

News



Volume 30 • No 1 • February 2013

Sidevalve



Features this issue

Stroboscopic Timing Your Sidevalve

Rear Wheel Bearings

Winter Starting Old Sidevalves,
Part 2

Return to the Beginning

**Membership card
enclosed**

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Sidevalve News

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Sidevalve News Editor,
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Club Officials

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

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

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

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

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

Spares 8hp, 10hp Models: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. E-mail: generalsecretary@fsoc.co.uk.

Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU.

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

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

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

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

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

Web site/Pop Shopper: Mark Bradbury. E-mail: webmaster@fsoc.co.uk / pop.shopper@fsoc.co.uk.

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

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Email: prewregister@yahoo.co.uk .
E83W	Yvon Precieux (Acting E83W Registrar). Contact details above.
Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA.
Specialist Applications	Vacant.
Specials	Ian Woodrow, 1 Baddesley Close, North Baddesley, Southampton, Hampshire, SO52 9DR. E-mail: specialsregistrar@fsoc.co.uk .
100E/107E	Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. E-mail: 100ERegistrar@fsoc.co.uk .

Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

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

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

Coventry and Midlands: Geoff Hammond 02476 334201. E-mail: 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.

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

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

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

Kent: Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk. 3rd Wednesday: *The Early Bird Pub, Grovewood Drive North, Weavering, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30 pm.*

East Lancs: Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. 3rd Wednesday of the month, *Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.*

London North: Robin Thake 01279 659245. 1st Monday: ring or e-mail before meeting to confirm venue.

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.freemove.co.uk Mobile 07831 622075. 2nd Monday: *Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.*

North West Midlands and Welsh Borders: John Crowe, Brook House Farm, Norbury, Nr. Whitchurch, Shropshire SY13 4HY. Tel 01948 663768. Email: john.crowe3@btinternet.com.

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

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.

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

Scotland - West Central: Please contact John Duckenfield for details.

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

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

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

Wiltshire: Sally Litherland 01722 323035. Email: salitherland@tesco.net.

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

International Contacts

Australia: Gordon Cowlley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, email: gordon14days@gmail.com.

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

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

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

India: Bipin Pole, 129 A/1 Chiplunkar Road, Erandawane, Pune, 411004, India. Tel: 912025432153 / 919822190242 (mobile). Email: bipin_pole@hotmail.com.

Ireland: Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173. E-mail: williamconeill@eircom.net.

Malta: Reniel Pisani, 'Our Nest', St. Georges Road, Ghaxaq, MALTA GXQ 1253. Tel: +00356 79208378. E-mail: renielpisani@hotmail.co.uk.

Scandinavia: Haakon B. Oeverland. Saupstadringen 43 A, 7078 SAUPSTAD, Norway. E-mail: hoeverl@broadpark.no.

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

Editorial

John Porter

First of all may I wish you all a happy and prosperous new year. After last year's wet summer, I am sure that we are all hoping for a better one in 2013.

Many events were either washed-out or cancelled before entrants set off in the rain. However, throughout the summer I was able to snatch the odd day during a weekend for a run out in the Sidevalve. These unplanned runs, often ending up at a local hostelry serving real beer, were in many ways more enjoyable than battling to an event with one eye on my personal black cloud. Even a quick evening run after work is worthwhile, weather permitting – nothing planned, just do it on the day.

This New Year's Day, I awoke the Nickri Spyder from her slumber in the garage and went off for a really bracing drive – no windscreen, just cold eyeballs. For some reason my wife, Pat, was not interested in joining me on my first outing of 2013...

One particularly successful day out was a long run in the Nickri to Specials' Day at Burford, Oxfordshire in August. I had not planned to go and the distance of around 160 miles there and back was much further than the car had ever completed. I had taken the Nickri before on the trailer, which as you all know is not the same thing. The day before I checked everything I could and loaded a spare battery, coolant, oil and petrol together with my mobile toolkit (£25 from B&Q in a plastic briefcase – every sidevalver should have one!). Pat was informed of the location of the rigid tow-bar and my wallet contained the precious RAC card. The next morning was a rare occurrence in 2012, warm and sunny – an omen, I thought. I set off squinting in the



On the way to Specials Day 2012

morning sun with a full tank of fuel. There and back in just shirt and trousers without a problem was an absolute joy and reminded me of why we drive these old cars. 'Yes, we can,' as the President of the US would say.

If a Ford Special made from the contents of my shed can do it then so can you! How about a New Year resolution (albeit a little late) to drive a long way in your Sidevalve in 2013?



Two Nickris Specials Day 2012

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Events

Brian Cranswick

Following the second wettest year on record, hopefully we can look forward to some much better weather in 2013, and be able to enjoy some happy motoring in our old Fords. This year there are a couple of Sidevalve anniversaries to celebrate: 60 years since the introduction of probably the best known Ford Sidevalve of them all, the 103E Pop, together with the 100E Anglia and Prefect models.

Following the many comments I have received about my photo in the last *Sidevalve News*, do trouser flares and a sit-up-and-beg Popular go together? My opinion is definitely not.

If you are arranging a Club event, please make sure that you send full details to the Events Co-ordinator so this can put on the Club website and logged for the purpose of the Club's insurance cover.

A more comprehensive list of events can be found on the Club website.

31st March & 1st April, Weston Park Classic Car Show, Weston-Under-Lizard, Staffs. Club stand being arranged. Contact Stuart Battersby for details: 07801 306404 or battersby56@sky.com.

6th & 7th April, Southport County Fair, Southport. Club stand. Details from Joe Wheatley.

6th April, Heritage Show, Detling Showground, Maidstone. Club stand. Details from Richard Greenaway.

14th April, All Ford Show, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

20th & 21st April, Riverside Steam & Vintage Show, Banks, Nr Southport. Drive

It Day run on the Sunday. Details from Joe Wheatley.

21st April, Cambs, Lincs & Norfolk Group Drive It Day. Sidevalve run using back roads and coffee stop: will start from the George Hotel in Whittlesey at 09.30, or meet up on route. Further details from Brian Cranswick.

21st April, Coventry Group Drive It Day. Details from Geoff Hammond.

21st April, Colne Valley Railway, Hedingham Station, nr Halsted. North London group Drive It Day run and Club stand. Details from Robin Thake.

21st April, Kent Group Drive It Day. Starts from Camer Park, Meopham at 10.00am: will end at Hall Place, Crayford. Details from Richard Greenaway.

6th May, Culcheth Community Day, Merseyside Group Club Stand. Details from Joe Wheatley.

11th May, Dartford in Steam, Central Park, Dartford. Club stand. Details from Richard Greenaway.

25th May, Deal Classic Car Show, Walmer Green Deal. Club stand. Details from Richard Greenaway.

25th to 27th May, Enfield Pageant of Motoring. Club stand. Details from Robin Thake.

1st & 2nd June, Tatton Park. Club stand. Details from Joe Wheatley.

8th June, Hale Carnival, nr Runcorn. Club stand. Details from Joe Wheatley.

8th & 9th June, Wrotham Steam Rally. Club stand. Details from Richard Greenaway.

8th to 15th June, North London Group Sidevalve holiday, Hotel Riviera, Bournemouth. Details from Robin Thake.

16th June, Southern Sidevalve day, Friars Rally, Aylesford, Nr Maidstone. Club stand. Details from Richard Greenaway.

23rd June, FSOC Kent Group fun day, Lynx Park, Colliers Green, Nr Cranbrook. BBQ and driving challenge. Details from Richard Greenaway.

29th June, Club AGM. Refer to the calling notice for further information.

30th June, City Airport (Barton) open day, Manchester. Club stand. Details from Joe Wheatley.

21st July, Appledore Classic Car Show, Appledore Playing Fields. Club stand. Details from Richard Greenaway.

27th July, Merseyside group get together at the Bottle & Glass. Details from Joe Wheatley.

3rd & 4th August, Hebden Bridge Vintage Weekend; Northern Sidevalve day on the Sunday. Early booking is recommended to ensure a space. Club stand. Details from Joe Wheatley.

11th August, Historic Specials Day, Cotswold Wildlife Park, Burford, Oxfordshire. Further information Ian Woodrow (Specials Registrar).

17th & 18th August, Tatton Park. Club stand. Details from Joe Wheatley.

24th & 26th August, Southport Town & Country Fair, Southport. Club stand. Details from Joe Wheatley.

22nd September, Kent Classic Car Show, Aylesford Priory, Nr Maidstone. Club stand. Details from Richard Greenaway.

20th October, Kent Group End of Year Gathering, Offham Village, Nr West Malling. Details from Richard Greenaway.



Only their mother can tell them apart! Stan Bilous' WVX 51 met its twin, WVX 81, in Abingdon.

Regional News

North London

Robin & Jennie Thake

Firstly we would like to wish everybody a Happy New Year, hoping for better weather than 2012 so that we can get out and enjoy our Sidevalves.

Before Christmas 17 of us enjoyed our annual Christmas meal at the King William IV at St Albans. It was a very busy evening but the service was excellent.

I went to the Autojumble at Whitewebbs Museum on the Sunday before New Years Day, and although there was not much Ford Sidevalve jumble it was a very good social event with plenty of people to chat to.

Reading our chairman's article in the December magazine brought back memories of the crazy things that took place in an arena in the 1990s before Health and Safety took over. We went to a show at Waltham Cross where they did a driving test; I took part with Laurie Menear (past FSOC editor) who drove his 107E and as passenger I had to hold a cup of water without spilling it. We drove around cones; then I had to run with the cup about 30 yards and place it on a table, then run back and get back into the car, and then Laurie had to reverse around the cones again back to the start. There were several rounds of two cars competing against each other at the same time and we were up against ZR 2s, Landrovers and Minis, but with the combination of Laurie's excellent driving – I did not realise that a 107E could go that fast in reverse – and me running we won the event and the prize was £50 between us. The commentator nicknamed me 'the greyhound'.

We are slowly getting invites to this year's shows dropping through the letter box and we have arranged this year's holiday for the week 8th–15th June at Hotel Riviera at Bournemouth. My details are in the front of the magazine if you would like more information and wish to join us.

NE Essex & South Suffolk

John Gater

Within a few hours of picking up my last copy of *Sidevalve News* off the door mat, I had a Club-related phone call. It was John Hull, the former Essex Regional Contact, wishing me the best of luck. Thank you for that, John, but I'm only taking on the northern part of Essex along with south Suffolk! A Regional Contact is still needed for south Essex!

The following evening I met FSOC member David Wicks who hails from near Braintree. After I told David of some of my hopes he was quick to tell me that a meeting in the region of the Orwell crossing (give a mile or three) was too far for him! However, I would like to have a Sunday morning breakfast meet – maybe at the Orwell Crossing Truck Stop. There is also a number of supermarkets just off the A14 with diners. Let me know if you are interested in coming along.

Another person I have had contact with is former member Andy Rust. A picture of his E83W appeared in a recent copy of *Sidevalve News*. Andy informed me that he is involved with The Punch Run and Gathering which is to be held on Saturday 29th and Sunday 30th June in aid of The Suffolk Punch Trust. Three nights free camping (Friday to Sunday) are available right on the Heritage Coast. Surely a Club stand would be in order for this worthy event in such a beautiful location! Entry forms are now available. Please contact me for further details.

If you want our area to have an active Regional Group, please get in touch with me (01206 240100). I hope very much to hear from you.

Cambs, Lincs & Norfolk

Brian Cranswick

Things are rather quite at the moment, until the events season starts. However I recently found some interesting YouTube clips: firstly, 'Ford Anglia 1950 The Best'. The footage lasts for six minutes. Ignore the Spanish titles and enjoy the many Sidevalves. If you like to see old Fords as they should be and not customised then it's best to stop the clip after the first 3 minutes.

Another Sidevalve related clip appears to be an enthusiastic Australian Prefect owner testing out his Sidevalve after an engine rebuild: view '1948 Prefect E93A virtual drive'. This seems quite a noisy drive to me. My diagnosis is a new exhaust: see what you think?

Lastly, for anyone who uses the A1 between St Neots and Grantham, have a very nostalgic look back in time 70 years ago when the A1 was just a single carriageway 'A' road: view 'The Great North Road England 1939'. This is fascinating colour footage of a road that I know well. No bypasses, then: everything went through the villages and towns. Stamford appears virtually unchanged. Count how many Ford Sidevalves you can see. Unfortunately I could only spot just a few.

Finally, please support our first event of 2013, Drive It Day on 21st April. Contact me for further details.



Thank you from the Membership Secretary

Thank you to all members that paid up promptly for the 2013 renewal. It helps to spread the load. Although I received 50 renewals on Christmas Eve, I think a lot of that was down to the postman as some letters had taken ages to be delivered. Thanks also to all members who sent thanks to the committee on their forms. Any Christmas cards sent to us go on display along with our family ones.

A reminder to any member who sends a second payment, that they are all checked and then destroyed. This also applies to members that are signed up for Direct Debit and still send a cheque!

We had a very good Christmas. All the grandchildren were with us on Boxing Day and they are growing up too quickly – they would rather use their iPads, tablets and parents' phones than go out for a walk in the rain on Boxing Day! But they are not too grown up to enjoy *Cinderella* at the local theatre, which was an excellent afternoon out.

Happy Sidevalving New Year to you all.

Jennie Thake, Membership Secretary FSOC

Regional News

Kent

Richard Greenaway

This year we were planning on cutting down on the amount of shows we attend, having clocked up 83 in our first four years of sidevalving, but after going through the list of shows with Glen the other evening it's looking like we will still be up close to the 20 mark come the end of the year.

Bits & pieces

Firstly may I start by welcoming Christopher Baxter, Terence Dalton and Ben Collins, who joined the Club at the latter end of last year. Hopefully we will see them out and about with us this coming season.

You may remember I wrote recently that John Martin had bought himself a second Sidevalve (100E Escort). I recently made a visit to the workshop and it's starting to take shape, although still a long way from being finished. The trouble was that the previous owner had cut the front end about rather badly in readiness for installing a larger lump under the bonnet, but I must say John along with Tony's help has made a good job of putting it back together as it should look.

As well as John's Escort in the workshop, Tony also had his 300E with its engine/gearbox out undergoing an under bonnet re-spray in readiness for a new unit to be installed. The old gearbox kept jumping out of gear and the engine block had a crack in it.

We recently had a call from long time member Olive Palmer. Olive is the owner of a 103E Pop which her father brought new back in 1955. Since Olive's husband died several years ago the Pop has been parked up in her garage. She rang to tell us that she'd got a local mechanic to give it the once over and put it through an MOT for her, which to her surprise it passed. For old time's sake the mechanic drove Olive down to the coast in the Pop whereupon they sat and had fish'n'chips, just like Olive and her late husband used to do in the old days. Hopefully Olive (now in her eighties) will be out and about with us at a few shows and road runs if she can find someone to drive her around.

Talking of Upright Pops, Trish and I have just purchased a 103E from an ex-member living in the same village as us who unfortunately passed away last year. His wife was keen for it to stay local as it was brought from Haynes in Maidstone and has spent all its life in Kent: first residing in Pluckley where it had three owners; then moving to Staplehurst where it was owned by the Wilkinson family for 38 years; then moving just a mile up the road to carry on life with us. Hopefully it will have a good few more years residing in Staplehurst. Although the Pop is 58 years old it seems by the paperwork to have done very little mileage so hopefully come the better weather we will have a choice of

Sidevalves to take to shows. Who knows – I may even get Trish behind the wheel of one of them!

Upcoming events

Looking ahead, here is a brief look at the major events taking place in the Kent area this coming year. Hopefully we can tempt a few of you out in your Sidevalves.

All Ford Show: Sunday 14th April

This takes place at Aylesford Priory (near Maidstone). For anyone who's not been to a Priory show before, it's well worth a visit. Last year's All Ford Show – which was the first year it was held – was really well attended so this year it should be even better.

Drive It Day: Sunday 21st April

We are meeting up in Camer Park in Meopham, then making our way to Hall Place in Crayford, stopping off en route for a coffee break.

Southern Sidevalve Day: Sunday 16th June

This year's event is taking place at Aylesford Priory (near Maidstone). We hope as many of you from Kent plus neighbouring counties will come along and join us for the day. In recent years we normally get in the region of twenty-plus vehicles so why not join us this year and see if we can hit the thirty vehicle mark?

FSOC Kent Fun Day: Sunday 23rd June

Following the success of the after events of last year's AGM we have decided to hold a BBQ/Driving Challenge at Lynx Park, Colliers Green (near Cranbrook). This event is open to any Sidevalve member so why not come along and test your skills on the Driving Challenge course, as well as socialising with fellow members while enjoying a BBQ? Partners are also encouraged to attend. Trophies will be presented to the winner of the Driving Challenge, Furthest Travelled Sidevalve and the Furthest Travelled Member.

Appledore Classic Car Show: 21st July

For those living in the eastern half of Kent we will once again be having the Club Stand here.

Details of these plus other events can be found on the Events page of the magazine, on the Kent Page of the website, or phoning/emailing us direct. Contact details to be found on page 2 of the magazine.

The history of Patrick

To finish off this month we thought, as our car made the cover of the last magazine, we would let him tell you a little bit about himself.

Hi, my name is Patrick. I was first sold by Invicta Motors in Canterbury on 13th February 1959 for £622 including purchase tax to a Mr Percy or Manny Graves, who bought me for his nephew Fred Williams. I spent the first 15 years of my life with Fred in Wingham, near

Canterbury. Around 1974 I got parked in Fred's garage and forgotten about. When Fred died in about 2000 I got moved to an old barn where I stood for a further five or six years, so in my first 46 years I spent most of my time parked up on my own, only having been driven for 27,570 miles.

On 14th May 2005 I was auctioned off at a farm sale where I was bought by my present owners, Patricia and Richard (hence my name).

My new life begins

Over the August bank holiday of 2008 my new life began. I heard voices and tool boxes rattling. They gave me new plugs/coil/battery and after a couple of hours my engine fired into life. All of a sudden I started feeling good about myself. It was on this day that I was told I would be going out on my first real journey in 35 years on 13th February 2009. Not only was this a Friday (!) but it also happened to be my 50th birthday.

During the next couple of months I was completely stripped underneath, all parts cleaned up and painted along with a nice new coat of paint to my underside. Although my underside was completed I still found it hard to believe I would be fully finished for my 50th birthday as it was less than four months away. But from that day onwards things started to happen at a rapid pace. All removable parts were removed from my body, ready for a trip to my local spray shop which took place on 10th November 2008.

Once there I was partially sand blasted, primed, and given two coats of shiny paint in my original colour. With this being completed just before Christmas I was taken home and parked in a nice, clean, centrally heated workshop. My owners told me they wouldn't see me for a couple of weeks as they were both extremely busy at work over the Christmas period, but did I mind? I had already had the best Christmas present in over 49 years.

Straight after New Year I head a rattle of tool boxes and a couple of voices I recognised. It was my owners, ready to start on a very busy six week period. I still had no engine, body panels or interior, but night after night they came up to fit more and more of my parts back on. Although they were making good progress, with a week to go before my 50th birthday I was still missing my wings, doors and most of my interior, but to my amazement come 13th February I was told I would be going out on the trip.

When I asked where I was going I was told it was a surprise. We left home and started heading towards Cranbrook where we stopped off at our local garage and I was told I would have pass an MOT before I could officially be driven on the road. This I did with flying colours – can you imagine how great I felt?

I covered over 1,700 miles in my first year back on the road, taking my owners all over Kent and Sussex. Maybe one day my dream will come true and I will get to drive all the way to Scotland.

Regional News

Merseyside

Joe Wheatley

Westhead Carnival, 7th July

Dave Rothwell brought the 103E Ute from his collection, Bernard Ellicott his 100E Pop, Steve McKenna his tuned 103E, Alan Tomlinson his E493A, Ian & Shelia Sidebotham their gas powered 103E, and Ken Darby his 107E. We had a pleasant walk around the stalls and displays, then retired to a local pub for a well earned lunch. Dave was awarded a prize for Best Commercial for his Ute.

TWCCC, 8th July

Julian Ashworth attended with his black E93A and maroon E493A, winning 'First pre-war saloon' with the E93A and 'First post-war saloon' with the E493A.

Vintage Festival, Speak Hall, 22nd July

Despite living in the north west for over 20 years I had never visited the famous black & white Tudor mansion in Speak (I wonder why they built such a posh house so close to the airport ...) so the opportunity to attend a Vintage Festival and get in for nothing seemed too good an opportunity to miss. The cars were being organised by Ian Trimble of the NW Casual Classics club (also in the FSOC with his 100E Pop) so we wanted to support him.

Jill and I were joined by Arthur & Angela Speakman (Falcon Caribbean), Bill & Adrienne Moore (105E) and Dave & Nicola Westmoreland (103E). There was also another FSOC member on the other side of the field with another black 103E (663 PPU) but I omitted to write down his name and can't now recall it (sorry!).

A fine, dry day for once and the Festival was not just about cars as there were several stalls selling vintage clothing and other stuff (gramophones, books, ornaments etc). Jill was delighted and bought a dress and a skirt while I managed to pick up a spare 16" wheel for £10.



Speak Hall: Arthur, Bill, Joe W

The festival attracted a good number of visitors so the house was a bit crowded and we did not linger inside too long. A shame this clashes with Gaydon as I would like to attend again next year.

Hebden Bridge (Northern Sidevalve Day), Sunday 5th August

I think the final attendance was over 20 Sidevalves with most of my regulars in attendance.

As we headed west on the M62 we could see very dark clouds up ahead. We joined the M60 by which time the rain had started. As we approached Jn 17 for the A56 we could see a solid wall of red brake lights. There was a flood running across the slip road and three drowned-out cars on the slip. I still thought it best to get off the motorway so we tiptoed through the flood, up the slip road and onto the A56 to Manchester.

The map showed the A6044 would take us through Prestwich to Pendlebury, where we could pick up the East Lancs and head for home. This proved to be a mistake! There are lots of ups and downs on this route and every 'down' was filled with water. Residents were flagging cars down, which then had to turn around and try to find a route through housing estates and minor roads. Eventually we came to a flooded dip with, on the other side, a T junction back onto the main road. At the junction I could see Bernard and Dave R who had set off some time before us. They had foolishly followed a sat nav when setting off from Hebden Bridge and ended up taking a huge detour.

Despite Jill's protestations I thought that if they had got through, Freddy could too, so off we set at a sedate pace through the flood. Sadly I did not keep enough revs as we went through and as the exhaust pipe went under, we stopped right in the middle. I got out with the (very cold!) water halfway up my shins. Fortunately there were some very wet locals at hand to help me push Jill and Freddy out of the water and up to the junction. As it turned out Bernard had also drowned out in this flood, which was so deep that the water came into his Pop. Dave was more skilful and got his 100E-powered Model Y through without stalling.

Freddy is taller than Bernard's Pop, and the flood was abating, so water did not get into the cabin and Jill's feet stayed dry. I checked that no water had got into the engine, dried the leads and we were off again. Not for long. After a few hundred yards we came to a roundabout and were stopped by a young policeman. 'You can't go down there, sir. It's flooded and further on the road is collapsing.' 'What about off to the left?' says I. 'No sir, that too is impassable, you will have to go back from where you have come.'

We then spent half an hour driving around the top of this hill trying to find a way off. No such luck. Eventually we ended up back at the junction where we had drowned out. By this time the flood that caused our problems had subsided and we could get through to retrace our steps back onto the A56.

Lessons learnt? Keep the revs up and carry a dinghy! I wonder if we will ever get a normal summer again!

Bristol

Ivor Bryant

I do not have much to report from the region. Like everyone else, much of last year was a washout. The meetings at Horton have dwindled too, attendees being down to single numbers.

I have been attending the Avenue Drivers Club meetings in Bristol, second Sunday in Queens Square from 9.30ish to 11. This is a gathering of all kinds of cars, modern sports

cars, some kit cars, hot rods and back to vintage, probably about 40 cars each meeting.

Ford Sidevalves included on New Year's Day were Paul Hanley with 100E Popular, Rob Palmer with 103E, an unknown 107E and my E494A Anglia. Phil Wookey is generally there too with one of his Model Ys. Colin Bennet from Gloucester attends too, either with his 103E Popular or Fordson van, neither sidevalve powered any more. Check out 'the avenue drivers club' on Flickr for photos.

I propose to make this the Sidevalve meeting point as it should be an easier time and place for most.

We do intend running a Drive It Day event as the Horton club which will carry on as before.

There is also talk of an old Ford gathering at the Waterways Museum in Gloucester but details are yet to be sorted. Contact me if you are interested, either by phone, by email, or by finding me at Queens Square. The Drive It Day will be all makes and commercials, about a 50 mile round trip.

I have taxed my 103E without an MOT to test the system. I have also taxed my CX but have yet to get it running well enough to try it out down the road after I have reconnected the rear brake rods.

Regional Report

Scandinavia

Håken B. Øverland

Big is beautiful

Søren Palsbo: No wonder the driver of the cream coloured Anglia 100E with the local registration Æ (the Danish combination of A and E) had no wish to dispute traffic priorities with the loco driver in Jernbanegade (Railway Street), in the Danish town of Sønderborg on the island of Als. The scene most likely dates from the last half of the 1950s.



The railway line between the central station in Sønderborg (Sønderborg H) and the local station passed through busy streets until May 1962, when service on the entire 23 kilometre line to the ferry in Mommark was converted to buses.

The locomotive, powered by two diesel-electric engines and Danish-built in 1934, was withdrawn in 1964 and then converted for educational purposes. The Anglia may still survive, though the numbers of Sidevalves from the 1950s are low today. The historic picture was found in the archives of the Danish Tramway Society – it might as well have been a tramway scene despite being a railway. Among the other cars is a Ford AA lorry from around 1930. Quite a few of them did their daily job through most of the 1960s before they were replaced with newer colleagues.

Yorkshire

Nigel Hilling

Our December meeting as usual took the form of a Christmas party at the old Electra Cinema owned by Trevor Miller. Attendance was a little down this year but a pleasant evening was had by all present. Thanks again to our host, Trevor.

Meetings will continue this year on the last Tuesday of the month at the Reindeer Inn: please come along and join in. One of the first events of the year will be Drive It Day on the 21st April, although I have no details of events at this time. Some of us usually join with the York Historic Vehicle Group on a run from York to Sherburn Aerodrome but there will be a number of other events around the region. I will try and put details of any events on the member's pages of the FSOC website. If you have access to the internet then have a look; if not then give me a call nearer the time.

A number of you will remember the visit of David Urry from Australia a few years ago when he joined one of our runs to Crich Museum. He has been kindly sending me newsletters from the Ford 8&10 Club of South Australia since then, which I have been bringing up to our pub meetings. These newsletters are now online, and so if you are interested in events down under visit <http://www.flashman.com.au/ford>.

The Exeter Trial

Three hundred and thirty cars and motorcycles were entered for this, the 84th running of the Exeter Trial on the 4/5th January. I was of course in Stan the Anglia with Kevin Upson as navigator/bouncer. We started from Popham Airfield near Basingstoke, one of three starts that converge on the Haynes Museum at Sparkford near Yeovil for the start of the trial proper. We were at the museum in the very early hours of Saturday morning and had the options of a full English breakfast and a look round the museum during our compulsory one-hour rest break.

The first sections were tackled in the dark and we were putting in some good climbs of some fairly difficult hills. By the halfway stage at another breakfast halt we were clean in terms of failures but rather dirty in terms of mud. The weather leading up to the trial had been very wet with floods in many areas including around Exeter. The hills were muddy but grip was to be found on most of them.

The second half of the event brought in some hills where most of the mud had been washed away and we were faced with very slippery and rocky conditions. This put paid to our award chances as we clocked up three failures before finishing the event in Babbacombe. The photo below shows Stan at the finish on the Saturday afternoon prior to the 200 mile trip back to Kev's at Northampton. I returned to Huddersfield on the Sunday to clock up 850 miles in two days. Apart from a puncture on one of the sections the car never missed a beat. There are many clips of cars tackling Simms Hill – one of our failures – on YouTube, including a 7-second clip of Stan. Search on 'Exeter Trial 2013' if interested.



Mike Telford

On the subject of trials, I was saddened to hear of the death, in a car accident, of Mike Telford sometime in December. I am not sure whether he was a member of the FSOC but he lived in the Carlisle area and some years ago bought a very well known old 1172 trials Special. It was called The Tucker Nipper Special, and Mike put it back into trialling and had been using it regularly since. The photo below shows the Special alongside Stan at the start of a trial back in 2002. Our thoughts go with his family.



Regional Report

North West Midlands & Welsh Borders

John Crowe

The first meeting of the North West Midlands & Welsh Borders FSOC group was held on 15th January at the Peacock Hotel, Nantwich, Cheshire, with seven members attending. Apologies were received from six due to the weather which suddenly decided to turn wintry. There was tremendous enthusiasm and discussion about their cars between the members who attended, with some interesting photos to look at.

There are a number of shows that we could attend as a regional FSOC group and it was agreed that Stuart Battersby would be elected to act as Show & Events coordinator. There was good support for attending the Midlands Classic Show at Weston Park on 31st March/1st April, and we hope to have 10–15 cars attending under the FSOC North West Midlands and Welsh Borders banner. The other shows we could attend as a group are: Trentham Classic Car Show, 16th June; Kelsall Steam & Vintage Rally, 22nd/23rd June; Oulton Park Classic Car Show, 13th/14th July; Audlem Classic Car Show and run, 28th July; and Shugborough Classic, Milford, Staffs, 11th August. A list of other shows and dates is being prepared for discussion at the next meeting.

As the Club members list is confidential and only available to the FSOC committee and area representatives, there may be other members in the North West Midlands and Welsh Borders area that I have not contacted. If you would like to be notified of meetings and you consent to being contacted, please could you e-mail me or send a letter. I hope that through this report any members I have not contacted and who would like to come to meetings and events will give me a call on 01948 63768 or e-mail john.crowe555@gmail.com.

If you would like to attend any of the above shows, please could you contact Stuart Battersby ASAP on 01270 767763 or e-mail taniwha@shak.freemove.co.uk. Space and entries have to be booked so please let Stuart or myself know ASAP if you want to join other members on the North West Midland & Welsh Borders Club stand.

The date of the next meeting will be Tuesday 5th March at The Peacock Hotel, Nantwich. Come along and chat with the other members: an ideal opportunity to discuss problems and solutions. I look forward to seeing you at the next meeting.

John Duckenfield

One for all and all for one!

I for one was surprised to learn the Club has an annual turnover of membership of around 250. There are many reasons for this of course: people move on. This means that over a three year period or so a relatively large percentage of FSOC members are recently joined and not necessarily familiar with all it has to offer.

Fortunately, it is not a rolling turnover. There exists within the Club a core of loyal and longstanding members, many of whom have made a significant contribution over the years. There is though the temptation for such members to opt out of being involved, not least because they have lost their enthusiasm – they've done it all before!

That is understandable but it's also rather sad for these members have so much to offer younger and more recently joined members of the Club. I'm sure that when they look back with fond memories they will recall how much they valued the wisdom, advice and friendship of older and more experienced members. They are now those very people! It is vitally important that their experience and knowledge

is passed on to future generations of Sidevalve owners.

Getting involved does require effort. But isn't that what a club is all about – helping each other for the benefit of all? It's all too easy of course to find excuses, for in the apathetic and, some would argue, selfish society of today, there are hundreds of reasons for not doing something! Yet surely, belonging to any club carries with it some responsibility – an understood commitment to give as well as take?

For those who feel the time has come to get more involved and really be a club member, Regional Groups afford the ideal opportunity. It would be great if at the start of a new classic car year all Club members resolved to get to the occasional meeting, go to at least one classic car show and enjoy a Club road run with their local regional group. It's not difficult to do! It's informal, it's friendly and what's more, it's free! It all comes as part of the annual membership fee. In fact, for regional group members, it's just about the best bit of being a member of the Ford Sidevalve Owners Club!

There are now 23 Regional Contacts throughout the UK and most of them run regional groups. If there isn't a regional group where you live, then become a Regional Contact and start one! It's your Club, so make the most of it!

Federation News

Mike Brocklehurst

More information has now come to hand concerning MOT tests, ethanol additives in petrol and the European Roadworthiness Directive. I have taken extracts from the latest newsletter concerning these topics for members who do not subscribe to the organisation

The Federation's response to the original MOT consultation, backed up by the completion of the online survey, deliberately included the option of voluntary tests – something which had originally been opposed by DfT. The voluntary test will be the same as the statutory test with all the component and performance exemptions as allowed at present and will remain in the VOSA Manual. Vehicle testing stations can log on to the system and carry out the test as normal. As in any case where a vehicle fails its test, either voluntary or mandatory, the keeper has the responsibility to ensure that they do not use that vehicle on a public road as it is not in a roadworthy condition. What has not been passed on is the fee for the test or an indication of the paperwork to be issued. If any member decides to go ahead with a voluntary test, perhaps they could advise *Sidevalve News* of the outcome.

Recent publicity has suggested that the introduction of 10% ethanol to petrol will not

now take place until 2014 or 2015. This may prove to be the case and it would be a situation which the Federation would welcome, but it is keen to ensure that when E10 petrol does appear at the pumps it can be easily recognised for what it is, enabling the historic vehicle owner to make an informed choice of whether to purchase or not. The higher octane petrol usually known as Super Blend, containing lower levels of ethanol as a general rule, may be worth considering by those who have concerns.

Transport Minister Stephen Hammond has met with historic vehicle campaigners to discuss the European Roadworthiness Directive. There are widespread concerns that requiring older cars to be largely 'original' could mean that vehicles with up-rated brakes or an overdrive unit fitted could fall foul of the new rules. Following EU discussions the Minister is now more optimistic and confident that the UK will be able to adopt a reasonable and wide interpretation of the rules. Negotiations continue. Interestingly, the original draft legislation was proposed by the EU Commission as *regulation* but the EU presidency has proposed that the legislation be changed to *directive*, giving member states the freedom to choose how the legislation will be incorporated into their laws.

Pre-War Register

Yvon Precieux

Registrar's comments

Another year and another milestone for the Pre-War register. Little did I know that well over 30 years and more when I first volunteered for the job I would still be around in the same post. Much has changed since, especially the way we perceive and have standardised certain types of models in more discerning terminology. Until the advent of names such as Popular, Anglia and Prefect, plain and simple names were applied with Ford Eight and Ford Ten being the most appropriate in this country. Later on, in the late 40s, 50s and 60s when our cars were tied in with stock car racing and sport and to differentiate between the 8s and 10s, 'Y type' and 'Barrel' Ford became the general terms for the early Ford 8's and Model C. In competition and racing in general, the 'E93A' expression was standardised for all sit-up-and-beg models. It was not the FSO that generalised such phrases; they were there long before any of the Ford clubs were envisaged.

Nowadays we are more circumspect in explaining the 'types' around, hence our use of Ford company speak, i.e. Y, C, CX, 7Y, 7W, E93A, E83W, E04A etc. that are now part of club and general language. Yet we should not forget other aspects of Ford history because of our reliance on such Ford speak. Today we have many books that now categorise each model under their specific Ford name, yet as most of us have found out, not all Fords are the same, with some being a minefield to originality. The best example is the Model Y, with the need to adopt more obliging categories of Short Rad and Long Rad in today's language and to further sub-divide into fixed roof/sliding roof, Tudor and Fordor. This similarly applies to the C and CX, to 7Ys and 7Ws, Prefects and all models that individually can be quite different in body and spec to what under a strict Ford categorisation is the same model but an easier reference to classify.

The Ford references were never there to explain the model variations and fall short in identifying the differences that matter today. One of the main reasons for this anomaly is that with too much emphasis applied to the Ford Motor Company, we have forgotten that Ford did not make any of the vehicle bodies. It was Briggs, as a separate company, until it was eventually taken over by Ford much later. For this reason the Briggs body number in tandem with Ford company vehicle designation will overall better assist us all in identifying the actual type of Ford model each of us has, i.e. standard/deluxe, fixed/sliding roof, van, utility, pick-up, coach built etc., with styling and spec then coming into play. So please, spare some thought and time to scrutinize your vehicle for the Briggs body number to include on the register form. Where it is on your vehicle was printed earlier and hopefully will be identified on the web site. Your vehicle may be similar to the one next to you at a show but be quite different in spec for that year,

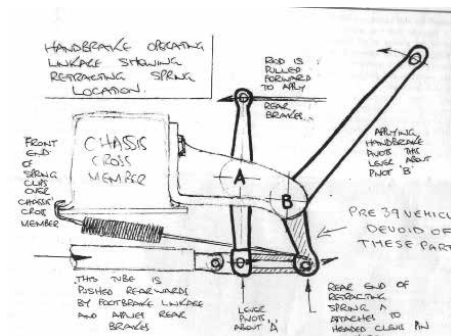


Photo 1

and besides, restoring one's vehicle to a similar one may be the wrong way to go. The Briggs body number may save you a lot of expense, especially when an email to your registrar will provide the advice required.

Don't forget the Club has workshop manuals and parts lists besides plenty of spares that include all postage and packing. What you see is what you pay! So let's have a bumper 2013.

Handbrake mechanisms

The handbrake to brake linkage on the post 1937 Fords at chassis level and as attached to the rear of the gearbox cross member does vary in the later Fords. The 7W, 7Y and early Prefect E93A differ in so much as the handbrake pivot lever below the car is not provided with an extra angled lever, with the slotted 'steady' piece and clevis to take the retracting spring at the clevis end on later Fords. To illustrate, photo 1 shows the 1940 later unit and the shaded area is where this later lever differs to the earlier cars. The original lever was changed as it tended to kink the handbrake cable when under handbrake pressure, culminating in premature fracture of the cable. The slotted connecting piece and the angled pivot lever were introduced as both were able to restrain the lever's lateral movement and helped reduce wear at the pivot, besides preventing the brake cable from kinking and eventually snapping when the handbrake was eased off. A swap with a later model will assist if more play than normal is found or your cable keeps breaking. The later one will bolt on in the same position quite easily.

The Ford Eight

Although the 7Y, advertised to the public as the Ford 8, retained similar mechanicals to the 1937 Model Y, there were some subtle improvements besides the new Girling brakes. The battery for a start was increased to give 63 amperes, and self-cancelling direction indicators via the steering wheel were fitted. To clean up the floor space a ratchet retaining handbrake was attached via the parcel shelf, that was more convenient for reach of the driver. The carburettor still retained an air inlet gauze but the dip tube type bowl was now a basic part. With the introduction of thinner oils a new starting procedure was recommended when starting via the handle, with no need to 'yank' the handle at the highest pressure point. Shackle-

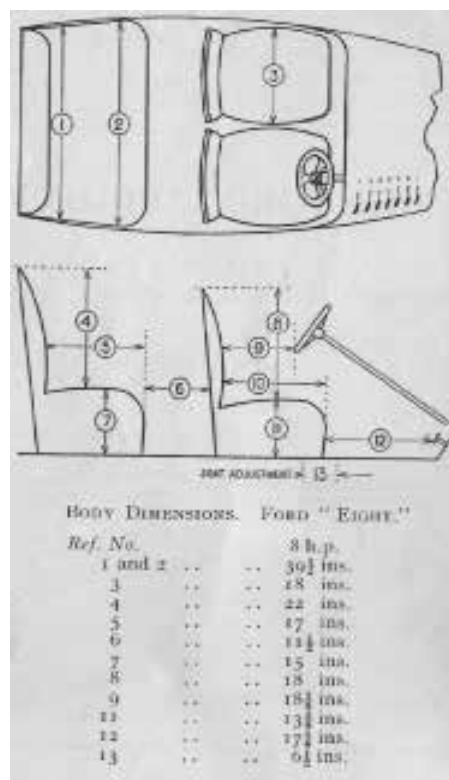


Photo 2

wise, no grease nipples were necessary with the metal/fabric self-lubricating shackles, and I must admit that these do give a good, solid service. Engine-wise, slight changes were made to valve adjustment, being not more than 13 thou and not less than 11. The generator – substantially the same as the Model Y – was now provided with a ventilated fan on the driving pulley and repacked grease was provided during assembly at the front bearing with a grease well (hole) at the rear for vaseline. Initially the tyre pressures were recommended at 30lbs but most found the best pressure was 28, a figure that lasted to the Ford Popular.

For those of you new to the register, the table on page 4 goes through some of the finer points of how the 7Y differs with the Deluxe, Standard and late 38/9 7Y cars.

Standard rear window for the standard model was plate glass whereas the deluxe used safety glass. Three types of interior trim were available for each year with three types of carpet for the tubular seat, the second type of tubular seat and the bucket seat. A handle was used on the deluxe glove box compartment lid 1937-38 and knob 1938-39. Door handles/window winders (nickel/chrome) moved in the opposite direction to earlier models and in the latter part of production were supplied with curved exterior door handles. The seating and dimensions of the Ford 8 are shown in photo 2.

Engine rebuilds

Cleanliness is part of the requirements for an engine rebuild. If one intends to include new pistons and bearings etc. then a thoroughly clean block is vital. Sometimes forgotten is the

7Y specifications

	Standard	Deluxe
Steering column	Black	Brown*
Gear change lever and ball	Black	Brown
Window moulding	Black	Brown

*(except very early models)

Standard instrument panel used a crystal bulb 1937-39.

Deluxe instrument panel could use a white festoon bulb 1937-38 or green festoon 1938-9.

Passenger cars used a headlamp pad, phased out on 39 models.

Late 1939 7Ys used a continuous rear straight bumper.

The gear lever gaiter was used on the van version from 1938-39.



Photo 3

cleanliness of new components such as pistons and bearings, kingpins etc. packed in grease to keep corrosion at bay. These coatings, if not properly cleaned off, will contaminate the oil and make wear possible to the bores, housings, bearings and moving component parts of the engine. If one can immerse the block in a cleansing tank and clean the so-called new parts, you may be surprised at the swarf and contaminants that may be seen with the grease residues that were there to protect the component part while on the shelf.

A 7W find

Jon and Andrew Braund from Wimborne, Dorset purchased this unique 7W pickup in August 2011 (photo 3). Originally a saloon, it was converted into a pick-up probably in the post war period. In previous ownership it was used as a work horse for a gardening and building business. Its last

owner rebuilt the vehicle with the canvas top. The vehicle is painted in an olive green and looks the part as a war office or service vehicle.

The Ford E93A

Of the sit-up-and-beg Fords, the E93A model has probably been the most misjudged. One Prefect may look similar to another, but the pre-war and post-war models are very different to each other and as per my earlier comments, not all Prefect E93As are the same. Certainly the early models, although appearing quite modern in appearance, were basically the 7W model component-wise. The early vehicles however contained some unique features with the ball and hinge pins allocated to distribute the weight of the doors, the non-spring assisted bonnet hinge, bulbous lamps, aluminium alloy steering wheel, and interior trim from the earlier 7W that incorporated door pockets. The Prefect, as with

the 7W long wheelbase cars, was less twitchy on the roads. A fine example is Angela Hume's car, which really is a car to see. Look inside the bonnet and note the early barrel vacuum tank. The later post-war Prefect did incorporate a control box and further improvements, but the alligator bonnet and earlier wings do make the vehicle that bit special. A later Tourer version is shown. (Photo 4)



Photo 4

One's pride and joy from Car Mechanics 1958

SN 7548, a model CX touring model circa 1936, was the indispensable pride and joy of one Richard Lewis (Shropshire) from the time that he was a student in the 1950s. His valiant steed was christened The Slug and spent many years transporting Richard on the highways and byways of Britain. Apart from a reconditioned engine and a suspension part forged by a Spanish blacksmith while touring in Spain, the car retained its more or less original condition, although in his inquiry to the magazine *Car Mechanics* he mentioned the lack of seeing such Ford Tourers on the road even then. Interestingly his only negative comment was the outlay of cash for the road fund licence. (Photo 5)

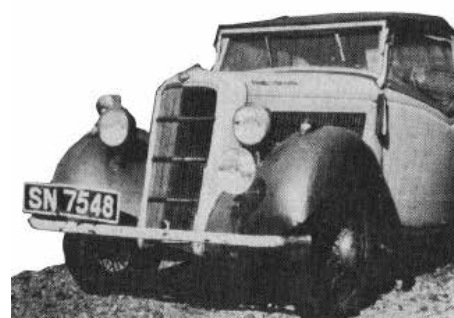


Photo 5

Heritage stock cars

The register has three on record: two 7Ys and a Model Y. If Eric Walker can get in touch re his Model Y with details then we can make some comparisons with the two 7Ys, as stock cars are part of small Sidevalve Ford history and I certainly do not mind giving a mention and a welcome to such vehicles.

E83W Register

Yvon Precieux

Membership

We are still registering new members and vehicles that have changed hands. Mike Foley from Glossop in Derbyshire owns the 10 cwt van LPU 332. A 1947 vehicle, it is identified as a runner. The van retains the small headlamps and is of the type that retains the central throttle or accelerator pedal.

In 1969 the van was taken out of service with some 100,000 miles under its belt.

Sadly the owner Leslie Orth died and the van was sold on in 1999. The E83W register has the photo from then so an up-to-date detail photo and register form would be appreciated with confirmation of the chassis and Briggs body number. Some idea of the restoration would also be appreciated. (Photo 1, October 1999, J Marsh.)



Photo 1

Pre-production E83W

Unlike the Model Y, detail on the idea of a small sidevalve 10cwt van is vague to non-existent. However we do have an original concept of the 10cwt van. Simple beadwork panelling can be seen on the only pre-production archival photo that the register retains (photo 2). The wing mirror looks to be an afterthought with the way it is attached to the door. From the detail it appears as if it has just been drawn on? In addition the beading over the roof would seem to indicate a seam to identify the rear bodywork as a separate partition from the cab, despite it being attached to the cab.

Apart from the body/door variations one can see clearly that it is an E83W, so probably the E83W prototype required few changes to manufacture from the drawing board to the actual production model, unless any one of you knows better?

Useful to know

On the 10cwt the tyre pressures recommended were as follows. With 5.00-18 tyres, inflation pressures are front 30lbs and 36 for rear. With 6.00-16 tyres, inflation pressures are front 24lbs and 30 for rear. Interestingly, where E83W vehicles were fitted with 6.00 -16 tyres, the spare



Photo 2

if deflated could be lost due to the spare wheel slipping underneath the clamp.

A longer spare wheel clamp was introduced in the mid 1950s with the recommendation that one should weld in a 2" extension onto the existing clamp to extend the leg of the clamp to the centre of the tyre. If the Ford Motor company asked such a thing today, the answers would be unprintable.

Cars were always better with 28lbs although 16" tyres on the post-war Prefects were always at the more modest 24lbs. By June 1949 the key codes had been changed from MRN to FA. However key blanks were available via Messrs Churchill and Co Ltd to cut to fit the FA type lock cylinders using the MRN code plates in conjunction with the new FA code. Shock absorber fluid was supplied, coded M-100502; however, of note is the fact that a shock absorber fluid of some SAE 20 is satisfactory to use.

Convuluted hoses are too often seen on E83Ws more than any other vehicle. Use the proper type from Club stores as the convuluted hose traps air and contributes to poor circulation and general overheating.

Milk float

Paul Le Strange from Essex was the owner of BHV 495. It was first registered in East Ham, London in 1946 and spent its first year in Hornchurch, Essex. From 1948 it went north to Northamptonshire where it worked for the remainder of its life until purchased by Paul in October 1993. A successful DVLA application was put through via the FSOC to retain the original registration.

The vehicle when purchased was found to be in fair condition and fit to drive, and a full restoration was initiated. However the wooden cab had rot and Paul had some difficulty in preventing twist in the cab bodywork panels, while endeavouring to replace the wooden 'B' posts. Photos of BHV show the chassis, cab and interior. (Photos 3, 4, 5 and 6)

Of interest was the use of a wooden floor within the cab. I was aware that between 1942 to 1948, wooden floor boards were fitted to the E83W cabs instead of steel plates, but have been unable to confirm as I need a good sample of members with such vehicles to confirm that this is correct. As a reminder, the Ford Motor Company under service leaflet 10 in 1949 issued an instruction for a strengthening plate, fore and aft of the rear cross member. Check this area, and if cracks are found, I can forward details

via email (or, if you provide, an SAE) of the measurements of the reinforcement plate that needs to be welded in the positions shown in a solution diagram of this problem.



Photo 3



Photo 4



Photo 5



Photo 6



February 2013 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Minimum order £10.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.00
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.40
Reprint Model Y Bulletin.....	£12.50
Reprint Workshop Manual for 100E and 300E.....	£25.55
Reprint Parts Manual for 100E and 300E.....	£20.75
Technical Tips for the 100E/107E by Jim Norman.....	£8.30
100E Anglia and Prefect Instruction Book (1953-59).....	£9.90
The John Howe Book of Cartoons.....	£6.30
Ford Motor Cars, 1945- 64.....	£9.15
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

Stickers

Running In Instruction Sticker (Upright).....	£1.15
Running In Instruction Sticker (100E).....	£1.15
Running In Instruction Sticker: First 500 miles (100E).....	£1.15
Window Sticker-FSOC design.....	£1.06
Silver Jubilee Window Sticker.....	£1.06
Historic Ford-'Keep off My Arse!!' sticker.....	£2.05
I Love My Sidevalve Sticker.....	£2.05
Register Sticker (state model) each.....	£1.42
FSOC 30th Anniversary Sticker.....	£0.90
FSOC 40th Anniversary Sticker.....	£1.12

Magazines

Binder for Club Magazines (holds 2 years).....	£8.45
Following back copies of Sidevalve News available.....	£1.20
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February	

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£10.95
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
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Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.90
Running in booklet Anglia / Prefect (date 9/49).....	£1.95

Models

Ceramic Cream Model of 103E Popular.....	£5.70
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£2.15
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.66
FSOC Grille Badge: Round or Square.....	£12.45
Register Grille Badge: Popular/Prefect/100E/107E.....	£12.50

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script SM/L.....	£25.25
FSOC Sweat Shirts embroidered in script.....	£16.20
<i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL; Navy in Med/XXL; Red or Sky Blue in Med/L/XL/XXL; Black in Med/L/XXL</i>	
FSOC Polo Shirts embroidered in script.....	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
New FSOC Sweat Shirts embroidered with FSOC logo.....	£16.50
Royal Blue only in Med / L / XL	
New FSOC Polo Shirts embroidered with FSOC logo.....	£13.90
<i>White or Royal Blue in Med / L / XL only</i>	
New FSOC Sweat Shirt and Polo Shirt embroidered with FSOC logo.....	£27.90
Royal Blue Sweatshirt with either Royal Blue or White Polo shirt Med / L / XL	

T-Shirts

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

Other Regalia

Licence Disc Holder.....	£1.05
Blue FSOC Mug.....	£4.85
DVD of Ford Archive material and FSOC events.....	£5.95
FSOC 40th Anniversary Beer Glass.....	£20.75
FSOC 40th Anniversary Beer Tankard.....	£23.50
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£3.99
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£3.50
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.45
Pack of two dusters.....	£4.50
Pack of three dusters.....	£6.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
100E-2103	Rear brake spring (set of 4).....	£22.00
100E-2119-B	Late hand brake lever.....	£14.00
100E-2220-A	Compensator (hand brake cable).....	£5.20
	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order).....	£29.95
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

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

100E-1190	Mount bearings per side-2 x E 38- DB1	
105E-1190	plus 2 x E 37-DB8	£23.00
Y-1202	Suspension insert	£65.00
E-20-LB-1	Suspension insert plus top suspension mount	£99.00
100E-3063	Pair suspension inserts	£120.00
100E-3073	Pair suspension inserts plus pair top suspension inserts	£190.00
100E-3078-C	Hub seal 0.983"	£7.00
	Hub seal 1"	£7.00
	Hub bearing inner 0.983"	£30.00
	Stud and bush	£15.00
	Bushes per set (track control arm / cross member)	£7.00
	Track control arm repair kit	£16.00
	Track control arm right hand (exchange £10 surcharge *)	£27.50
	Pair track rod ends	£30.00
	Drag link (exchange £10 surcharge *)	£59.00
	Track rod end dust cover	£1.70
	Steering box oil seal (early and late models)	£7.25
	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, original material	£12.25
100E-1175	Rear hub seal, modern neoprene	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.30
100E-4209	Crown wheel and pinion	£80.00
100E-4235	Half shaft	£30.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft)	£18.00
100E-5713	Bar rear spring shackle-inner	£5.00
100E-5719	Bush rear spring shackle (set of 4)	£7.25
100E-5781	Rear spring eye bush	£6.50
100E-5781	Pair rear spring eye bushes	£11.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber	£40.00
E-7ED-1	Rubber bush (bottom shock) (2)	£3.00

Exhaust

100E 5250/5225/5255	100E mild steel exhaust system	£138.00
100E 5250/5225/5255	100E stainless steel exhaust system	£235.00
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts	£9.95
	100E exhaust fitting kit	£22.50

Engine Parts

100E-6038	Engine mount	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket	£19.95
100E-6065	Set of 14 cylinder head bolts	£18.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£200.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£65.00
100E-6261/2/3	Camshaft bush set (std, -0.005")	£40.00
E93A-6270	Timing Chain	£17.99
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")	£41.00
100E-6347	Packing Seal Crankshaft Rear (set of 2)	£4.00
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-6763B	Oil filler tube	£15.00
100E-9278	Oil pressure switch	£7.50
100E-9448	Manifold gasket, 100E only	£2.50
	Manifold stud	£4.95
E55Z1	Conversion gasket set	£27.00
E81Z1	Decoke gasket set	£27.00
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	£12.50
E74-7580-A	Release bearing	£14.50
100E-6068	Gear box mounting fits 100E and early 107E	£24.95
100E-7039	U / J repair kit	£13.95
100E-7052	Front oil seal	£7.00
100E-7086	Gasket tail shaft housing	£1.80
100E-7111	Counter shaft	£31.00
100E-7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust)	£6.32

100E-7223	Gearbox lid gasket	£0.90
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 *)	£52.50
100E-17286	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E	£4.99
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	£12.80
100E-8275	Water inlet tube	£13.90
100E-8286	Bottom radiator hose, 100E only	£12.90
100E-8501	Water pump, 100E only (old unit must accompany order)	£55.00
100E-8507	Water pump gasket	£3.00
116E-8575	Thermostat	£6.50
EOTA-8620-C	Fan belt, 100E only	£6.00

Fuel System

100E-9276	Fuel pump with spacer (no primer)	£43.50
100E-9288	Petrol filler grommet	£12.50
100E-9437	Gasket (fuel tank sender)	£1.25
100E-9627-A	Flexible fuel pipe	£15.80
100E-9959	Hot spot gasket	£1.95
	Rubber (air cleaner)	£7.25
	Gasket carburettor float chamber	£1.45

Electrical

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
105E-10043	Brush set	£4.75
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£35.98
100E-11001-C	Starter Motor (please send old unit with order)	£65.00
105E-11057	Brush set starter motor	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£5.99
	Stop/tail bulb, 12v, 21/5 watt	£2.99
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		

Ignition System

100E-12029	Set 100E ignition leads	£14.95
7V-12098	12v Ignition coil	£42.95
	Nut H.T. lead distributor cap (set of 5)	£3.00
	D type distributor only (rebuilt-exchange £10 surcharge)	£50.00
	Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-12116	Distributor cap (D type)	£25.00
105E-12116	Distributor cap (round type)	£14.75
100E-12199	Contact set (D type distributor only)	£15.20
EOTA-12199-C	Contact set (round type distributor only)	£15.20
100E-12200	Rotor arm	£5.25
100E-12300-B	Condenser (D type distributor only)	£9.60
105E-12300-A	Condenser (round type distributor only)	£9.60
100E-12405-T	Spark plug	£3.70

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
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle	£8.95
	Stainless steel locking petrol cap	£14.95

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
E72-Z1	Clutch slave cylinder kit, 107E only	£4.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£26.00

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

105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£52.50
107E-8260	Top radiator hose, 107E only.....	£10.75
107E-8286B	Bottom radiator hose, 107E only.....	£12.50
105E-8501	Water pump, 107E only.....	£40.00
105E-8620	Fan belt, 107E only.....	£5.75
105E-9448	Manifold gasket, 107E only.....	£2.00
107E-9959B	Float chamber gasket.....	£2.00
105E-12116	Distributor cap (round type).....	£14.75
EOTA-12199-C	Contact set (round type distributor only).....	£15.20
105E-12300-A	Condenser (round type distributor only).....	£6.50
105E-10043	Brush set.....	£4.75
105E-11057	Brush set starter motor.....	£4.75
353000 ES	Core plug, 107E only.....	£2.50

Spares List for 8 & 10hp Type Models

Rear Axle

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

Braking System

YE-2019A }	Brake Shoes (set of 4-all models-exchange £10 surcharge).....	£55.50
CE-2019B }		
7W-2019 }	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.....	£6.30
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.75
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£8.50
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£13.20
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.99
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.99
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order).....	£13.85
E83W-2498A/B	Brake pedal return spring.....	£6.25
E83W-2580/1B	Rear Brake Cables (Pair E83W).....	£69.95
7W-2580/1/4/5	Front Brake Cables (Pair E83W).....	£22.76
YE-2793	Set of Brake Cables (not E83W).....	£60.95
7W-2853C	Spring (handbrake lever pawl).....	£0.85
E83W-2853B	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin.....	£2.00
	Hand Brake Cable (fits E83W).....	£27.40

Steering and Suspension

Y-3030	Bolt (front axle to radius rod Model Y).....	£25.00
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£24.50
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).....	£3.90
YE-33111	King Pin Set, complete (Model Y).....	£70.00
CE-33111	King Pin Set, complete (Model C).....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£79.95
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.85
YE-3616B	Horn Button and Nut (Y model).....	£7.80
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.65
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four).....	£21.00
E493A 4050	Retainer (rear axle shaft grease).....	£7.30
Y-4217	Bolt (diff gear case).....	£3.30
18-4217	Bolt (diff gear case).....	£4.60
Y-4507	Gasket (torque tube to differential housing cap).....	£1.75
7W-4507	Gasket (torque tube to differential housing cap).....	£1.75
Y-4515	Gasket (universal joint housing cap).....	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y.....	£15.00
Y-4636	Lock Washer (pinion bearing nut).....	

Y-4637	all models except E83W.....	£2.55
	Thrust Washer (pinion bearing).....	
Y-4655	all models except E83W.....	£1.95
E93A-18055A	Torque tube bearing sleeve.....	£9.95
E93A-18055B	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
E83W-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
6E-18055B	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), not E83W.....	£56.00
	Front wheel bearings (per axle set), not E83W.....	£110.00
	Front wheel bearings (wheel), E83W.....	£56.50
	Front wheel bearings (per axle set), E83W.....	£110.50
	Suspension Buffer (fits all models except Model Y).....	£15.99

Exhaust Systems

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

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£9.99
	Front Engine Mounting bolt.....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.15
E93A-6270	Timing Chain.....	£17.99
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
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set).....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£14.95
Y-6513	Valve Springs (set of eight) (fits all engines).....	£22.50
Y-6520	Valve Cover (fits all engines).....	£15.95
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£4.97
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£4.09
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.86
Y-6610B	Oil Pump Gear (fits all engines).....	£4.85
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
	Stainless steel dip stick tube.....	£29.75
	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", +0.030", +0.040").....	£43.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£20.00
	8hp decoke gasket set (1932-34).....	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.25
	Manifold stud.....	£4.95
	Manifold stud (set of 4).....	£18.80
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
	10hp cylinder head gasket.....	£19.95
YE-24052C	Studs (Cylinder head) set.....	£34.99
	Set nuts for cylinder head studs.....	£4.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£13.85
Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£38.50
	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).....	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly.....	£4.60
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95

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

YE-7071B	Washer intermediate gear thrust washer.....	£7.60
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.75
Y-7086	Gearbox rear gasket.....	£4.50
Y-7111	Layshaft.....	£41.65
103E-7114	Counter Gear (10hp).....	£46.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.32
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring.....	£5.90
7W-7533	Clutch linkage clevis pin.....	£2.15
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
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.....	£14.50
E70-7600-A	Clutch Pilot Bearing.....	£6.35
C-943070	Gear Lever Gaiter (except E83W).....	£19.60
E83W-943070	E83W Gear Lever Gaiter.....	£19.99

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£4.99
Y-8109	Radiator cap (brass screw type).....	£6.99
Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top).....	£5.20
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom).....	£4.95
	Radiator Hose (moulded-E83W, top).....	£19.05
E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£19.50
	Radiator Hose (moulded-bottom).....	£17.40
	Radiator Hose (moulded-top, pressurised radiator cap.....	£16.95
	Radiator Hose (moulded-top, brass non-pressurised radiator cap).....	£15.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£150.00
	Water Pump Repair Kit.....	£32.50
E493AFS-8509	Pulley (water pump).....	£35.00
YE-8606B	Fan Blade (11").....	£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.).....	£9.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£7.95
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£7.99

Fuel System

	Fuel Pump with spacer (no primer).....	£43.50
	Fuel Pump repair kit.....	£27.45
	Fuel pump stud.....	£6.35
	Fuel pump stud (set of two).....	£10.60
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A / E493A Petrol Filler Grommet.....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£1.97
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....	£3.10
	8hp manifold gasket.....	£7.50
YE-9448	Rebuilt 8 hp Carburettor (exchange-send with order).....	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order).....	£87.50
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.27
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.30
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly.....	£6.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£13.95

Ignition System

	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....	£60.00
	Set E93A ignition leads.....	£14.95
E83W 12024A	6V Ignition Coil (All models-not original).....	£39.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.50
YE-12185B	Toggle (All models 1935 onwards).....	£0.62
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£15.20
YE-12200C	Rotor (All models 1935 onwards).....	£5.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.28
YE-12300B	Condenser (All models 1935 onwards).....	£9.60
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.70

Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£5.95
YE-10160	Felt (dynamo drive end bearing).....	£0.85
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo,	

	exchange only.....	£25.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£115.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining).....	£0.98
BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£3.90
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£5.70
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.20
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....	£4.00
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.62
CE-13101	Spring (headlamp focusing).....	£0.70
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£25.00
	103E Plate Rear lamp base (pair).....	£41.50
103E-13408B	103E Rear Lamp Rubber Base Pads (pair).....	£18.99
103E-13420/1	103E Rear Lamp Lenses (pair).....	£29.99
103E-13450/1	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£3.05
40E-13466	Panel bulb 6V 3W.....	£3.60
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£2.95
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£2.99
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Model C Semaphore Direction Indicator (6volt only) (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair).....	£11.99
	E83W Bonnet Corner Pads (Full set).....	£15.50
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.95
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.90
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.25
E93A-35184	Pedal plate rubber bumper (Saloons and Scwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£21.30
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£2.50
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
	Boot T Handle Escutcheon rubber seal.....	£4.50
100E-7043531	E83W Door Rubber seal (enough for both doors).....	£16.95
62E-731942	Opening windscreen rubber for Prefect and Scwt van.....	£18.30
7W-940502	Front screen rubber for 103E/E494A/E04A.....	£19.50
7Y-940502-B	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.80
7W-941480 / 1	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
7W-970700	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.99
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.95
E83W-8215-A	E83W Grille Badge Mount.....	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£5.99
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£45.00
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W).....	£26.00
	Speedo Cable (E83W).....	£23.95
C46412AR	Dovetail (female).....	£4.35
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/Scwt van-shafts and barrels not included).....	£49.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/Scwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£12.50
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£0.60
BE-964280-H	Window Winder Handle.....	£4.99
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£4.95
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£4.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£4.00
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.95
	E83W wing mirror.....	£19.99

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-war

1936 CX Tourer. All wings good but body poor at rear edge. Doors good. Hood and sticks missing. Seats need recovering. E93A engine fitted. Non-runner. V5C present. Will swap or sell – 7W, 103E, E04A, etc., anything considered with cash either way. Yorkshire. Tel: Richard Hudson on 01757 618467 or email richardhudson_51@hotmail.com.

1937 7W Ten. Very rare 2 door car for restoration. Green. Mainly needs welding and paintwork. Engine runs OK and drives. Interior is in usable condition with a replacement headlining. Last used 1993. £2300. North Wales. Tel: Peter Tinsley on 01745 584700 or email p.tinsley@tiscali.co.uk.

Post-war Upright

1953 E494A Anglia. Very original car with matching numbers. Green. Less than 42000 miles believed true with some supporting documentation. Engine overhauled 3 years ago with re-bore and new pistons.

Starts, drives and stops as it should. Owned and maintained to a very high standard by engineer/enthusiast. Car just serviced MoT & free tax, ready to drive away now. £4200. North Wales. Tel: Peter Tinsley on 01745 584700 or email p.tinsley@tiscali.co.uk.

100E & 107E

1958 Anglia 100E. 1172cc. Registered July 58 (log book present). The body shell is in very good condition with no rot, only surface rust. The car is completely stripped for restoration. £500 ono. Redditch, Worcs. Tel: Keith Hill on 01386 792179 or email keith.hill1944@btinternet.com. (Non-member)

Specialist Applications

Pattison Converta tractor roller for sale. Ford 10 hp. In Running Order. Roller Only. No wheels or trailer frame. We have used to roll cricket wicket. Has been garaged since we purchased in 1986. Tiddington Cricket Club, Oxfordshire. Tel: Nick Edmondson on 01844 339373 or email Nick.Edmondson@antalis.co.uk.

Wanted

Set of 5 ½ J steel wheels wanted in good condition. Oxfordshire. Tel: Laurence on 01235 510398.

Parts wanted for E83W. Offside front wing (mine has been badly repaired) also a windscreen.

Renfrewshire, Scotland. Tel: John Stewart on 07976 264886 or 01475 520228 or email johnstewartinverkip@tiscali.co.uk.

Spares

Various 103E parts for sale. 1959 103E Upright Popular back seat in orange. Very good condition but needs new plywood panel. £80 (will sell either half for £40). Popular hub caps £3. Early hub caps £ 5. Wisbech, Cambs. Tel: Michael Capps on 01945 464892 or email michaelstancapps@btinternet.com.

100E engine for sale. Complete. Engine number CA58234. £150 ono. Staffordshire. Tel: Richard Goodwin on 01782 503136 or email goodwc@myway.com. (Non-member)

Miscellaneous

Mushroom headed valve drift for sale. Suitable for removing the split valve guides from the 8 and 10 hp Upright Ford sidevalve engines. £8. Tel: Robin Cowling on 01473 745380 or email suffolkwheels@tiscali.co.uk. (Non-member)

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

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



Sidevalve News

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

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

Mark Bradbury
10 Pettyfields Close
Knowle
Solihull
West Midlands
B93 9EG

Classified advertisements appear at the editor's discretion, and are subject to submission to the editor by the tenth of the month preceding publication.

This is a free service for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

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

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

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £10 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

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

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

Please indicate heading: ☐ For Sale ☐ Wanted

☐ Pre-war ☐ Post-war upright ☐ 100E/107E

☐ Special ☐ Spares ☐ Miscellaneous

☐ Other (please state)

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Please fill in the whole form including official use box using a ball point pen and send it to:

Membership Secretary
The Ford Sidevalve Owners' Club Ltd
PO Box 8095
Bishops Stortford
Hertfordshire
CM23 4XZ

Name(s) of account holder(s)

Bank/building society account number

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Branch sort code

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Name and full postal address of your bank or building society

To the Manager	Bank/building society
Address	
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Banks and building societies may not accept Direct Debit instructions from some types of account.

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request FSOC Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by FSOC Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when FSOC Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

Instruction to your bank or building society to pay by Direct Debit.

Service user number

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THE FSOC UNDERTAKE TO USE THIS DIRECT DEBIT MANDATE FOR ANNUAL MEMBERSHIP SUBSCRIPTIONS ONLY.

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Please pay FSOC Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FSOC Ltd and if so, details will be passed electronically to my bank/building society.

Signature(s)
Date

100E Register

Tony Lloyd

MOT regulations

I suspect that everyone now knows that pre-January 1960 vehicles no longer need to be MOT tested. If you have one then you need to check on the V5 that the vehicle is indeed listed by the DVLA as a pre-1960 car. It should say on the V5 either when the car was first registered or the year of manufacture. If it does not state either of these then you will still need to get the car a current MOT certificate to be completely legal. As I understand it at the moment, if you want to make a change to the V5 in this respect, the DVLA will need evidence of when the car was manufactured, either in the form of an extract from manufacturer's records or from a relevant Glasses Check Book.

For those who do not know, the Glasses Guides were the bibles of the used car trade. Not only did they give used car values but also manufacturing information such as chassis numbers and when they were made.

Tips, tests and temperature gauges

I do not know about you, but I like leafing through old car magazines. It is sad I know, but it is an affliction that I bear with great fortitude. I love the range of advertisements in them. Anything from oil to lamps to garages and kit cars. Do you remember Headquarters and General Stores? You do? Then you are my type of person.

I purchased one via eBay recently and it is from March 1960. An edition of *Car Mechanics*, 'The motorist's how to do it magazine'. Just from that phrase you know it is old: today it would be something like 'the DIY magazine for car enthusiasts'. Another thing about these old magazines is that everybody pictured in them wears a tie! This is whether they are crawling around under a car or rebuilding an engine on the bench: the tie is definitely the dress of the day! Yes, and remember to tuck it into your shirt; you would not want it to get in the way. And, like doctors, those pictured wear white coats. Strange I know, but true. I just wonder how long they stayed white, and did they use Daz, Omo or Persil to wash them? Did it have the blue whitener? Did they have a twin tub or a boiler? Sorry, I digress, but it does show how things have changed from when our cars were built and used daily. There were no old t-shirts and jogging bottoms then.

This one caught my eye because advertised on the front cover were three articles that I

thought that might be of interest. They were 'How to pass the ten year test', '20 tips for the 100E' and 'Repairing a temperature gauge'.

I admit the repairing a temperature gauge was for myself, as the one on my E493A has broken. Although the repair itself looks easy enough, I am not sure that I would want to do it. This is because it involves the use of ether to refill the capillary tube. The article states that it was bought 'from a chemist', so I presume that this is diethyl ether which used to be used as an anaesthetic. I do not want to be anaesthetized at my work bench and I am pretty sure that my wife would not want to see it either! So if I am going to do the repair myself, I will have to research if there are modern, non-coma inducing alternatives.

I thought that the article on the ten year test might be of interest to those with pre-1960 cars that no longer legally need an MOT. For those who do not remember, the ten year test was brought in by the Ministry of Transport to get unroadworthy lethal cars off of the roads. This was an annual test for vehicles over ten years old. In the early 1960s this in practice meant that overnight thousands of old pre-war cars disappeared from the roads. Prices plummeted and they were no longer viable to repair. A parallel today is the scrappage schemes that dealers and the government initiate. The ten year test quickly became for five year old vehicles and eventually the annual MOT for all vehicles over three years old. As it turned out, the article did not list what needed to be checked for the test or how to check it. They merely took a car in for a test to see what it would fail on and then did the repairs. It was however fairly comprehensive in what the tester looked at, i.e. lights, brakes, steering, and condition of the chassis and body: in fact almost everything that today's classic car owner needs to do to check that their vehicle is roadworthy. The one omission was the operation of the wipers. With today's road conditions I would advise that the wipers are checked as a matter of course.

So that just leaves the 20 tips for the 100E. These are mainly not so much tips as statements of faults that could occur with your 100E, as would be the case with any car. These range from fuel evaporation (yes, it happened in the 1960s as well) to a torn head lining. There were, however, a couple that are worth noting.

The first of these is lubricating the steering idler. This needs to be lubricated with a high pressure gun. In the old days this would have been no problem for your local service station.

Today it is possible that they might not have the equipment to do this. If you have your car professionally serviced, then check with them that they can indeed lubricate all of the steering joints. If they cannot, then try to find a high pressure grease gun so that you can do the job yourself.

The second is one that I had experience of on my first car, a 1960 100E Popular. At around 40mph the steering would judder almost uncontrollably. It felt as if the front wheels were wobbling all over the place. This almost always is due to the front wheels being out of balance. In the case of my Popular, however, it was magnified by badly worn track rod ends. So if you do experience this, it is worth checking all of the steering joints as well as balancing the wheels.

Whilst it is not anything to do with the 100E, one other point that I would like to mention is the amount of advertising for Ford Specials in this particular issue of the magazine. There were no less than 13 Ford Special related advertisements. One was even a full page advertisement. While our own Specials registrar would probably not be surprised, I certainly was.

Where are they now?

In this section we try to find out what has happened to cars that have not been heard of for some time.

First up this issue is a 1955 grey Prefect PRU 860. This car was last heard of by the register in 1988 when it lived in North Weald, Essex.



Next is black 1955 Prefect UHW 485, last heard of in Cinderford, Glos. in 1984. No photo for this, I am afraid.

If you know of either of these cars, please let me know any details that you have.

Panhard Rod update

Thanks to the many members who have registered an interest in the rear and later the front Panhard Rod kits. There should be more concrete news in the next issue of *Sidevalve News* – until then you can continue to enjoy the wayward puppy on glass handling firm in the knowledge that there will be a solution out there!

107E Register

Tony Lloyd

It is not often that I have any news on 107Es but I have received details of two cars for this issue.

A tale of two Prefects

Two cars, both 107E Prefects, but two very different stories.

VHJ 170

VHJ 170 has been on the register a long time, in fact since Phillip Hardwicke was registrar. So, the history we have for this car is for 23 or so years. It has always stayed around the south east of England. During this time its home base has moved from Essex to Northamptonshire to Cambridgeshire. It is on its eighth or ninth keeper and all have looked after it.

During its life it has had work done to the body, which includes new sills and some underbody welding. It has also been repainted and waxoiled. According to the records that the register has, the mechanical work has been minimal and, apart from the usual consumables like brakes, is limited to track rod ends and a new radiator.

The present owner is Michael Heeley, who purchased the car in September 2012 after it had been standing for a few years in its late owner's garage. Michael should have the car back on the road by now and be enjoying using it.

So, a car that has always stayed fairly close to where it was made. The photographs show VHJ 170 in its present condition, and the original tax disc and purchase receipt.

Sri Lankan 107E

The second car is one that appeared in the December issue of *Sidevalve News* and that has travelled to the far side of the world. It first came to the notice of Jim Norman via a technical query. It belongs to Dela Bandara and I reproduce his email to Jim, with apologies for mild English adjustment.

'Dear Sir,

Thank you very much for your prompt reply to my question about my 107E's shock absorber problem. My heartfelt thanks for this. As soon as I get the shock absorber mounts then I will fit them and let you know the result.

When I first saw your car BLC in the FSOC magazine in 2010 I thought that I would be very lucky to get a 107E restored to like condition. Some time later I managed to buy a 107E and although I have spent a lot of money on the restoration, it is nowhere near the condition of yours.



Here in Sri Lanka spares for the 107E are very difficult to find, but searching hard I managed to find the spares that I needed to complete the car. I was fortunate to find a brand new trunk lock complete with two keys. I have purchased 3 107E engines, 3 gearboxes, 2 differentials, brake cylinders and many more. 75% of them are useless.

I wanted to paint my car as yours, but I could not obtain Imperial Maroon so I used a Mitsubishi colour instead. This is a fairly close match. For the grey I used a locally matched and made up colour.

When I purchased the car it was fitted with an alternator and vacuum wipers but they did not work. I changed the wipers to an electric motor. I upholstered the seats and replaced the headlining. The seats and door boards are maroon and grey.

I dismantled the engine and it was in pretty good condition apart from a crack in the cylinder head, so I replaced it with used one and had to use three head gaskets. Originally it had an Indian Solex carb fitted but I managed to find a good B30Z carb.

I have ordered spares from the FSOC including rear light lenses, rear window rubber, mounts and bearings.

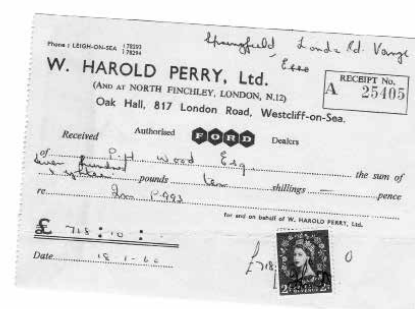
Thanking you,

Yours faithfully,

Dela Bandara'

Two Prefects, thousands of miles apart, but both are cared for and both are enjoyed. Long may that continue.

If you have a story or indeed anything about your Prefect 107E then I am always happy to hear from you.



Anglia, Prefect & Pop Register

Andy Main

Registrar's comments

2012 included major celebrations with the Queen's Diamond Jubilee, and the London Olympics and Paralympics. The second highest rainfall on record fell with many outdoor events cancelled. This year there are at least three Diamond Jubilees, marking the introduction of the new 100E Anglia and Prefect, and the re-launch of the E494A Anglia with trimmed down equipment as the 103E Popular (and £120 cheaper than the new 100E Anglia).

Sir Patrick Moore, astronomer and broadcaster, died at his home at Selsey, West Sussex on 9th December at the age of 89. He is perhaps best remembered for his BBC television programme *The Sky At Night* which he presented for over 50 years. After owning two motorbikes, Patrick purchased a 1948 Ford Prefect which he called The Ark and drove for many hundreds of thousands miles, but he was not a mechanic. Patrick as far as I am aware was never a Club member, but is anyone able to supply further details of his Prefect, including the registration? It may be early days yet but when it is sold (presuming it will/has been) who is the new owner?

Fifteen new vehicles joined the Register in 2012, up from 11 in 2011. When joining the Club new members are sent register forms. The register could have increased by a further 64 vehicles if all application forms had been completed and sent to me. If you have lost your application form then please send me a SAE (address on inside cover) and I will supply you with a replacement.

New members

Two new register members joined after the December edition went to press with 1953 E493A Prefects: Tim Griffiths from Somerset and Mike Burgess from Hampshire. Three owners changing vehicles are Mark Sheldrake with a 1957 103E Popular, Brenden Brogan from West Sussex with a 1947 E93A Prefect, and Mark White from North Yorkshire with a 1949 E493A Prefect.

Caister Castle Motor Museum

In the October edition, under 'Register 25 Years Ago' I reported on the E494A Anglia at Caister Castle Motor Museum, Norfolk that had no air vents, and enquired if it is still on display.

A member visited in September but of course was unaware of my forthcoming mention so did not have a closer inspection. As of the 2012 visit the Ford line-up is now four Sidevalves and a 105E (photo 1). From left to right the display features long rad Model Y TL 5961 colour black; 1946 E04A Anglia GNG 12 colour black; 1948 E494A Anglia JPW 359 colour green; 100E Anglia



Photo 1. Caister Castle Motor Museum line-up 6484 WB colour green; and 105E Anglia LVF 105E (note the registration number) colour light green.

The Linford

The Linford public house in Newton Linford, Leicestershire features as its sign an artistic two door Ford Sidevalve driving through a ford as a fish leaps out the way (photo 2).



Photo 2. The Linford public house sign

Different views

103E Popular WUO 684 was first registered in Sidbury, Devon on 7th June 1957, and first joined the register in December 1980 when just purchased by Mr F. Day from Southwell, Nottingham who became its fourth owner. By February 1989 it was owned by Mr A. Douglas Stoke Bardolph, Nottingham, who supplied a more unusual view of it from an upstairs room in his house (photo 3).



Photo 3. Looking down on WUO 684

From 2000 it was owned by Mr D. Perry from Wellingborough, Northamptonshire, who sold it in October 2012 to Mark Sheldrake from North Marston, Buckinghamshire. Photo 4 was taken on a sunny November 5th. Since 1980 the mileage has increased from 41,283 to 59,129.



Photo 4. Popular WUO 684 in sun

Christmas Quiz – The Answers

1 – Roger Palmer. 2 – Royal Tunbridge Wells. 3 – Anglia, 1959. 4 – Seven. Roger Palmer, Tony Martin, Paul Romano, Dave Turner, John Skinner, Jim Norman, John Porter. 5 – 23. 6 – The Rugby Ground Twickenham, Middlesex. 7 – £2. 8 – 1st. 9 – 1971. 10 – 1977.

Register 25 Years Ago – Sidevalve News, February 1988

I reported that my total Sidevalve motoring – which was in my 1956 103E Popular – was 5,759 miles, or an average of 110 miles per week. In those days I drove to work, days out and summer holiday. (I now cycle to work and Sidevalve driving is to motoring events only.)

Atom Ants Transplant featured a photograph of the 100E engine installed in the 1952 E493C/B Anglia.

Another bulkhead plate was to denote the paint top coat. Two members supplied details of pre-1959 Ford colours: from Parsons Car Colour Directory, dated 1978, and Berger Paint catalogue 1960–1980.

From Sydney, Australia, two rare models, at least from this part of the world: a 1946 Model 54A Anglia Utility and a 1948 Model 54A73 Anglia Tourer.

In Norfolk a 5cwt van had been converted into a pick-up by a farmer and was in need of a major restoration. It had been sold to a director of Attleborough Motor Works as a long term project. No registration details were given. I wonder what happened to this long term project?

There was a copy of a Ford advert for the 103E Popular, and a cartoon by 'Alexander' from *Practical Classics* featured a 103E Popular up on bricks and minus wheels, with a startled owner and judge, whilst the nearby autojumble stall included the four wheels. One autojumbler with a four way wheel brace holds it behind him as the other asks 'Wanna buy some wheels, chief?'

Specials Register

Ian Woodrow

Wiring for Specials

My advice to anybody planning to wire up their Special is keep the wiring simple. The circuit diagrams for our donor cars are printed on one sheet; modern car circuit diagrams often require ten or more pages.

It may be possible to use a proprietary ready made wiring loom with extra earth wires for components mounted on insulated fibreglass body work. So often with Specials so many changes would be required to a proprietary loom that it makes more sense to make a new loom from scratch.

Peter Williams wrote an excellent article about making a new loom for his E83W in *Sidevalve News* December 2007 (also available online at the FSOc web site).

6 volts or 12 volts

Although you could keep an E93A 6 volt system, if you have a tuned Ford 10 engine with higher compression ratio, often a 6 volt battery will not turn it over.

I advise going for 12 volt. This involves fitting a 12 volt dynamo and voltage control unit, also bulbs, horn, coil and of course a 12 volt battery, but you can leave the 6 volt starter which happily copes with 12 volts. The result is much easier starting at all times. If a 6 volt fuel gauge and sender unit are retained, these can be fed via a 12 to 6 volt regulator.

My Special is fitted with a Lucas 22258 12V dynamo and a 12 volt RB106 voltage regulator. I have noticed that some 22258 dynamos have a steel front bearing and mounting plate (the one next to the pulley) and some an alloy front plate. The distance between the mounting holes in the steel plate is not the same as the alloy plate.

Positive or negative earth

Until the 70s, cars were built with either a positive or negative earth, with popular British vehicles being amongst the last to be built with positive earth. Negative earth was adopted globally by automobile manufacturers for the sake of standardisation. It was also thought that positive earth vehicles rusted more quickly.

Most people change over to negative earth specifically to install a modern electronic radio or some other modern electronic device, or an alternator, all of which will be negative earth.

All lights, flashers and controls will function with reverse polarity. If a 6 volt fuel gauge is retained, this will require a positive 12 to 6 volt regulator. If an electric tachometer is fitted, this may be polarity sensitive.

The dynamo is capable of outputting either polarity. It is able to do this because the voltage polarity is determined by the polarity of the residual magnetism left in the iron when it is

out of use. Iron is inside the field coils and the dynamo armature spins in that field which generates voltage in the armature windings that appears at the brushes. The brushes are connected to the field coils (as well as used as output) and that drives more current through the field coils, and that increases the magnetism and so produces a higher voltage, and so on. The voltage rises until it reaches the level at which it is detected as high enough and then the regulator comes in to control the field-coil current so as to limit any further voltage increase.

If the dynamo has been used on a positive earth vehicle and the vehicle is being changed to negative earth then the dynamo will require polarising. Polarising the dynamo is done by connecting a piece of wire from the positive battery terminal to the small terminal (called the field terminal) on the back of the dynamo for a few seconds.

Cable & connectors

Don't be tempted to try and use old, perished and cracked rubber insulated cable or old corroded connectors. Use new cable and connectors for a reliable electrical system. Any existing tarnished connectors should be cleaned, polished and then smeared with petroleum jelly to stop them re-oxidizing. A fibreglass pencil is ideal for cleaning connectors without wearing off the nickel plate.

I prefer to solder connectors where possible but if you use crimp connectors be sure to use the correct size connector for the size of cable and use a good ratchet crimping tool. (Crimp connectors red 0.5–1.5mm, blue 1.5–3mm, yellow 3–6mm)

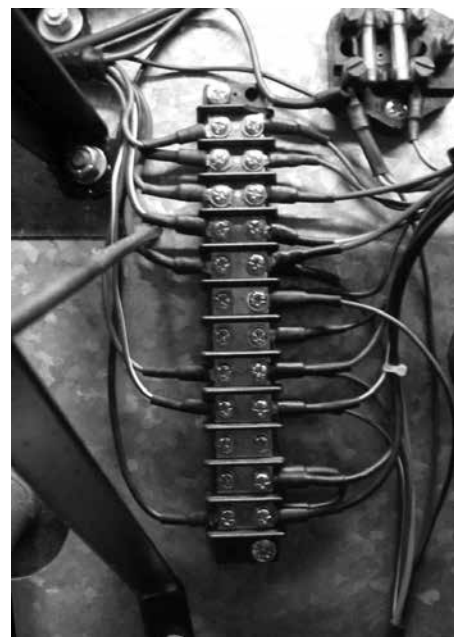
Poor connections in 6V systems have a far greater effect than in 12V systems. According to Ohm's Law, a 6V system has to supply 6 amps to operate a 35W headlamp bulb. Meanwhile, a 12V system only has to supply 3 amps. A dirty connection with, say, a modest 0.5 ohm resistance will in theory drop 3V on a 6V system — leaving the lamp operating on half voltage. On a 12V system, only 1.5V is dropped, leaving the lamp on 10.5V.

The current the cable can carry is determined by the CSA (cross sectional area).

Typical cable sizes with maximum currents are:-

- 1mm = 8.75 amps for: dynamo field, fan, wiper, side light, flasher, brake light, fuel gauge, temperature gauge, coil distributor.
- 2mm = 17.5 amps for: horn, headlamp, coil.
- 3mm = 27.5 amps for: dynamo.
- 6mm = 42 amps for: ammeter.

Try to follow the British General Wiring Colours.



12-way terminal block

Wiring harness or loom

The wiring loom I made up for my Special is split into three sections; the sections are joined together at the 12-way 30 amp terminal block mounted on the bulkhead. The loom is split into sections so that the body can be removed from the chassis relatively easily and the dashboard can be wired up on the work bench to avoid having to work as a contortionist in the vehicle footwells.

Like Peter Williams, I started by drawing the circuit diagrams on the computer using the Visio drawing package, first a schematic drawing and then a wiring diagram, which include cable sizes and colours. Unlike Peter I did not use a board to make up the wiring loom: the wires were laid in position. The first loom section was from the rear lights and fuel level sensor to the 12 terminal block. After laying the wire in position the wires were cut to length plus about 6 inches spare. The wires were then removed from the chassis and the connectors were fitted for the rear lights and fuel sender. Expandable braided sleeving was then slid over the wires with a piece of heat shrinkable sleeving fitted at each end. The first section of the loom was then refitted and clipped into place, the wires trimmed to length and the connectors for the 12 way terminal block were fitted. Another wiring loom section was then made up for connecting the dashboard instruments and switches: after mounting the dashboard these wires were also connected to the terminal block. This procedure was repeated for the third section, front lights, horn, dynamo and distributor.

Due to space limitations in the magazine I have not included the circuit diagrams, general wiring colours or 12 volt to 6 volt regulator circuit, but if you would like a copy, send me an email or drop me a line.

Letters & Emails

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

Sidevalve soldiers on

Dear Sidevalve,

I was interested to see the Christmas competition in *Sidevalve News*. This bought back memories of when I first joined the Club around 1972. Members were mostly young lads with a 100E as their first car, and old boys who'd had their 100E from new. When I joined I was one of the young lads; now I'm one of the old boys. I always remember Cyril Rogers and his mint condition black 1500cc 1955 Prefect VKP 53. Sadly Cyril passed away some years ago. Does anyone know where VKP 53 is now?

Roger Palmer founded the Club in 1969. He moved to the Kentish town of Tunbridge Wells in the 1970s and his 100E was a late Anglia. The first Sidevalve Day was held at Twickenham rugby ground. Not too sure about the subscription in 1975 – maybe around the £3.00 mark. I know I paid £30.00 for life membership just after this – 10 times the annual sub. A lot of money back then, but over the past 36 years it has proved one of my better financial decisions.

After a clear-out of the loft, I rediscovered my Ford 100E Owners Club badges. For a couple of years in the late 1970s I was membership secretary and in charge of badges. As the Club was changing its name, I decided to buy the last two 100E badges in stock before the FSOC type came in. Although I no longer owned a Sidevalve, I always thought that maybe one day I'd buy another 100E and one of these badges would look good on the grill. I wonder if any other Ford 100E Owners Club badges survived? I bet John Farrer has one!



I am very proud of having been a member of the Club all these years. It is great to see how it has grown into what it is today. I'm always pleased when *Sidevalve News* drops through the letterbox. Looking forward to many more years membership.

Yours,

Dave Watson

Use your Sidevalves!

Dear Sidevalve,

The far south west is mostly thought of as a holiday destination, but some of us are lucky enough to live here. Here is Maude with St Michaels Mount in the background, enjoying the winter sunshine.

As you can see by the sorry state of the paintwork, this Sidevalve has been in constant use since the day I bought it as my first ever car in 1967. I would urge all members to look after, enjoy, but above all use their cars. It is a great and rewarding pastime.

Yours,

Colin Smith



Panhard Rods

Dear Sidevalve,

The feature on page 21 of December 2012's *Sidevalve News* regarding Panhard Rods moved me to write. Sadly, it's too late for me! I sourced 'old stock' front and rear Panhard Rods at increasingly fabulous cost from eBay. Nevertheless, I thought it would be helpful to write in support of what is being done.

I have been a lifelong car enthusiast and I bought Rupert, my 1950 E493A Prefect, with more than a passing memory of the first of my late father's cars that I can remember as a child. LNE619 was also a 1950 E493A, and I can clearly recall my father remarking that fitting a front Panhard Rod had become a necessity because 'if you drop a wheel into a tramline groove, you are going nowhere but the Tram Sheds'.

I 'won' my front Panhard Rod on eBay first and was astonished at the near total cure it offered for Rupert's habit of veering off towards the ditches at will when crossing the Somerset Levels. A year later, I 'won' my rear Panhard Rod at a fearful cost on eBay and I was experiencing more than a little buyer's remorse when the time came for fitting it. 'Is this just vanity – another toy?' I wondered. It wasn't! The improvement to the rear handling was equally distinct and Rupert now handles more like a 1960s Morris Minor than the maniac supermarket trolley that he used to emulate.

I urge members to support this initiative and to fit Panhard Rods. The results in terms of driving ease, safety and comfort are well worth it!

Yours

Alastair Burian

The joys of winter cold starting

Dear Sidevalve,

In the winter of 50 years ago I remember it began to snow heavily on the afternoon of Boxing Day in 1962. By the following day, even in rural Sussex, the snowfall was almost 12 inches deep. Inevitable transport chaos resulted, the frozen ground severely disrupted sporting fixtures, and the snow was still lying in the fields until well into March. Despite the bad weather my father still had a business to maintain and his van needed to be out on the road come what may, delivering groceries and newspapers around the local villages. The van lived outside and though today it seems incredible, the routine on winter nights was to drain the water from the cooling system and refill with water the next morning, even though antifreeze was available.

The first point in the winter cold starting procedure was to not even think about using the starter motor, which would have quickly resulted in a flat battery! Next, operate the hand-priming lever on the fuel pump as described in the instruction book. Pull out the choke control and, if the cable was worn and wouldn't lock when turned, hold it in position with a clothes peg. With the ignition off, turn over the engine two or three times with the starting handle. Finally, switch on the ignition and with a smart pull on the starting handle the engine usually burst into life. On those not so cold nights, if you could risk using the starter motor and without resorting to the aforementioned procedure, it was sensible to wrap up the engine with an old blanket as long as you remembered to remove it the following morning, before it became entangled with the fan blades and broke the fan belt ...

Interestingly, with today's thoughts on climate change and the need for water conservation, the Ford instruction book recommended 'wherever possible use fresh rain water' to fill the radiator, though this advice was probably directed at those of us living in hard water areas not to use tap water. The Low Temperature Starting chapter also advised 'the radiator should be protected by a suitable shield', which may have meant fitting a handy piece of cardboard across the lower part of the radiator grille or, more likely, a radiator muff or blind, and failure to do so would result in the water in the bottom of the radiator freezing and the engine overheating after the water in the rest of the system had boiled!

Today, antifreeze has a service life of ten years and batteries seem to last for ages. Modern Ford owners simply start up, switch on the air-con, heated rear window and (luckily for us) heated windscreen too, and drive off.

Yours,

John Skinner

Stroboscopic Timing Your Sidevalve

Geoff Hammond

As we all know, timing your Sidevalve using Ford's static timing system can be hit and miss. It has always been advised that once the car has been timed it should be road tested to check the performance, and the timing advanced or retarded to get the smoothest running without any pinking. I recommend that you read and understand the method of timing as described in your Ford Sidevalve manual prior to undertaking this task.

I do know of several members who have managed to use a strobe to time the ignition. People have used many ingenious methods of getting a 'mark' on the flywheel or the bottom pulley for the strobe to work against. I thought there must be a simple modification that can be done to the engine to give a timing mark, so as I had the engine out for a re-bore, now would be the opportunity to come up with a solution. Here goes:

1. To make a simple timing arrangement, the only place easily available is the bottom engine pulley as this is directly connected to the crankshaft. A marking arrangement was made thus:
2. The fixed pointer was fitted to the engine as shown in Figure 1 (for sizes see below) using a 5/16" UNC x 1 1/4" long screw. This was screwed in from underneath into the threaded hole in the engine block and tightened up as normal, holding the sump in place. The extra length enabled the pointer to fit over the protruding thread and be locked in place using a spring washer and nut.

3. With the pointer in position the next step is to rotate the pulley until the timing pin drops into the hole on the crank, as you would normally do to time the engine. With the pulley now in the correct position, a mark can be applied on the back flange of the pulley to line up with the pointer. I used some silver paint. I also removed the pulley from the crank and filed a small V into the same point as the paint mark, so that if the paint was not visible then the V could be found and the point repainted if required.
4. Set the distributor scale on the cylinder head to 0°. Lock into position by tightening the screw and then undo the scale bracket clamp to allow the distributor to rotate.

To time the car

This requires the engine to be running. As the fan blade is rotating, this could cause serious injury. I recommend you remove the fan blade first.

5. Start the engine and allow it to warm up, so that the choke is off and the engine is idling. (If the engine is running faster than idling then the distributor advance mechanism could have started to work, which will give an incorrect setup.)
6. Connect the strobe to the power supply as detailed in its instructions, with the pickup lead attached or clipped round the No1 spark plug lead (the one closest to the radiator).
7. Point the strobe light unit at the bottom pulley to see if the pointer and timing

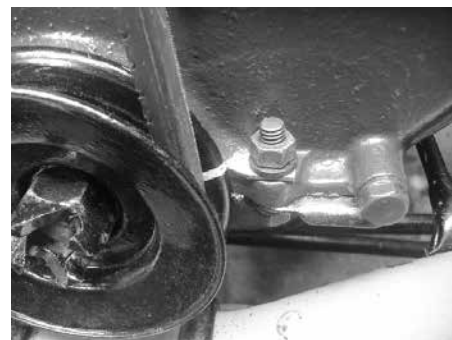
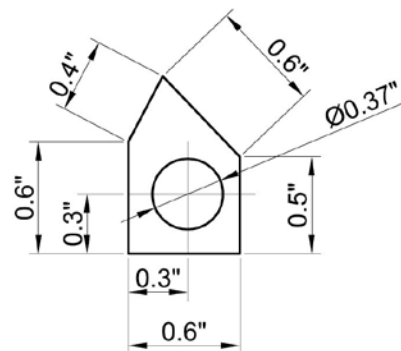


Figure 1



Steel 0.1" thick

Dimensions of pointer

- mark line up. If they do not, turn the distributor to correct any misalignment.
8. Congratulations! You have now timed your Sidevalve. Switch off the engine, tighten the clamp and refit the fan blade.
9. Remember on the 10hp models to rotate the timing mark to 2° as described in the Ford manual.

HSTA: End of Term Report

Martyn Halliday and Ian Wright

2012 was an excellent first year for the Historic Sporting Trials Association. We had a super Inaugural Trial in May at Long Compton, which was followed in November by a most enjoyable Cotswolds Historic Sporting Trial organised by the Stroud and District Motor Club. How we managed to have fine weather for both events we shall never know.

I think we can safely say we have established historic sporting trials. 2013 will be our consolidation year. During the year we hope to have MSA approval for the Historic Sporting Trial Formula and propose to run at least six events to promote our new form of motor sport. We know some of the cars which have entered our trials do not comply with the proposed formula so we will allow a year for owners to bring their cars up to scratch. It is surprising the number of people who have said they want to see the vehicle regulations strictly enforced. In 2014 we will run a HSTA

Championship for the Cannon and Duckhams Trophies but we will expect cars to comply with the HSTA Formula.

The proposed HSTA diary for 2013 looks like this:

10th February 2013: we would like to run a HSTA trial, possibly in the Hertfordshire area. We are looking at suitable sites.

23rd March 2013: the Ron Faulkner Trial organised by Southsea MC near Petersfield in Hampshire.

27th April 2013: HSTA has been invited to take part in a trial to celebrate the 75th Anniversary of the BTRDA. The event will be near Burton on Trent.

29th June 2013: the Gordon Jackson Trial at Horsley in Gloucestershire. This evening trial will form part of a large, long established two-day pre-1965 motorcycle event that includes trials and scrambles. These events are always fun with great atmosphere and will help to publicise HSTA.

27/28th July 2013: we hope to run an event in conjunction with MAC at their Shelsley Walsh historic speed hill climb meeting. Details have yet to be agreed but it will be something to look forward to. Again, it will be another opportunity to introduce the public to our form of motor sport.

We have pencilled in the **7th September** or **26th October 2013** for a possible trial.

2nd November 2013: the second Cotswold Historic Sporting Trial run by the Stroud and District Motor Club.

Between the **22nd and 24th February 2013** HSTA will have a stand in Hall 3 at the **Race Retro show, Stoneleigh Park, CV8 2LG**. Do come and see us on our larger stand. On display will be the ex Rex Chappell Cannon and the unique trials Mark 6 Lotus.

The HSTA thanks everyone for their support during 2012 and wishes you all the best for 2013. Remember, 'keep on historic trialling'.

Hot Stuff

John Porter

A recent damp autumn, as well as the poor summer weather, reminded me that driving a Sidevalve in wet weather was never easy. The Uprights never had heaters from new and 100Es and 107Es, while having an optional heater, struggle to get enough hot air onto the screen quickly enough.

You will see the problem with the Siva's windscreen just before I set off for the National Restoration Show in late October in the fog (photo 1). Yes, that really is ice on the tonneau cover! So if you need demisting, some of the Upright options ranged from collecting warm air from the top of the radiator core and ducting it through the bulkhead to a pair of vents often cut into the dashboard (photo 2), to more conventional water heaters. I can't say that any of my Populars ever had the whole air based system installed, which could be uprated with a 6 volt fan. With addition of an auxiliary water pump, pipes and heater matrix with fan, Smiths Industries were able to offer a more modern system. The Club stores had a complete Smiths kit in stock until recently but in its day it must have been beyond the pocket of many upright owners. The price of the Smiths 'Junior' in 1955 was £7.75 with £1.50 for the demister kit and the auxiliary pump for the Ford Popular £2.75. This all added up to a wallet-sapping £12 before fitting, so *Practical Motorist* carried an article showing how to make one of the warm air type of heaters (photo 3). The equivalent Tudor 'Twinfan' kit cost £11 with illuminated rheostat control switch. K-L (Key Leather Co Ltd) produced the Monitor Mark III Heater Demister/Defroster, giving up to 1.5kW, and a kit specifically for the small Ford range at £9.19.6. There was three-way control that gave heating, demisting and defrosting and was complete with all accessories (photo 4).

On the face of it, for the system to work the engine would need to warm up quickly, with a thermostat in the top hose and the lower part of the radiator blocked off. I remember driving with an antifreeze-soaked rag to wipe over the inside and outside of the windscreen – not very successful as the view was always hazy at best but there was less traffic in the late 60s! There was also a Bakelite 6 volt demister that fixed to the glass with suckers and drew

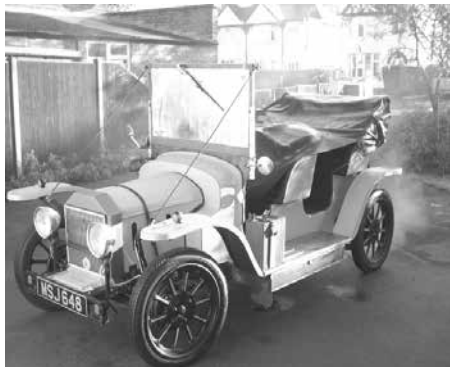


Photo 1

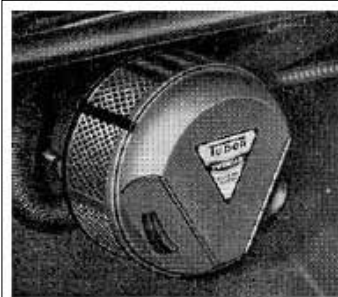


Photo 2

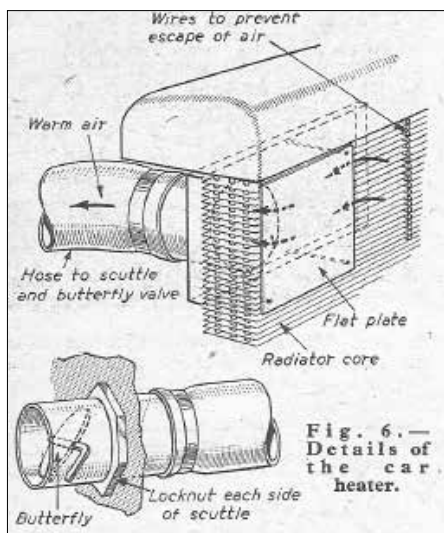
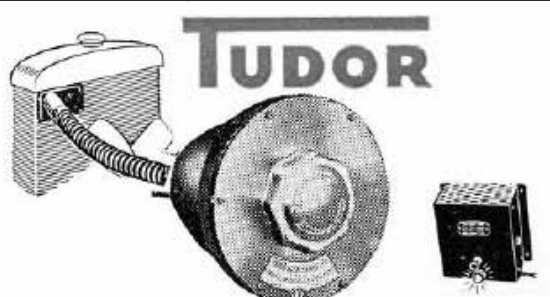


Photo 3

power to heat up from the battery (the black non-reflecting 'Airflow' was advertised at 21/-). These devices only demisted the driver's side of the windscreen, however: in theory a good idea but the standard charging system would struggle if it was dark and you had the headlights on as well... I do remember that I had a 12 volt version on my Fiat 500 but I did have an alternator fitted to keep up with its power consumption.

The more modern 100E/107E range had the option of a complete modern heater installed



Photo 4

when new or fitted later. These models had a water-pump and thermostat as standard so things were looking up at last. In really cold weather, a baffle was still needed to keep the temperature up and as some models had a temperature gauge you had every chance of avoiding 'over baffling' your radiator.

There was never any possibility of the heater demisting to the front side windows like all modern cars and you can't open them for visibility if you are trying to keep the heat in! Various products can be bought that reduce the condensation inside – some work, some don't. Photo 5 shows a very tidy solution to the lack of dash vents on a Dutch registered Upright – don't be fooled by the 140 on the speedometer as the markings are in kph!



Photo 5

Rear Wheel Bearings

John Porter

If you hear a rumble in your rear end then it might well be your rear wheel bearing. The only way to differentiate this from the crown wheel bearings is to take a look. In most cases the noise will be apparent on one side behind you. It will also increase and decrease with the car's road speed.

The first step is to remove the hubcap and the axle end split pin to allow the 15/16" nut to be loosened, together with the wheel nuts, with the car on the ground. If you are unsure which wheel bearing is suspect then do both wheels etc. Next you will need to jack up the car and support the axle with two axle stands. Chock the front wheels for security and make sure that the handbrake is off. Remove the rear wheel and then the hub nut together with the associated washer and the felt seal. To remove the rear hub, you will in most cases need a rear hub puller (this is when you will be glad that you joined your local group...). Before attempting removal of the rear hub/drum, make sure that you slacken off the brake adjustment or the brakes may catch on the ridge that forms on the outer edge of the drum braking surface. In most cases, the hub puller will easily remove the drum – no other type of puller is as good as the correct type that locates under the central collar.

Do not be tempted to try any type of puller that grips the edge of the drum or even one that bolts to the wheel studs (figs 1 & 2). The first will damage the drum edge and slip off and the second may distort the drum if it is tight. Applying heat is not usually necessary unless the rear brakes have not been serviced during your ownership. With the hub off the axle, the bearing surface may be examined for wear or breaking up of the case hardening. On first inspection, the surface may look undamaged but if you look on the underside you may be surprised (figs 3 & 4). The bearing load is taken on the bottom of the hardened surface. As the youngest axle is over 50 years old, it is more than likely that this area is worn so that fitting a new standard Ford bearing will not solve the problem.

The FSOC has developed a bearing kit (fig 5) that gets around this problem with a hub bearing that utilises its own inner bearing surface. Fitting this type of repair kit is straightforward providing that the following steps are followed.

1. Determine if the wear on the underside of the bearing surface is not so deep that the axle end is weakened. If you are unsure then ask one of your local group or a knowledgeable mechanic.
2. Thoroughly degrease the bearing surface and prepare with fine emery cloth.

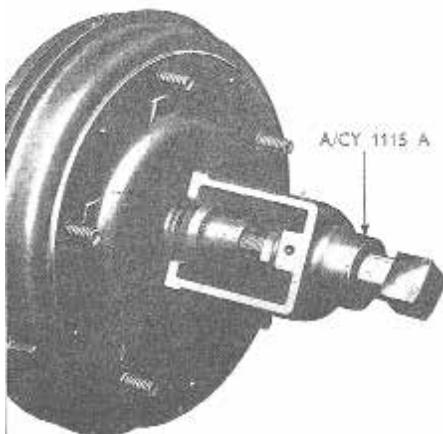


Figure 1



Figure 3



Figure 5

3. Before the new bearing can be fitted to the drum, the original bearing surface will need to be removed. To access the bearing in the hub, you will need to remove the retaining spring clip and grease seal (fig 6). In practice (and without Ford's special blind bearing removal tool), the most effective way is cut a piece of stout bar and get it welded into the outer bearing. Your local welder may do this for the price of a pint ... The outer bearing surface may now be knocked out through the half shaft hole with a round implement and a weighty hammer. Note that the thrust washer that is trapped behind the bearing race is re-fitted to maintain the correct clearances.
4. The new bearing can then be drifted in with a piece of hardwood between the bearing and the aforementioned hammer (**remember to place the thrust washer in first – refer to the parts list and location**). If you have



Figure 2



Figure 4



Figure 6

access to a hydraulic press then this is the ideal way to proceed. Fit the supplied grease seal – note that this seal is different in size to the original to cater for the new sleeve on the axle end. Finally, the grease seal is retained by the previously removed circlip.

5. The new bearing surface will now need to be fitted on to the axle end. The sleeve should be a snug fit over the axle end – if it is not then the axle casing is too worn to continue. The sleeve needs to be stuck in place with an industrial adhesive, i.e. Locktite. Follow the instructions supplied with the adhesive after degreasing the inside of the sleeve and fit the sleeve over the axle end (fig 7). The sleeve should be flush with the end of the

axle casing (fig 8) – if it is not then do not proceed.

6. After adhesive has cured, the bearing can be packed with grease (modern high melting point grease) and the hub re-fitted. Again, the hub and bearing should slide into position (as long as you have lined up the keyway!) and rotate smoothly. If it does not then do not proceed.
7. If all is well, refit the hub nut and 'nip up' to hold everything in place. Rotate the hub, which should turn freely with no noise. Re-adjust the brake shoes – pull up to just drag and back off one notch.
8. With everything back together, re-adjust the rear brakes and refit the road wheel. The car can be lowered to the ground and the wheel-nuts and hub nut can be tightened. Finally, fit the split pin and the hubcap.

As the bearing kit is for both rear hubs, carry out the same procedure on the other side. The axle kit fits all Uprights from 1937 to 1959 – 7Y & W to the last of the 103E Populars. The Model Y uses a bearing that runs directly in the rear hub casting so there is no outer bearing surface to remove and the kit is entirely suitable for these earlier Sidevalves as well as their 10hp sisters, the Model C.

It is essential that routine care is applied to the new bearings, especially annually replacing the grease with modern high melting point grease, not the old heavy grease that solidifies around the perimeter of the bearing! When greasing the rear hubs, do not over grease as the excess will end up on the brake shoes – about three pumps should do it.

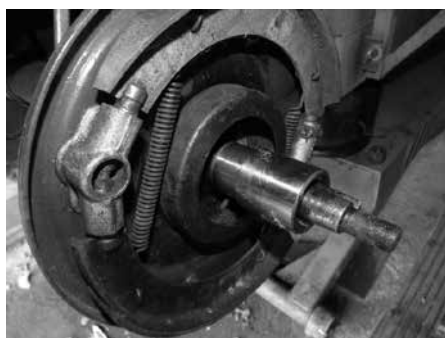


Figure 7



Figure 8

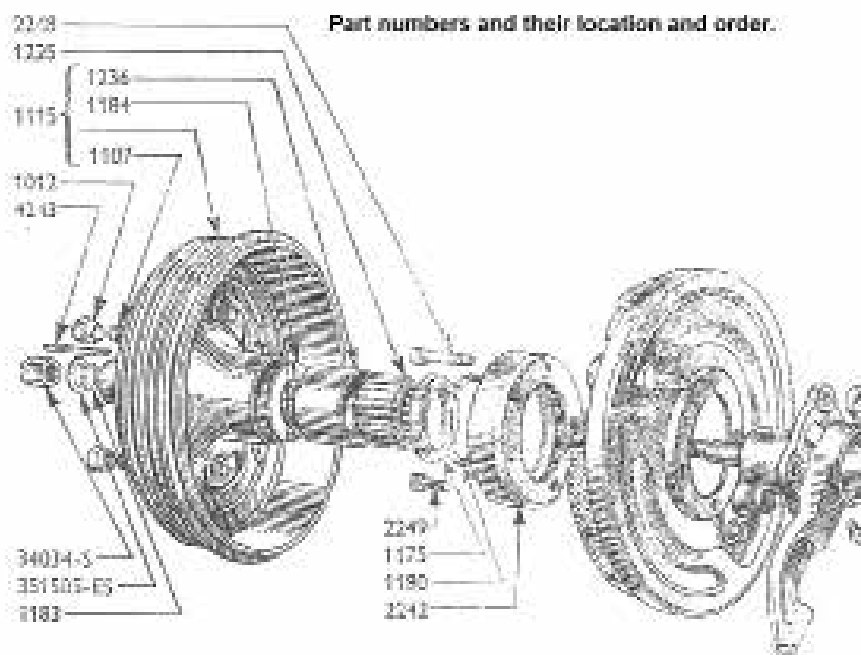


Figure 9

Book Review

Michael E. Ware

Motorsport Explorer: Over 800 historic locations to discover and visit in the British Isles, by Julian Hunt.

Haynes (www.haynes.co.uk), £35, 448 pages. Many illustrations, mostly black and white. ISBN 978 1 84425 6341

I first heard about this book some months before it's publication. At last, I thought, a book that will tell me the locations of those many trials hills I had read about in books by C.A.N. May and others. On opening the book I found that it only covered speed event locations. I was not disappointed with the content, however.

The author has scoured many magazines and books, and noted down every location from

the earliest days where speed events were held. He then gives the location, dates between which it was in use, a précis of the events and the road layout. Some of the venues are of course still in use today.

The entries are laid out by county and, provided you have a basic knowledge of UK geography, are easy to find – although an index would have been helpful. Years ago this reviewer earned his living photographing club motor sport so I tested the book with some of the places I used to visit, which are no longer used for speed events. I found them all, such as Little Rissington (sprint), Great Auclum (hill climb), Harleyford (hill climb), Brunton (hill climb), North Weald (sprint), Debden (race circuit), Stapleford (hill climb), Blandford Camp (hill climb and race circuit), Firle (hill climb), Bodiam (hill climb) and Valence School (hill climb).

Not every entry mentioned in the text has an accompanying photograph but many do,

and these have been carefully chosen. In the main the author has chosen some typical cars of the period and some very unusual ones. For example Ramsgate speed trials features a Watlington Greenwood Special; Weston Super Mare Speed trials has Clive Lones in the Tiger Kitten; and Merston Airfield sprint course has George Hartwell in the Monaco 500. From earlier years, Sutton Bank features Eddie Hall in the Aston Martin 'Bunny', and in 1923 W.W. Broom-Hall in a Silver Ghost on Laindon Two Church Hill.

Appendix 2 gives details of proposed speed event courses that never materialised. This makes fascinating reading and includes The Wash Speedway, proposed in 1929 and backed by some well-known people.

I enjoyed this book very much and will certainly be diving into it on a regular basis. Had it had not been so bulky I would recommend keeping it in the glove compartment.

Winter Starting Old Sidevalves, Part 2

David Harland's article in December's issue drew several responses. Here are two of them: see also John Skinner's letter on page 25.

David Durrant

I would agree entirely with David Harland's observation in the previous issue on the easy starting of modern cars, and have a suspicion that a significant factor in the difficulties of 40 or 50 years ago is related to the oils in use then.

I have the view that our Sidevalves should start easily enough in cold conditions if all is in order, even if this means using the crank handle. The starting process can be loosely subdivided into mechanical state, and starting procedure and technique. Hopefully I can pass on a few tips, which have served me well over the years. At the risk, however, of offending the proponents of originality, a conversion to 12 volts is of great benefit. It is not difficult, and I think I've written about this before, albeit a long time ago. Hand cranking should then become virtually unnecessary except in exceptional circumstances.

Reasonable basic mechanical condition, with particular reference to cylinder compression, is a prerequisite along with clean distributor cap, spark plugs, etc. The ignition and carburetion should of course be set up properly, and maintenance carried out diligently and in accordance with the book, but in a little used vehicle I'd suggest twice yearly. I give particular attention to the contact breaker points, which can sometimes harbour slight electrical resistance while appearing okay. Distributor shaft wear doesn't seem to affect cold starting unduly, but a worn, loose, or otherwise deranged centrifugal advance mechanism can, and make hand cranking difficult if not hazardous. I also routinely ensure good electrical contact between the distributor body and the engine block – not a common problem, but it can mimic contact breaker trouble where none exists. I use a multimeter to check these areas and with the contact breaker I like to keep resistance under 0.25 ohm, or voltage drops to under 0.05 volt with a 12 volt system. As you may infer, I can get a little obsessive about the breaker.

'New old stock' condensers in my experience can leave something to be desired and are best avoided, and the effects of a substandard condenser can vary from the subtle, such as accelerated points wear, to failure to run. On the subject of originality of parts, spark plugs seem to have improved considerably since the days of the Champion L10, or its then equivalents. I first used NGK plugs in the 1970s. These were an improvement, also lasting much longer than the L10s, which were well worn before 12,000 miles. Sump oil grade is an important consideration, particularly with 6 volts, affecting drag and oil pressure, of which more later.

As for starting technique, we all know that the accelerator should not be depressed when starting from cold using the choke. If hand cranking is necessary, it is advantageous to use the hand primer to fill the float chamber and, with the choke in operation, give the engine at least two complete revolutions with the ignition off, to draw enriched mixture into the cylinders. Ignition on, a sharp pull on the handle, and the engine should start promptly, ideally on the first compression. If the engine fires but doesn't keep running then something is not as it should be. In these circumstances and without the presence of an assistant it may be possible to get it to stay running by giving the throttle idle adjusting screw a full turn or so clockwise, but this is likely to be treating the symptom, not the disease. Additionally, I use the hand primer whenever one of my Sidevalves has been idle for more than a few days, and it certainly improves starting.

Many years ago I found that my E83W wouldn't turn over fast enough when the ambient temperature approached zero degrees F. I was however using Duckhams Fleetol 30 at the time, which was rather thick at that temperature, and hand cranking was strenuous. On a couple of even colder occasions another problem arose (which will not affect the majority of our vehicles as only a minority seem to have air filters fitted). This was over-rich mixture and incipient flooding, caused by the increased viscosity of the oil in the oil bath air filter (which is the proper one marketed as an accessory for this engine) obstructing airflow. Removal of the air filter top permitted successful starting, whereupon the top could be replaced. I remember subsequently diluting the oil bath with a little flushing oil, and, of course re-setting the oil level to precisely where it should be. At these temperatures, and even at idle, the oil pressure was well off the scale on the 60 psi gauge. Several minutes at slightly enhanced idle were required, greatly assisted by the hand throttle I'd fitted some years previously. This excessive pressure was of some concern as it is possible to damage the gasket around the oil gallery beneath the valve chest cover, with consequent potential major problems, but it didn't happen, and oil pressure remained satisfactory when warm.

One other little dodge – which works to a degree but which I would certainly not recommend – is to pull the choke out at the time of turning off the engine. A rich mixture is drawn through the system in readiness for the next cold start. However, it will mess up starting if required unexpectedly with a hot engine, and the oil dilution effect in the cylinders must be detrimental. I would not use this technique on any of my vehicles. Best ignore and delete it from your memory.

Barry Draycott

Before you start (no pun intended) it's back to basics. Any petrol engine, even a modern one, needs three basic things to work or run properly: compression, fuel and a spark. If any of these things are missing it will not start; if these things are not 100% then it will run badly.

First compression. When an engine has stood for a while, especially a worn engine, oil round the piston ring drains back down the bore and leaves it dry. This increases the gap between the piston rings and the bore, giving low compression, which is worse on a worn or old engine. The trick is to pour some oil down each plug hole and turn the engine over gently, ignition off of course. I've found redex or two stroke oil is ideal. Leave it to stand to soak about the rings; this should restore some compression.

Next, check the fuel system to see if the pump is primed. I've known it to drain back on worn pumps, though if the diaphragm and the valves in the pump are okay there should be no problem. Check it's getting to the carb by disconnecting the pipe to the carb. A good squirt of fuel should be there. Now check the carb jets are clean, i.e. starter, jet and main jet. If the fuel is coming through then all should be okay.

Next we need a good spark. The first thing you need is a fully charged battery. Then check the spark plugs are clean and have the right gap (25 thou) and have no cracks. Next remove the distributor cap and insure the inside is dry and clean. Now check the contact breaker points are in good condition, clean and not pitted, and are set to the correct gap (15 thou). Check in your workshop manual that all is in order, refit the cap, and check that all the leads and top of the coil are all clean and dry. Check the LT lead connections are good from cb on coil to distributor and from ignition switch to sw on coil.

Now, in theory, all the three basic things are there and it should start.

There is a technique to starting. Pull the choke out as far as it will go. Turn the ignition on and keep your foot off the accelerator pedal. Now pull the starter and it should start in two or three pulls. Once it's started, push the choke back in slowly until it stops running lumpy, then gently press the accelerator until it runs smoothly. Slowly push the choke in until it runs normally and will tick over.

In winter I turn the slow running screw in a little to speed it up. I've marked two places on the screw, a white dot on the top and a red dot on the left side; in the winter I turn the screw until the red dot is at the top and in the summer I turn it back to white.

During all this starting action you will see blue smoke coming from your exhaust pipe. Don't worry, it's only the redex or two stroke oil you poured down the bores and it will stop when the engine gets warmed up to normal. If all this does not work, double check things and be patient.

Returning to the Beginning

Michael Saunders

Originator of the Siva Edwardian

I returned to the UK from Canada in 2002, having left in the mid-seventies to pursue other avenues, with the intention of taking care of my mother. However, as she was still exceedingly active and needed very little help at all apart from shopping, I searched for a project to keep me occupied. Creating something from scratch was out of the question as I only had the small garage attached to the house and renting space in this area (south coast of England) was beyond my means. I did end up with an N.G. kit car (MGB-based) with a few problems, certainly enough to keep me occupied for some months.



As found

A year or two later a certain Mr J. Porter informed me that there was in my vicinity a Siva four seater that was still in an unfinished state and might be for sale. What could one do? Having talked about the possibility, I now had to follow it through. I saw the car and was informed by the owner that he was going to finish it one day but I could have his two seater. I politely declined and asked for a first refusal on the four seater if he came to sell it. This is ultimately what happened and I ended up with all the parts needed for a basic car bar the instruments and a handbrake.



Alternator & teapot

I decided I would build this one the way I would have in the early seventies, had I continued with them in the business (for a potted history, see below). I wanted the 'coal scuttle' bonnet look like the early Renaults to reduce the bulk at the front visually, always an aesthetic problem; however that created other problems with the dynamo and radiator.

The radiator that I had was from a 100E which I finally had shortened and fitted with a thicker core mounted low down at the front, rather than mess about with a scuttle mounted radiator as per those early Renaults. The dynamo went, to be replaced by a Suzuki Jeep alternator running backwards in centre front of the engine. It was necessary to machine a keyway in the shaft to prevent the pulley from unscrewing!



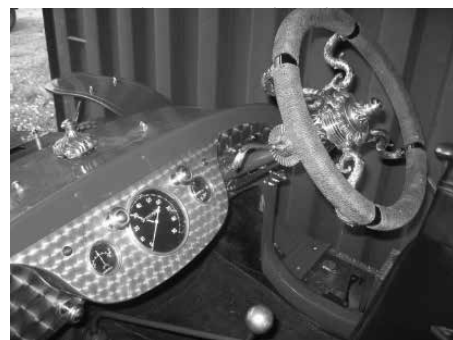
Early days

A basic specification of my Siva: chassis 1959 Popular; engine 10hp from '56; gearbox from a '53 Prefect with 29,000 original miles; axles, suspension and brakes from the same '59 Pop; engine re-ringed and checked over with a new timing chain and sprocket; and finally new clutch springs. I designed and had made hub adaptors to allow the fitting of steel artillery wheels (from the Morris Bullnose of the twenties). Body modifications were many: fitting doors; scuttle modified to curve over the footwell; front entrance reinforced between scuttle and seats; front entrance reshaped to match to the rear spring being reshaped; plus added spacer to lift the rear. Aesthetically, Sivas need jacking up at the rear as the upright chassis is not parallel to the ground! The hard-top roof was made from plywood reinforced with glass fibre; side windows are Lexan polycarbonate sheet in oval picture frames with the windscreen custom made to my pattern.



New bonnet

Other items came from different sources: front wing supports from a Model T Ford; fuel tank with sender and gauge internals from a Reliant Robin; accelerator pedal from Volkswagen; headlamps from a tractor in brass plant pots; tail lamps are replica early tail lamps in brass plant pots with candelabra enhancements, accessories (over 70 individual



The dashboard



Regal interior

door knobs, drawer pulls, poker handle, picture frames, napkin ring and teapot.

Four years in total to build it, and please don't ask if it was worth it!

A little history of Siva Engineering

I began the business in 1967 and ran it part-time, which involved manufacturing non-stick accelerator linkages for Minis, while working as an instrument/tool maker at the MOD. In 1969 I left the MOD with a small gratuity in lieu of a pension and went forth with the intent to produce the Ford-based Edwardians (E494A and 103E based), hopefully to be followed by the 2CV and VW Beetle versions in the future.

Due to financial constraints, I reached an agreement with a fibre glass subcontractor which obliged me to work hands-on with the patterns and glass-fibre work as well as with the design changes required by them to keep costs down. Costs were cut to the point that the radiator shell from a less than successful hot rod kit of their manufacture (Opus) was adapted! I made arrangements with a variety of other contractors for metal brackets for wings,



Just like that!

running boards etc, windscreens, foam for the seats, upholstery covers, hood frames, hoods and side-screens.

Shortly after the introduction of the two seater (the Roadster) at a car show in Bournemouth, a few kits had been sold and collected by prospective builders. Once more the design changed for production reasons; the radiator shell was, thankfully, dispensed with; and the bonnet was revised with elongated slots as opposed to louvres.

With orders coming in I was then able to fund the four seater which was immediately successful, selling to a number of celebrities and of course to the BBC for Jon Pertwee as Doctor Who. With improved finances the 2CV and VW versions were developed primarily for the European market, which unfortunately met with some resistance from the French and Spanish vehicle authorities. They ultimately proved unrewarding, though their limited sales did recoup their investment eventually.

In time I part-funded a variety of kits that the subcontractor produced and they were sold under the Siva banner, because of my funding and the amount of press we had garnered under that name. I also thought that diversifying into more models might prove more rewarding than improving what I had. How wrong can one be?

I eventually saw the light after a number of different vehicles were produced with varying degrees of success. It became obvious that I would never be able to provide sufficient funding to build complete vehicles, so decided to return to the Edwardians and go it alone

Regrettably the subcontractors had other ideas and refused to either supply me with the glass fibre parts or return the moulds. The legal system being what it is, possession is ten tenths. They continued to manufacture, claiming that they had the right as I had left the moulds with them!

It all ended for me there and I emigrated to Canada. A year or so later some worn out moulds were returned to my parents' address, although the later moulds apparently were sold off, possibly to Europe.

What the papers said

Sun – "The flighty young crock – useful acceleration with all the motoring pleasures ..."

Express – "Highly popular."

Sketch – "... the car that gives you 100 smiles an hour."

Motoring News – "The incredible Ford Popular based Edwardian Dummy handles amazingly well."

Hot Car Magazine – "Without a moment's hesitation I can fully recommend this exciting little buggy."



First appearance to an admiring audience



A rear end to be proud of