red cab and green rear. No history at present but hopefully Kristino will get in contact with more detail next issue. Joe Portelli has finally restored his builder's truck using the metal 'Anthony Hoist' type body. The vehicle is immaculate but he seems to have fallen foul of the Malta Transport Authority, who do not deem the rear metal bodywork to be classic. Seemingly this type of metal body has never been seen by the authorities on E83Ws in Malta, the normal sight being builders' trucks with just the wooden body. Also there seems to be a problem on rear lamps etc. I have sent a letter to the Malta Transport

Authority asking to assist and informing them about the Anthony Hoists bodywork with detail of lighting regulations pre-war and changes made in the UK during the mid fifties. Hopefully by the time Joe reads this he will have his authorisation and permit for half price road licence. Hopefully Joe will give some insight into the restoration of this vehicle.

## Woodies

We do have a few of these vehicles in the register and numbers are growing. Ian Maddams did write this very informative article in a very early issue. It is worth repeating as in the next issue I would like to continue this theme with body variations in both the E83W and the pre-war registers. I leave you with Ian's comments:-

"Usually the best bits in the 40s and 50s Ealing films and other British productions are the street scenes which usually include large numbers of old vehicles including many small sidevalve Fords and a number of woodies of all makes. But why were the latter once so common? A few survivors have been featured in our magazine over the years, but are there any more we have not seen? In the early post war years, because there had been virtually no production of private cars and many were destroyed or just worn out, there was an enormous demand for new. There were, however, problems for the manufacturers, as the government insisted that orders for sheet steel would only be met if the manufacturers guaranteed that a large percentage of output was to be exported to earn foreign currency. Another problem was that petrol was on ration to the private motorist, and at one time reduced altogether. It was petrol rationing that

brought about the large number of woodies being constructed. For business use, pink petrol was available, like today's farmers use diesel. However, vehicles that carried wooden bodies were allowed this pink petrol, and this consequently brought about the vast number of woody vehicles - i.e. a loophole in the law. There then became quite an industry of garages/firms that removed the rear half body and replaced it with local built wooden bodies, this being done on whatever vehicles were available. Some very interesting body designs were constructed from available parts (even from different models and manufacturers!) and then licensed (are they Specials?). The E04A Anglia and E04C 5 cwt van was reintroduced in 1945, and because of the shortage of sheet steel some interesting bodies were produced on this chassis. A photograph of one of these vehicles, built by Coombes of Guildford, is featured in 'Ford Popular and the Small Sidevalves' by Dave Turner, and available from the club. When petrol rationing finally ended the need for these vehicles ended." (Photo 6: Colin Morley's woody.)



Photo 6

## Tales of BLC

Jim Norman

A bonus which sometimes accompanies the purchase of a classic car is a detailed previous history, and I was delighted to receive from Graham, along with BLC herself, a lever arch file packed with documents and photographs going back many years. In some ways it was a mixed blessing: there was a lot of useful material in there but also disappointment that much was missing. I soon realised that some of what was in the file from before Graham's ownership was slightly misleading. Indeed, there are certain bits of the car from this earlier period that are open to speculation too, although Graham would have been unaware of any of these.

The car was recorded with a low mileage of 23,796 (not 29,796 as stated last time - slip of the keyboard!) and its overall condition, especially that of the interior, supported this but the instruments did not. 100Es and 107Es were fitted with either Smiths or AC instruments in matched pairs, but BLC had one of each. Removal of the panel showed that the AC speedo was retained - or otherwise - by a Smith's bracket, so it was a replacement at some point and the mileage would be understated (the Smiths speedo is shallower than the AC one, so its bracket wasn't actually touching the panel and therefore doing nothing to hold the speedo head in place. That was being done by a piece of folded cardboard ...).

The first thing I found on opening the file was the original invoice issued by the Ford

dealers, W. V. Radford Ltd. of Shepherd's Bush W12, to G. O. Jones of London W14. With the car, Mr Jones ordered wing mirrors, overrides, seat covers, foglamps, underseal, exhaust deflector (it actually says 'Exhaust Reflector') and cannon mats. The car was presumably all-over Imperial Maroon as he paid £7/1/- to have the bottom half resprayed in Smoke Grey; I had until this point thought that the two-tone scheme was usually applied at the factory.

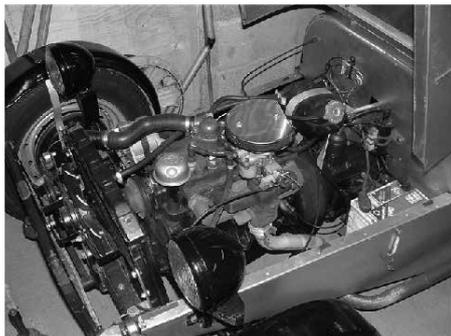
That was about it for the early history though; neither the original buff nor replacement green log books were present. A request to DVLA gave a list of previous owners and I am ninth in line (though Graham owned her twice so possibly I am the eighth

*Continued on page 30*

# Specials Register

Rob Daniels

A bumper bundle of new members this month with no less than seven new specials owners joining us. A big FSOOC welcome to Marvin Hurst and Graham Wilman who both own Altairs (Graham's below), Edward Wills who owns a Siva Edwardian, Chris Drew with his 1934 Morgan F4, Malcolm Adshead and his three wheeler special, Bill Smith who owns the Lotus 6 styled special pictured in the last edition, Donald Rawson with his Lotus 6 replica, and finally John Mastin with his Dellow Mk1. I hope to meet you all at one or more shows during the summer, hopefully the Historic Specials Day on August 9th where this year we are hoping for a big turnout of Sivas for their 40th anniversary.



I'm sad to announce the death of retired Guild of Motoring Writers' member Tony Bostock who died on Sunday 18 January this year. Tony was Assistant Editor to John Mills at *Car Mechanics* in the late 1950s and early sixties and went on to write for numerous magazines, but for me it was his Hot Rod pages in the aforementioned *Car Mechanics* that must have helped bring the Specials scene to the general motoring public and certainly gave lots of free advertising to Specials companies with his articles and road tests. Such an ambassador was Tony to the cause that he was chosen as one of the three judges at the first Specials Show held at the Biggin Hill aerodrome on 14 May 1961.

## Markham Peasey

I had a Markham Peasey Special (below) and I am restoring it. I had acquired a hydraulic conversion kit and a Shorrock supercharger. It has a 750 Austin Seven engine. How can I find some photos, in particular of the inside and seats, to get an idea?

Regards, Emanuel



There is a picture of the inside of a Markham Peasey in the book *Ford Specials* by PJ Stevens, but really it doesn't matter how you finish the inside as no two cars were the same. My only advice is to keep it period.

Can you send me some pictures of your car please?

I think the previous owner must have been having a little joke when he put the registration number on the car pre sale. Does anyone know if these headrests were available as an accessory as this is the second Markham Peasey I have seen with this modification.

Many thanks. I am located in Italy and I had bought the Special in the UK. It's a very interesting one and I love the racing pinnacle! I believe it will be a very nice car when completed.

I had also a Dellow MK V and a Falcon Competition with aquaplane tuning (Below).

Regards, Emanuel



## Bermuda Memories

July 1961 saw a track day being held at Brands Hatch Racing Circuit for some of the

manufacturers who had exhibited at the Racing Car Show held in the Royal Horticultural Halls over the New Year holiday. In attendance were chassis manufacturers such as LMB and CRS, small production car makers including Warwick, TVR, Gilbern and Lotus, plus some of the special body makers including EB and Falcon. Also invited were a number of journalists and pictures of the whole day were featured in *The Motor* and *The Autocar* of August 1961. Most of the cars were the demonstrators of the exhibiting companies such as the LMB Debonair now owned by John Edwards and shown at last year's Specials Day. But Peter Pellandine at Falcon was so impressed by one particular Bermuda that he asked its builder, Derek Patterson, if he would bring his car along for the day. A picture of the interior of Derek's car was shown in *Autocar* and a caption including Derek's name.

More than 40 years later Derek came to see me at one of the many shows I attend and told me of his day at Brands. He also paid a visit to the club stand at the NEC last year, and said that he had just joined the band of Silver Surfers and would be able to send me some photos as soon as he had mastered how to use his scanner. A couple of Derek's photos are shown here for all to see.

Hi Rob,

We met at the NEC Classic Car Show 2008 and I promised to send some pictures of my car when I had scanned my transparencies and loaded them onto my PC. Pictures include chassis before body and the finished car at Brands Hatch.

I did 27,000 miles before selling it, the only problem being a water pump. I hope you receive the pictures O.K. Be patient with me as I am a silver surfer and have only had my computer 9 months.

Regards, Derek Patterson



## Matters Arising

Thanks to James Stables who wrote with details in response to my request for the owner of the Nickri Spyder pictured in the last edition. James had owned the car for over ten years and as he also has a pair of 7Ys he felt he did not have time to restore the Nickri and sold it just before last Christmas.

Lisa Hopkins emailed with photos of the Ashley 117 roadster she would like to sell (right). It looks like it has a Halifax chassis, but I can't be certain and the wheels could be 15" as one of the tyres look like they are Michelin Xs. It has a detachable hardtop, E93A engine and twin carbs. Lisa can be contacted on lhop@hotmail.co.uk.

Time to get those old Specials out of their winter hibernation again and get them ready for a sunny rally season. I filled the Shirley up with water and charged the battery up a few weeks



ago. Luckily this year the water pump did not leak due to the drying out of the leather seal and the car fired up after a few turns of the engine. I know the engine is going to struggle again this year, but with our house still up for sale I don't want to start on an engine rebuild only to have to abandon it half way through due to a house move, so I will either have to do a quick

engine change without any mods to the spare I am intending to use, or I will have to use the car with its worn-out engine. Whatever I chose to do, we will certainly have the car out and about over the coming months.

# Anglia, Prefect & Pop Register

Andy Main

*Sidevalve News*, April 1984: in member's letters I wrote about our 1983 holiday to Dorset in my 103E Popular. In that fortnight we travelled 768 miles, 374 miles more than I drove the 100E Anglia in 2008. Extra holiday luggage was carried on the £1 second hand roof rack from an E493A Prefect and obtained from a local garage – bargain.

In the same edition in 'Meet the Committee' Shirley Wood, your recently appointed general secretary, introduced herself – nice glasses!

More from *Sidevalve News* April 1984 later.

## Sidevalves Beside Rails Part 2: Weymouth Tramway

The Weymouth Tramway diverts off the main line just north of Weymouth station, and runs along rails set level to the road surface to the Quay station, crossing over other public roads. Fruit and parcels trains along with boat trains of holidaymakers traversed the tramway at the start/finish of holidays to the Channel Islands with trains run from various parts of the country. With the changes in travel patterns the boat trains were replaced by buses between the town station and the Quay station. The tramway is now unused with the rusty track in place but it has not been officially closed.

Operation of the tramway was difficult at times with inconsiderate motorists parking too close to the rails. Staff would bump the offending cars out of the way. The yard inspector or foreman at both Weymouth Junction and the Quay controlled each train or light engine working. Each had to be accompanied by a shunter-in-charge and a second shunter. The shunter-in-charge's responsibility was to see



that the tramway was clear for the train to proceed and warn people of its approach, for which he was issued with a guard's whistle and a set of flags. Where the tramway was straight, he could ride on the footstep of the engine, otherwise he had to walk 30 to 50 yards in front of the train except at street openings where pedestrians and particularly children may be about. All engines working over the tramway had to be fitted with a bell that was rung continuously whilst the engine was in motion. Later diesel locomotives had a flashing light temporarily attached and towards the end of the service a police car also escorted. Both a hand lamp and a tail lamp had to be used at all times on trains and light engines. Speed was not to exceed 4mph.

The photograph was taken in August 1952 and features an ex-Great Western Railway 0-6-0 pannier tank. The shunter-in-charge rides on the footplate and looks ahead towards the Quay whilst the second shunter leans out of

the cab and looks back along the carriages. The bell is located above the running plate.

Mrs Edwards owned the E493A Prefect, and the photograph was taken by her son Maurice and reproduced with his kind permission. LKM 12 was first licenced in Maidstone, Kent in March 1949. Mrs Edwards purchased it in 1950 when living in Folkestone, Kent. It is not known when Mrs Edwards sold the Prefect nor to whom.

## Register 25 Years Ago – Sidevalve News April 1984

My predecessor featured a selection of pre-war Prefects! Also featured was a 103E Popular with an unusual front grille and a short article on an Australian Popular utility in Australia. Brian Alford owned it for many years and used it as daily transport to work. Brian sold it to a fellow Ford enthusiast about eight years ago.

# 100E Register

Robert Goodland

Hello Sidevalvers!

Thank you to all the people who have sent correspondence about their cars recently. I have received a good number of register forms and other enquiries. It is always great to hear from other owners. I am slightly ashamed to say that I have not used my Anglia since before Christmas. There are two reasons for this, one being that I still have not had time to deal with the oil leak, and the garage has a currently difficult to move Prefect in residence. The other reason is that the brakes are not very good. I only realised how poor they were when I got my 107E on the road, which has the same braking system. Everything is adjusted as it should be, and the pedal is not too low, but the brakes seem to lock up remarkably easily. I will have to investigate. This will also give me an opportunity to replace the worn snail cam adjusters on the front. I will let you know if I can improve them!

## Brakes

On the subject of brakes, I have just managed to remove the rear hubs from my 100E Prefect (the one that is occupying the garage). This was not easy. We backed off the adjusters, squirted the joint with dismantling fluid, greased and tightened the hub puller, and hit the hub puller repeatedly, VERY hard, with a BIG hammer. This did not work – on either side. I had to borrow some oxyacetylene gear from work to heat the centre of the drum up quickly, to expand that part. We then had to put the hub puller back on quickly, trying not to burn our fingers, tighten it, and hit it again to draw the hub off. This was my first experience of this type of ordeal as my father had fitted my other 100E with a 107E axle many years ago – extensions were welded on to the axle to pick up the different handbrake cable arrangement. Is it just that these drums had not been removed for several years? How do other owners deal with their rear brakes? There was absolutely no way that they were going to move without a bit of heat. Do let me know if you have any special tricks in this respect!

## WET670

It is always great to hear other 100E stories. I was pleased to receive a letter from Mr Rob Palmer, who is the proud owner of a 1960 Popular deluxe. WET670 was purchased by Mr Palmer on the 10th February 2005 from Mr Keith Williams of Rotherham, who trades as Classix Autos. The car came with all of the

original paperwork, including the log book and bill of sale. The original owner was Mr George Barnes, who lived in Rotherham. He bought the car on 6th July 1960 and owned it until his death in 2003 when he would have been about 92. The car was supplied with a video, which showed Mr Barnes driving the car locally and to a classic car event. The video also shows Mr Barnes working on the car, together with a brief life history of his earlier days as a chauffeur driving an Austin Princess (1950) to London. The video was televised on Leeds local television as a news item.

Mr Barnes would drive the car to many classic car shows in the Sheffield and Rotherham area. Mr Palmer has around forty attendance badges and prize winning plaques from these shows. When the car was bought, a FSO sticker was displayed in the window. I have looked in the register and it would seem that Mr Barnes had not returned a register form. I wonder if any member in the locality might remember the car, or Mr Barnes?

Mr Palmer drove up from Bristol to Rotherham to have a careful look at the car prior to purchase. He returned two weeks later, having hired a double axle trailer to collect his 100E. This turned out to be a wise decision, as upon arriving back home, he discovered that the carburettor was leaking petrol. A new Solex unit was immediately purchased and fitted.

Mr Palmer had not driven a Sidevalve for many years. His first car was a 1958 103E Popular, registration 571BHW. This was followed in 1968 with a 100E Anglia JGL468. The latter vehicle was sold to a friend but bought back in 1973. It was re-sold in 1974 to make way for a Mk1 Cortina. So Mr Palmer made a return to Sidevalve motoring after a break of 31 years. In the earlier years, he had been a member of the Ford 100E Owners Club.

The only real alteration needed to fit the new carburettor was to cut the metal pipe from the fuel pump, as the new carburettor had a downward pointing brass inlet, so this was connected with a rubber fuel hose and secured with hose clips.

Mr Barnes had fitted a Redex Lubrocharger to the dash panel, which is connected to a brass tapping screwed into the inlet manifold with a black plastic pipe. A red plastic pipe supplies the Lubrocharger unit with Redex from a tin which is mounted on the offside inner wing by the battery. Redex is sucked from the tin, through the 4" circular lubrocharger, with its internal tubing and glass front and into the inlet manifold. The flow of the Redex is controlled by circular finger valves fitted to the top and bottom of the instrument. Has any



Photo 1



Photo 2



Photo 3

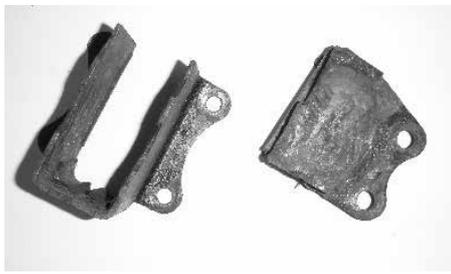
other member seen or even used one of these devices on their car?

WET670 retains its original engine and has covered a mileage of 50,300. Compression and oil consumption are both good and the engine runs fairly quietly. Long may this continue! Photo 1 shows the replacement carburettor and air filter on WET670. Photo 2 shows an old Esso oil can used as a Redex reservoir. Photo 3 shows the 4" diameter Lubrocharger unit as mounted inside the car. Many thanks to Mr Palmer for his letter – remember I am always pleased to hear from members willing to share their Sidevalve experiences!

# 107E Register

Robert Goodland

Since getting the 107E on the road, I noticed a lot of vibration was being transferred through to the body. This was particularly noticeable due to the glove box lid buzzing. The first time it went on the motorway, too, was pretty uncomfortable. I bought some new engine mounts, and upon fitting them was shocked at how far the engine and gearbox had dropped. The old engine mounts had actually separated into two parts. As you probably know, you cannot really see this whilst they are on the engine. Needless to say, replacing these increased ride comfort no end! The photograph shows one of the old engine mounts; the other was in a similar condition!



The next problem, caused directly by the engine mounts, was that the weight of the engine pulling upon it had actually bent the throttle linkage. When I drove the car after replacing the engine mounts, there was just not enough travel between the floor and the pedal to get enough revs out of the car to get it going properly! This was also made worse by what looks like a homemade foot rest next to the accelerator pedal, as this was a bit higher than the original one would have been. This meant that your foot would periodically get stuck between the pedal and the foot rest. I managed to remove the accelerator pedal and bend the

linkage back into a position where the car was useable again.

My car had been fitted with a different engine prior to my ownership. The previous owner said that the engine was underpowered and that it now had a 1500 Ford engine fitted. Upon actually finding the engine number, which is a 109E, it would seem that the engine is actually a 1340cc engine as used in the Classic. All of the peripheral parts from the original engine were transferred, though, including the fuel pump, manifolds and carburettor. My carburettor works but the casting is in a bad way! Many of the screw threads have stripped and the top is held on by nuts and bolts instead of the original screws. I have a replacement carburettor body, which I plan to swap parts onto at some stage. The car seems to go reasonably well, but I often wonder if it would benefit from different jet sizes due to the larger engine – perhaps you would let me know if you have any experience in this respect.

Yet another problem was vaporisation. Whilst driving home in stop-start traffic, the car started to get hot. I had replaced the rheostat on the heater, so I thought I would put this on full to try and drag a bit more air through. With my feet feeling like they were on fire, I headed towards the edge of town. Every time I started to move, the car set off in a lumpy, underpowered way. Eventually, I realised that we would not make it and pulled over to cool down. I lifted the bonnet and bubbles were coming up through the in-line fuel filter that I had put in by the carburettor. I waited 20 minutes before setting back off, without any difficulty.

The condition of my radiator was unknown, so I took it to our local club meeting where 'Radiator Tony' took it away for a rebuild. There was quite a lot of rust and sediment in

it, particularly near the bottom, and cooling is now much better, according to the temperature gauge. Unfortunately, however, I have experienced this vaporisation problem since. I think that the fact that the original metal fuel lines are so close to the engine could be part of the problem here. Heat from the engine is making the petrol evaporate before it reaches the carburettor. My next course of action is to fit an electronic fuel pump and re-route the fuel lines away from the engine block. I am hoping that this will mean that I can keep up with the modern traffic that seems to move so slowly! This is not the first time that I have had problems with a 107E due to things overheating and I have often considered fitting a thin electric fan between the front grille and the radiator. It would be ready to go at the flick of a switch when you notice the temperature gauge creeping up!

I had a week off recently and decided to investigate the possibility of a respray. The car was solid but scruffy and needed a bit of work to get it back to a tidy standard. I took everything possible off whilst leaving the car legal enough to drive to the painter! The photograph shows what it looked like before I took it in – a real mess! I have been throwing a bit of money at it lately, as I have taken the seats to be re-trimmed too. Hopefully I will soon be close to having a tidy car for the first time in my life!



## Fuel Pump Heatshield

David Manterfield

As some members will know, I have designed a heat shield to prevent the fuel pump from overheating and causing the dreaded vaporisation problem that so many of you are only too familiar with.

I have had a prototype fitted to my E493A Prefect since last May, and I also fitted one to John Duckenfield's 103E Popular as I wanted to test them before I told too many people about it.

Since fitting the prototypes we have not suffered any problems with vaporisation, although I had hoped for a hotter summer last year to really test it to the limit. I did however go out on a gruelling 100 mile road run over the peaks of Derbyshire, which included several first gear climbs on one of the hottest days of the year, and the road run

after last year's AGM with four people in the car (including Angela & Ken Hume) over the hills of the Last of the Summer Wine country. No problems were experienced. I am now confident that the device works, or at least is a great deterrent of this annoying problem.

I have researched the material for the shield (as we can no longer use asbestos) and it is the most efficient available for this purpose. I have designed the mounting bracket to enable simple fitting and removal as required.

I have produced the shields in kit form, with fitting instructions, so that members can fit them to their own cars. This is a simple task and will only take about fifteen minutes. See Pop Shopper (last item) for details of how to acquire them.

At the moment the kit is only suitable for all Uprights, but I hope to design another version for 100E models shortly.



# From the Archives

Peter Williams

This time we continue our trawl through the collection of old copies of *Practical Motorist*. We finished last time in 1956. The following bits and pieces appeared throughout 1957.

## Servicing the Pre-War Models

Each month there would be a major technical feature running to several pages where all the servicing, adjustment and repair operations were explained for a particular vehicle model. In November and December 1956 and January 1957 the subject of these articles was the pre-war range of Ford 8 and 10 hp models. So this was advice to owners of cars that were between 15 and 25 years old when the articles were published.

All the usual stuff was included about greasing the chassis, adjusting the clutch linkage and front wheel bearings, cleaning the petrol pump filter and adjusting the carburettor mixture control. One section of the text on maintaining the carburettor described a feature I have never come across on a Sidevalve. Maybe Yvon can throw more light on the subject. The text in question is: *A further point with the original carburettors is that a hole drilled in the float chamber cover near one of the securing bolts is covered with a gauze filter disc. This gauze must be in place and must be kept free from dirt; if it is blocked carburation will be upset, while if it is omitted or damaged grit may find its way into the fine passages in the carburettor.*

Of course, being an article about the Ford Sidevalve engine, it had to cover valve grinding and tappet adjustment. Amateur mechanics coming new to Ford engines in those days must have been quite taken aback by the odd system that Henry chose to use for his valve gear. They explain how to remove the guides and grind the valves including a picture of a handy gadget that I hadn't come across before for holding the guide in place during grinding (photo 1). It is suggested that, after valve grinding, the clearances should be measured and the valves taken to a Ford agent to have the base of the stem ground off to achieve the required clearance. I'm not sure what response you might get if you followed that advice today!

Detailed instructions were given for overhauling the distributor and setting the timing. There were also sections dealing with the steering and braking systems. The final episode in the January edition covered shock absorbers and various electrical items such as the charging rate and headlamp focus and adjustment.

## Our Experts Advise

This was the title of a regular feature where readers could ask for help. One question in

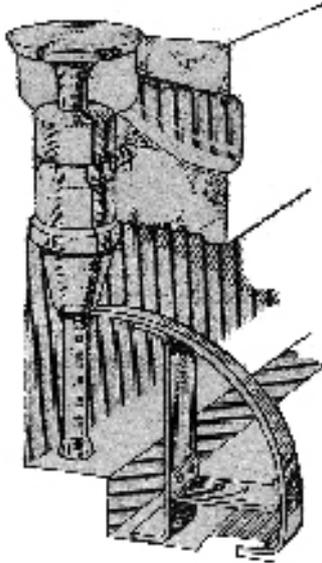


Photo 1. 'An inexpensive valve guide support which enables the existing valve guides to be used when grinding in.'

April 1957 appears to have come from a very inexperienced Ford motorist. His question was: *I am informed that my 10 h.p. Ford Popular, purchased new last July, requires a de-coke as it has now covered 3000 miles. What do you advise?* It is not made clear who had told him his car needed a de-coke; perhaps his local garage was short of work. The magazine was quick to reassure the reader that his sturdy Ford should comfortably be expected to cover 15,000 miles before major work was needed.

The following month a reader with a 1937 Model Y enquired how to renew the rear spring hangers. The experts described the use of a spring spreader to allow the shackle plates to be removed but also pointed out that in the absence of the special tool: *The lack of a spring spreader can often be overcome by loading the car to cause the spring to spread, then fitting a piece of stout wood across, this having vee ends to fit on the bosses or wedge between the bosses and the main leaf.* I think a magazine might think twice before offering such advice these days!

## Mr Ballamy Cared About Economy As Well

On the Accessory Review page of the May 1957 edition there is a picture and a short description of the L.M.B. Economy Carburettor Conversion for the owners of Ford Populars, Anglias and Prefects. L.M.B. are mainly remembered for their performance conversion parts for Fords but this kit promises to reduce fuel consumption by 25-40%. Presumably this was before the coming of the Advertising Standards Authority (photo 2).

The description of the kit includes: *This device is intended to ensure a correctly calibrated carburettor to function in conjunction with an induction manifold designed to provide full*

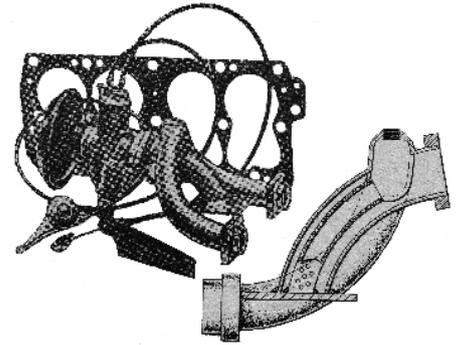


Photo 2. The L.M.B. 'economy' carburettor conversion.

*atomisation and utilisation of fuel.* How could you not be impressed with that description? It must be worth every penny of its £9.16s price.

From the picture it would seem that an Amal carburettor and a very complex manifold were involved. The text also mentions that: *The carburettor is fitted with an extra air lever, which should facilitate starting from cold and enable the driver to adjust the mixture to suit varying conditions. A further factor to be considered is that, as the unevaporised fuel is not able to enter the cylinders, oil dilution and consequent engine wear are reduced.*

The advertisement from the August 1957 edition (photo 3) shows the full range of equipment that Leslie Ballamy was offering for the small Fords. This included suspension systems, cylinder head and manifold mods., sump coolers, petrol anti-theft device, shock absorbers, different ratio axles, steering mods. and, of course, his famous modified wheels.

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Photo 3

# Letters and E-mails

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## Look Back to February

Dear Sidevalve,

Some comments on *Sidevalve News*, February 2009.

107E Register – Home to Stay – Andrew Pitcher

I don't think I've ever met Andrew but we have corresponded many times via Graham Carr's website, [www.ford100e.com](http://www.ford100e.com). I also remember this car from many years back when I temporarily took on the role of 107E Registrar, and recall thinking then that it was an extremely impressive piece of kit. It remains so, despite Andrew's modest claims to the contrary; it probably does need some work but, then again, don't they all?

Andrew is a perfectionist and I know he will bring the Prefect back to absolutely mint condition. He is also making progress on a 300E van and the quality of his work is amazing to see. It's all on Graham's site: take a look!

E83W Performance – Ian Maddams

Ian's letter on this subject and highlighting the different final drive ratio of the E83W is correct in every respect, but really needs to go a step further. This model is often portrayed as being slower than the saloons and unhappy at speeds above about 40mph; I've never driven one so can't comment on this. The different ratio of 6.83:1 as opposed to the saloons' 5.5:1 is often given as the reason for this and, in so far as it goes, is true. Comparison is also made in the letter to later vehicles' ratios, the 100E's being 4.429:1 and the Cortina 4.125:1.

Now from this, you might assume that the Cortina would have tremendous speed potential but this isn't so, except perhaps when compared with the E83W! Another factor must be considered: wheel size. The Cortina has 13" diameter wheels, and with 5.20x13 tyres (let's stay with crossplies) that gives a circumference of 73.5 inches; that's how far the car moves for one revolution of its road wheels. The 103E has 4.50x17 tyres, so it will move 81.7 inches per revolution, so its wheels need to revolve at a lesser rate than the Cortina's to achieve the same speed.

Now while the Anglia and Popular had 17" wheels and the Prefect 5.00x16s, didn't the E83W – and correct me if I'm wrong here – have 18" wheels? If so, it too would go faster for each revolution of its slower rotating wheels, unless someone fitted 17" wheels which, I think, was often done. Are we looking at E83Ws fitted with smaller than intended wheels and judging them unfairly?

From the Archives – 100E Under Floor Spare Wheel Carrier – Peter Williams  
I'll never understand why Ford didn't fit this carrier as standard equipment to all 100Es; it not only gives the boot much more space but the now flat surface is far more useable too. I've done this to BLC; I simply walked around a scrap yard until I found something – from some sort of Citroen, I think – that would fit, and added it. It certainly makes the boot so much more useable that everyone should consider it!

Yours,

Jim Norman



## Corrosion Prevention

Dear Sidevalve,

Many thanks to Jim Norman for his helpful article on the subject of Suspension Insert Fitting in the February 2009 issue, in particular the precautionary measures he advises.

I thoroughly endorse his recommendation to check for corrosion in the lower spring pan. This somewhat inaccessible area is often overlooked in routine maintenance/inspection. There is a strong likelihood that in all contemporary units the accumulation of moisture absorbing/retentive detritus in the circumferential area in the lower pan around the vertical strut will have over time resulted in a degree of (mostly hidden) corrosion.

Significant corrosion, when combined with the stress caused, for example, by unavoidable encounters with surface inconsistencies on a poorly maintained road, could result in sudden failure and serious mishap.

My 100E had the entire strut tube bodies and pans shot-blasted to bare metal prior to refurbishment, and they were thoroughly checked for corrosion and prior repairs. The units were then re-painted and the pan was treated with a proprietary protective coating.

Some lower spring pans have a pre-drilled drain hole to allow moisture to escape, some do not. I make a point of ensuring these drains are kept clear and open.

Yours sincerely,

Mel Smith

## Taurus Saloon

Dear Sidevalve,

My new Taurus was delivered in 1950 to Sweden. It has only 66,000 km on its wheels and drives very fine after some small improvements (new tires, exhaust). The engine and brakes were restored in Sweden some months ago.

The owner of the car contacted me at the beginning of the year, but the e-mail contact was very slow. In June I called the owner by phone. In July my wife and I drove with a trailer to Sweden and came back 1200 km with the Taurus. Everything is original. The interior covers are from 1950 (with red/white stripes) but to safeguard the original interior I will remove these covers next time.

Regards,

Jens Wöckener



## Week Ending

Dear Sidevalve,

Many thanks to John and Marg Perrin for putting me up for the weekend, and for putting up with me. And to Robin Thake, who spent several hours with John changing my gear box. I warned them it was heavy and awkward. I don't think they will want to do it again.

Yours,

John (I Don't Do That) Farrer

# Ignition Timing Part 2

Bryan Baker

Part 1 of this article in the February 2009 issue covered the basic principles of timing, practical steps towards accessing and dismantling the distributor, and spark plugs.

## Timing pin

- At the front of the engine (see Illustration 1), screwed into the timing cover, there should be a small diameter pin (Illustration 2). Unscrew it (7/16" wrench) and reverse it, i.e. push the pin into the hole. This system is a carry over from previous American Fords; thus it was a well established system before the advent of the Model Y.

Use the starting handle to turn the engine over slowly and evenly (easier if someone else does this) whilst holding the pin against the camshaft wheel inside the cover. You'll feel the pin move in and out of a small dimple in the wheel. You may go past the indentation so keep turning the engine until the pin drops into the depression once again. Stop turning. Remove the starting handle to save someone from turning the engine and losing your timing point. When the pin is registered in the dimple the number one piston (at the front of the engine) will be at 8 degrees and 54 seconds BTDC on the firing stroke.

This assumes the engine has been assembled properly. Bear in mind that might not be the case.

Make a clean area on your workspace for the distributor.

- Remove the rotor arm. *Do not* try to twist it off the shaft. It is keyed, therefore it *must* be pulled off the shaft along the centre line of the shaft.
- Remove the nut retaining the contact to the condenser and then the spring of the moving contact breaker point can be disengaged from the bolt. Lift the moving point off its pivot. Note the fibre insulating washer on the post, together with the fibre insulator on the retaining bolt. If these are not reinstalled the distributor will not function. Make notes/and or a sketch or devise your own aide memoire

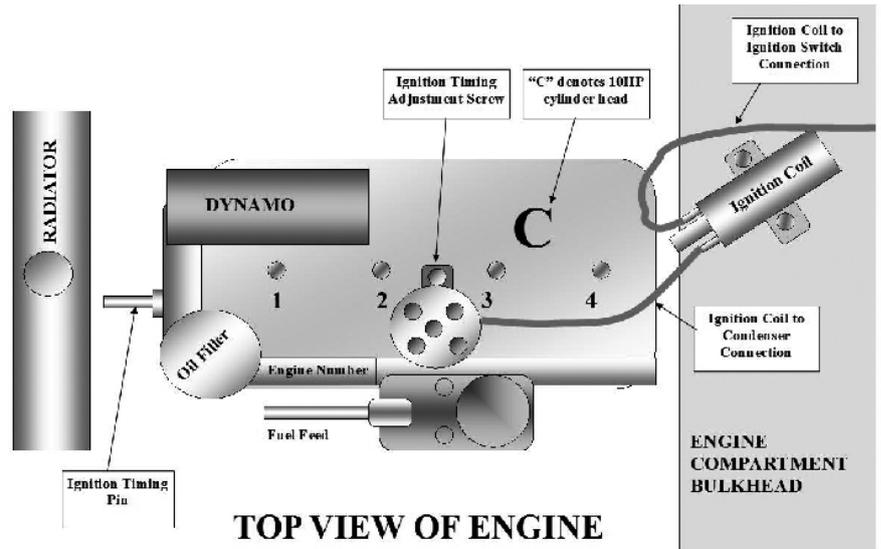


Illustration 1

to enable you to get these things back in their correct locations.

- Unscrew two retaining screws and washers and remove the fixed contact breaker point. These are often tight so use a well fitting screwdriver to avoid damaging the screw heads. You'll need these to adjust the points gap later.
- Clean the inside of the cap. Take care not to damage the spring loaded contact but do make sure that it is free to move against its spring. Examine the cap carefully and if burnt tracks can be seen on the surfaces indicating shorting of the HT, best to replace it.
- Clean and inspect the contact breaker points. There may be pitting and if this is severe then replace them. Why pitting? Even at moderate engine speed these points are opening and closing twice for every engine revolution. Each time a little spark occurs as the current flow is broken, transferring a small amount of the metal from one point to the other. The condenser's main function is to minimise this pitting.

Light pitting? Remove the raised pip with emery cloth – ideally the aim is to finish up with lightly domed contacts. Heavy pitting? You can get new ones from the Spares Secretary.

- To gain access to the timing advance weights and their springs, remove the two screws from the side of the distributor body securing the base plate to the body and lift the plate out. There are two springs connecting the rotor shaft to a pair of semi circular weights. These weights should be located on their pegs and be free to move. If there is a need to attend to these components you'll need to remove the cam. It is retained by a round headed screw which may very well be tight.

At the lower end of the shaft is an offset web inside the shaft. You can grip the shaft in a vice if you do that across the web. If you grip the shaft with the web along the line of the vice jaws you'll almost certainly distort the shaft.

Once the cam has been removed you can also remove the weights and their springs. Note the different strength springs and the holes in which they are attached.

Clean and lightly oil the pivots.

On my distributor I noticed quite a bit of debris within the oiler mounted on the side of the body. Worth unscrewing and cleaning it out.

## Reassembly

- If the weights were removed then they, with their springs, go back first. If you didn't make notes of their positions, figure 192, page 166 of the Repair Manual shows how it goes together. A little oil on the weight hinge pins, please.
- Now the cam needs to be orientated properly with the drive shaft:
  - With the distributor body held such that the condenser mounting is facing you, turn the drive shaft so that the larger 'D', in the lower end of the shaft, is to your left. Now slide the cam over the drive shaft with the rotor slot facing towards you and slide it down the shaft and engage the pins with the weights.

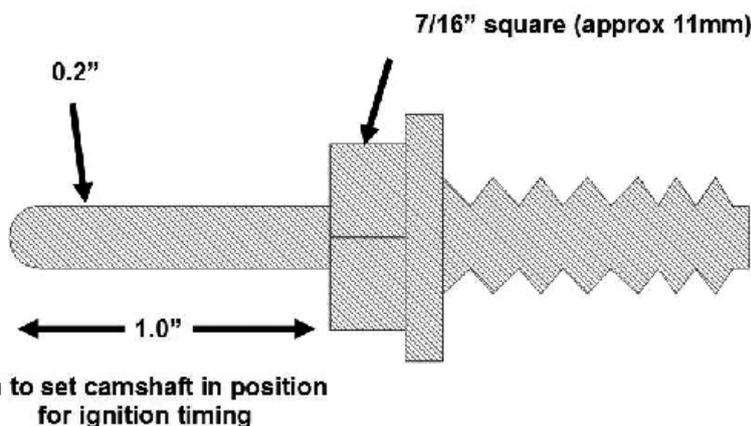


Illustration 2

- o Once the cam is located you will be able to rotate the cam on the shaft and see the weights move accordingly – and, hopefully spring back to their ‘at rest’ position.
- o Reinsert the round headed screw, holding the shaft in the vice across the drive tongue so that the collar is not distorted and tighten the screw.
- Reinstall the contact breaker base plate and secure it with two flat headed screws and spring washers. Install the square headed bolt and associated parts that make up the low tension contact but leave the nuts loose. Don’t forget the insulator that prevents the square headed bolt making contact with the base plate.
- Loosely install the fixed contact with two flat headed screws together with their flat and spring washers. A fibre washer over the pin in the fixed contact is followed by the moving contact and whilst sliding the contact over the pin you also fiddle the end of its spring under the square headed bolt head. A smear, not more, of vaseline on the four lobed cam. Excess oil, grease or any other liquid for that matter is to be kept out from under the distributor cap as far as possible.
- Now set the points gap. The specification states 0.014 to 0.016 inches so use a feeler gauge of 0.015 inches / 0.4mm. Turn the cam until the heel of the moving contact is at the peak of the lobe and move the fixed contact so that when the blade is inserted into the gap a slight drag is felt on the blade. Tighten the screws without moving the contact. Did it move? Try again!
- Use a circuit tester to check all is as it should be. Attach one end to the side contact and the other end to the distributor body. When the contacts are closed the tester should indicate that the path is continuous. Turn the cam until the points open and the tester must indicate that the circuit is now broken. This simple test will help you understand the timing procedure, in that it is when the points open that the high tension voltage is created and therefore the spark.
- Insert the condenser into its location, making sure that good electrical contact is made between the condenser’s screw tab and the distributor body. Retain the condenser with its screw and lock washer. Attach the strip connector to the condenser but leave it free from the low tension distributor connection for the moment.
- On the distributor assembly clamp are some stamped-in marks adjacent to the retaining screw location. Clean these up with a wire brush to facilitate seeing them once the distributor is back in its location. Also, take a look at the cylinder head boss nearest to the distributor retaining screw. There is, or should be, a line stamped thereon. Clean this area too to make it more visible. Locate the clamp onto

## Plugs

The Model Y originally had 18mm thread diameter plugs. They are shown in the pictures on pages 31/32 of Sam Roberts’ book *Ford Model Y – Henry’s Car for Europe*. These 18mm plugs could be dismantled for easy cleaning – they probably frequently needed it! As a result they consist of three major parts so, with the required gaskets to keep them gas tight, it must have been quite an advance in both cost saving and reliability when the change to ‘one piece’ 14mm plugs was made.

Writing this induced me to re-read the chapter on sparking plugs in ‘Automobile Electrical Equipment’ by Young & Griffiths 1933 in which is written:

‘It is appropriate at this point to review the developments which have led to the introduction of the ‘miniature’ (14 mm) sparking plug. The standard thread of 18mm diameter and 1.5mm pitch, originally used by the De Dion Company of France, was subsequently adopted as a standard by practically all designers.

The most important departure from this standard was in America, where the ALAM standard thread of 7/8inch diameter and 18 threads per inch was used. Also the Ford Company adopted the standard 1/2inch taper gas thread. In more recent times the ALAM thread has been very largely abandoned by most of the users who, with the Ford Company have now come into line with the De Dion standard.’

From my collection of plugs I took some examples to illustrate how plug design has progressed:

Type	Thread Diameter	Across Flats	Spanner Size
Champion AB or C4	7/8"	1 1/8"	1 1/8"
Champion 16 or 7	18mm	25mm	1"
Champion L-10	14mm	21mm	13/16"
Champion RC87YCL	14mm	16mm	5/8"

the body but do not tighten the clamp bolt. If you refer back to the sketch you made in part 1 you’ll see that, more or less, the low tension connection will be at about 2 o’clock when the clamp fixing screw area is at 12 o’clock.

- Take the distributor and tie the cap retaining clips up with string or a rubber band – this’ll make it easier to reinstall. Remove the rag from the cylinder head bore and insert the distributor assembly. As it goes down into its location, turn the shaft until you feel the drive engage. It should then, without being forced, slide right home into the engine. Retain the assembly with the round headed screw into the cylinder head.
  - Position the clamp such that the 0 degree mark is in line with the index mark on the cylinder head and tighten the screw.
  - At this time, if all is well, if the rotor is installed it will be facing the distributor cap contact that points to the number 1 cylinder spark plug.
  - Now the Repair Manual states that you turn the distributor body until the points are just opening. In my experience this is far from easy. So, I suggest you use a circuit tester – simple enough to use a side light (or similar) bulb and wire it from the battery to the connection on the side of the distributor, and from there to earth. Turn the rotor anti-clockwise (to take up any slack in the drive) and then slowly turn the distributor body anti-clockwise until the points *just* open. (Now you can see why some indicating device is worthwhile. Even with the excellent visibility afforded by the position of the Sidevalve distributor it is still not easy to get that ‘just opening’ point.) When you’re satisfied that you have got the right spot, tighten the clamp bolt without, of course, losing the adjustment. If you have to make more than one attempt at this procedure, especially if you’ve never done it before, I won’t be in the least bit surprised.
  - If yours is a ‘ten’ engine, loosen the round headed screw and turn the distributor and the plate together so that the scale between 0 & 4 is against the index mark on the cylinder head and retighten the screw. Page 168 of the Repair Manual reprint has an excellent illustration of these indexing marks.
  - Connect the condenser and the ignition switch wires to the distributor. Make sure the cap is clean and dry and reinstall it. Make sure the clips are firmly in place.
  - Check the spark plugs and, if necessary, adjust their gaps. Reinstall them.
  - Reconnect the five HT leads – four to the plugs and the other to the coil.
  - Check to make sure you replaced the timing pin into its location in the timing cover! I have forgotten to do this in the past!
  - Reinstall the air cleaner if applicable.
- Start the engine and let it warm up. You can try loosening the round headed screw which will allow you to turn the distributor a few degrees either way to get the smoothest tick over but, of course, the standard setting may be the best for your engine. Retighten the screw and have a cup of tea/glass of beer!

# Technical Tips

John Pole

## Engine Problems

I wonder if you can offer some general advice. I'm respraying my Pop and to do so am stripping it and removing the engine, primarily to check the clutch. Whilst the engine is out, it seems sense to do some work on it. I reinged it a few years ago and checked main and big ends, and ever since it has been fine but for an upper end groaning which may be camshaft wear. I see that the club can supply camshafts so am wondering whether to replace it. Is it sensible to do this in an old engine and if so is there anything else worth doing at same time? I assume new thrust washers but what about bearings for the camshaft? I believe the bearings sit directly in the casing and if so won't the casing be worn?

Also are you able to loan the little tool for removing the valves, as I recall it's essential!

I am very sorry but from what you say I'm not sure that I can really offer you any real

advice on estimating what you will need to do to your engine.

I have never tried to keep an engine running but have always gone for a complete rebuild (i.e. new con rods, pistons, bearings, valves, valve guides, timing chain, rebore, head ground and new hardened valve seats on the exhaust ports).

In my opinion these engines are very much like Pandora's Box and once you open them up you can end up going round in circles, continually replacing something and moving the problem on when you would really be better to go for a rebuild. Is there a good engineering shop nearby who could assess your engine as it is out? I am sure that if you contact your local group someone there will know of a good reconitioner.

You don't say how many miles the engine has done but, certainly in the 1950s, anywhere between about 30 to 45 thousand miles was the maximum mileage attained on the oils of the period and Ford offered a factory reconitioned engine service to supply this demand. The pre-war long stroke design with non-replaceable white metal bearings

was good for its time but did not have the longevity expected of engines post-war.

I am sorry that this is not really the advice you wanted. With regard to the camshaft I have only seen wear on the cams and never had a problem with bearing wear.

I can certainly lend you a rather worn 'mushroom' tool for removing the valve guides, though I recently moved and am coping with building alterations so everything is still in boxes.

## Leaking Carburettor

My car leaks fuel from the carburettor. I have tried three fuel pumps and three carbs. I have also got a broken off dip stick tube. Have you any idea where to get a new tube?

It seems that most if not all carburettors leak where the bottom bowl bolts on to the top casting. The bottom bowl should be held firmly in place by the two large bolts. I should write to the club as I believe they have a supply of second hand dip stick tubes.

## Tales of BLC

*Continued from page 21*

owner?). Mr Jones kept her until 28/12/93, when Mr Bickmore of Rickmansworth bought her, selling again in February 1995. Mrs Walters moved her to Stoke-on-Trent, and kept her until March 2001. Mrs Brown kept her in Stoke, but only for two months, when Mr Lockett moved her to Cannock, also for a mere two months. At this point, Graham bought her and she moved to Atherstone. I bought her in October 2006 and she came up to Wigan, although she had spent an intervening year from January 2004 in the ownership of Mr Hall.

There are many fascinating documents: tax discs, MoTs, brochures, invoices for parts purchased and work done. Many apparently come from the time of Mrs Walters' ownership. A lot of money has been spent on this car over the years; this is just a very small sample! Rechroming is a recurring theme; so too for some reason is front suspension mount bearings.

The rest is a mixture of brochures or passes from shows attended or photos showing the car there, often with an array of trophies on the bonnet.

Other than the original invoice, there is nothing from Mr Jones' almost 33 years with the car, and I suspect that what follows came during this period. The 100E shell has a number of vertical swages pressed into

the fitch panels between the suspension pillars and radiator panel; those on BLC's offside were not quite as Ford designed them, indicating straightening following a front end collision at some point. The seriousness of this collision wasn't realised until the underseal was scraped from the chassis legs: both are creased, the offside behind the anti-roll bar mounting and the nearside in front of the engine cross member. It doesn't worry me; the car drives as straight as a die and handles superbly. I have checked the suspension geometry and it's all within specification. But it's a major part of the car's history and a little frustrating that I cannot uncover more!

The car has given only one major problem recently when I was told at work that it was leaking petrol very strongly. This proved to be the flexible hose leading to the lift pump having split (it was simply rubber hose, well clipped at each end, not the original Ford fitting). As an interim measure, it was replaced by braided plastic hose; although I had a replacement genuine part bought from the Club some years ago, the metal pipe from the tank had been cut short. About a week later, I drained the tank, replaced the steel pipe with a new length of copper, flaring the end for the tank and carefully bending it to shape, then fitted the flexi-hose using a new olive. All other rubber fuel hoses – either side

of the filter – were renewed at the same time, along with their clips; I don't like joining fuel lines with odd pieces of hose so it has all been done properly.

The car has had a lot of use lately, besides commuting to and from work. At half term (22nd February) we went across to Lynne and Paul's again at Pateley Bridge in Yorkshire; the next weekend saw us down at Cleobury Mortimer in Worcestershire; while yesterday (7th March) took us to my sister's home in Hitchin to collect my mother, deliver her to her home in Liverpool, then back to Wigan – 428 miles in under twelve hours, including a few hours at my sister's!

These cars were built to be used, and that's what I intend to do.



The trip to Pateley Bridge was through the remains of the snow, and on the higher bits, such as here near Stump Cross Caverns, we were in low cloud.

# Resurrected: Ford Emergency Food Van No. 1

Les Foster

In 1941, Henry and Edsel Ford decided to donate to the people of Britain 450 'Emergency Food Vans' – canteen wagons to deliver relief to the victims of the Blitz. The vehicle chosen to fill this gift was Ford of England's E83W 10cwt van which was the only civilian Ford still being made at their giant Dagenham works since the outbreak of hostilities.

Thus one of the iconic vehicles of the Second World War came into being. Briggs Motor Bodies, Ford's 'captive' body builder, was tasked with converting delivery vans to canteens. Utilizing the cab and lower van sections of the E83W, the food vans' upper sides were extended to give standing height inside. Painted in a light grey over dark grey duo-tone with a red stripe at the beltline, the trucks were distinctively labeled as 'Ford Emergency Food Van' and bore the universally recognized Ford blue oval on the front and sides.

The meals were pre-cooked and delivered in insulated containers but the all-important tea was brewed onboard. Over two and a half million roadside meals and more than five million school meals were served in the course of the war, accumulating 1,031,490 miles on the vans. They joined many more similar tea vans operated by various charities during the war.

## The Food Van Today

The very first of these, Emergency Food Van No.1, was one of the initial batch of 23. It now resides in the Canadian War Museum in Ottawa. The van still carries its license plate with registration number JNO 421 and a plaque fixed to its side proudly declares that it was inspected by the King and Queen on September 16, 1941 (photo 1).



Photo 1. Food Van No. 1's plaque at Canadian War Museum.

In 2005 my wife, Trisha, and I visited Ottawa but the museum was closed pending its move to its splendid new building. Upon arriving home I came across a website that pictured the Food Van in the old (and closed) museum. I had been so near yet so far from it! I contacted the War Museum and sent them a lot of information on the Ford E83W in the hope of being of assistance in its eventual restoration.

In early 2008 I received an email from Dan Guther, a volunteer with the museum, who was helping to restore the van. He and fellow volunteer Ken Goodbody needed help with the steering column lock on the van. I was able to dispatch exploded drawings and text explaining the steering lock setup. This was the beginning of a steady correspondence with Dan who sought advice on the restoration and in turn kept me abreast of its progress.

In late April 2008 my son Ryan and I flew to Ottawa to see the Food Van and tour the Canadian War Museum. We were graciously received by Jim Whitham, Collections Manager, Transportation and Artillery, and by Angus Brown who represented the Friends of the Canadian War Museum, a volunteer group which helps support the museum through fundraising. Angus urged us to spread the word that this very important Canadian institution needs your active support. We were given a personal tour of the restoration shop which featured Food Van No. 1, a RAM tank, and even a rare piloted version of the V-1 'buzz-bomb' smuggled out of occupied Germany. It is an awesome collection and the evocative and thought-provoking displays reminded us of the sacrifice that has helped make Canada the respected nation it is today.

## Restoration

The van's body had been removed and various parts were set in neat piles around the shop pending further attention (photo 2). I spent quite some time examining the dismembered van, trying to visualize it as it was over sixty years ago.



Photo 2. Food Van No. 1 disassembled.

The most obvious tip-off to the van's age is the single starting-handle hole in the bottom left side of the grill (photo 3). Postwar E83Ws have two crank holes – a cost-saving item in the great 'Export or Die' era.



Photo 3. The grill and chassis.

The van has wartime masks over its headlamps which are the larger size units rather than the very small ones often fitted during the war. Another visual clue to the van's age is the front door windows. There are no plated pull-up handles on the top edge of the door glass. This is because until postwar, all E83Ws enjoyed the luxury of wind-up windows. Going around to the rear, the flat, un-flared sides behind the rear fenders mark this as an early model as do the un-beaded front fenders. Under the skin there are likewise only minor differences from the later models. The flat bar-like shock absorber links caught my eye. They are quite different from the post-war 'dog bones' or even the contemporary two-piece pressed links used by American Ford cars. The steering box and the horn were slightly different in appearance to later models, too, but there are really very few differences in the chassis and running gear from the postwar E83Ws.

Interestingly, the Food Van was fitted with 6:00-16 tires, a departure from the 5:00-18 size standard on E83W vans of the time. A period chart lists the E83W 'Mobile Canteen' as having 6:00-16 tires on the front and 6:50-16s on the rear. I surmise that this was to try to bring down the high and narrow Food Vans' centre of gravity, aid stability and help carry the extra weight of the loaded canteen. Under the bonnet, the '41 model differed only slightly from later examples, too (photo 4). The oil filler/breather spout was much simpler – a plain vertical tube with a small steel cap, much more utilitarian than the bent pipe topped with the built-in oil funnel and hinged lid fitted after the war. The generator had a much different mounting. A one-piece pressed bracket sat atop the cylinder head and cradled the generator body which is of the three brush



Photo 4. Restored engine.

Continued from page 31

type and is mated with a simple cut-out rather than the more sophisticated regulator (and two brush generator) used later on. No oil filter was fitted, nor any water pump, and a small plate over the carburettor sufficed in place of an air cleaner.

### Inside the Food Van

I was immediately impressed by the attractive instruments used on these early E83Ws. The speedometer used a white background with an inner band of black on which the white speed numbers were printed. A red line marked 30mph and the bottom of the black band incorporated the Ford oval and script. The maker's name 'AC' was printed on the face above the odometer. The Petrol and Amperes gauges were white with black numbering and graduations (photo 5).



Photo 5. Instrument panel.

Dashboard controls were arranged exactly as in postwar vans except the choke knob was a chromed ball-shape and the starter pull had been replaced by a push-button – no doubt a postwar solenoid modification that replaced the original cable pull and mechanical switch. There was also the white-faced clock marked '8 Day' adorning the dash to the left of the other gauges. An early-type dome light with round lamp mounted on a mantle-clock-shaped plywood base was affixed to the cab ceiling. These type lamp units are common to E83Ws up to around 1949. Beside the driver's seat on the right was a pull-up type handbrake lever. This was replaced after the war with the 'umbrella' style under-dash handle. The steering wheel was a thicker-rimmed three spoke type with a slight dish to it rather than the lighter, flatter wheel used later and the column incorporated a combination steering and ignition lock. The front seats had been removed but I believe they are of the separate cushion and backrest style with the passenger seat hinged to provide access to the under-floor tool box. The cab ceiling is wood, being actually the underside of a two-shelf storage cabinet built inside the high roof over the cab. There is a wooden wall behind the cab with an opening in between the seats to access the canteen area. On the wall behind the driver's seat is a narrow, vertical upholstered pad to act as a headrest. Below this, at floor level, on

the wall is a sheet metal document tray behind the driver's seat for orders, etc. The typical pressed steel E83W cab step is fitted to both sides of the van. The cab interior, including the dashboard, was all painted in a pale green colour reminiscent of government offices of the period.

The canteen area was all painted white. In addition to the over-cab storage there are two cabinets, one on each side with a central aisle to stand in. These have counter tops and two shelves, with the floor forming a third level of storage beneath them. The shelves are open, probably because there is no room for hinged doors to operate in the narrow confines of the canteen. Hooded six-volt lamps were provided at each end of the left counter with a toggle switch mounted on the forward bulkhead. Cast-iron cooking elements originally sat on short legs atop the right-side counter to boil water for the tea. These units, with small fuel tanks like camping stoves, were sitting on the shop floor when I saw the van but their purpose was unmistakable. A portable water carboy could be placed on the cookers for heating. There was what appeared to be a wooden mug rack above the right-hand counter. A two-piece 'Dutch door' provides access to the canteen body from outside the van via a folding step at the rear. It was all extremely utilitarian – just two wooden counters with shelves to hold the pre-prepared meal tins, a cupboard or two for biscuits, something to heat water for tea, racks for mugs and a place to stand. Hinged side-panels tilted up to form canopies and the left-side counter-top had an additional section that flipped down to provide a serving ledge to the public. All this formed a tiny, simple, oasis of calm amidst the nightmare of death and destruction that was the grim backdrop to the Fordson's finest hour.

### Commission

Another interesting part of the Emergency Food Van is its commission plate. This small square polished aluminum plate, attached by screws to the firewall, shows the engine number and model number of the vehicle. Usually headed by the Ford script and the legend 'Made in England' in bare metal on a painted black background, this Food Van's commission plate's upper-half has been painted over in olive drab and the capital letters 'FMCL' (Ford Motor Company Limited) have been stamped into it – perhaps to indicate that these vehicles were donated to the people of Britain by Ford USA.

Also of interest is the Food Van's Briggs Body Number tag which reads '513/87'. Conventional wisdom has it that code '513' denotes an E83W van and '87' would be its consecutive build number. With the E83W put into production in Spring 1938 and this Food Van being presented in Autumn 1941, this production number seems numerically far too low. Could the van have been converted from an early production example? Could

Briggs have used a body set aside for training or measurement purposes to develop this prototype or was a used van body converted and mated with a new chassis and engine? Perhaps there is another explanation for what seems to be an anomaly.

By the end of 2008, restoration of Emergency Food Van No.1 was very nearly complete (photo 6, photo 7). The Canadian War Museum staff and volunteers have done a remarkably faithful and sympathetic job of returning this vehicle to the state in which it would have appeared to the thousands of civilians and servicemen that enjoyed its mercies in the dark days of the Second World War. It will take its place in the collection beside famous machines of war and, if it could have a memory, it might smile to think not only of the King and Queen who inspected it once but more especially of the comfort it brought to the many ordinary people who looked forward to its arrival in their hour of need.



Photo 6. Food Van No 1 in WW2.



Photo 7. Restored Food Van No. 1 outside the Canadian War Museum in Ottawa.

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