

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Sidevalve Holiday in Mundesley

Part of the Month: Panhard Rods

Tracking Down A Fault

Leaking Sump



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Cover photo: Ford Anglia – 1949 Monte Carlo Rally

John Porter

Editorial

It is many years since the FSOC commissioned a questionnaire of you, the members. Mike Brocklehurst has put together a range of questions which he trialled at the recent AGM at Wortley Hall near Sheffield. Mike and the committee would like to extend the scope of the questionnaire to all members, and we will take the great step of putting the questionnaire online, for those with the inclination and access, as well as a paper copy in this August issue (see page 34). Just click on the icon in the Facebook Members' Lounge and do the business. Never been to the Lounge? Just contact Stuart Battersby via the email in the magazine, or the open-to-all Facebook page. The survey can also be accessed via the FSOC website. The paper survey can be posted to Mike Brocklehurst – address on page 34 – or scanned and emailed to me at sv1172@aol.com.

Talking of the AGM, the committee would like to thank John Duckenfield and Nigel Hilling for the organisation of the day and the tour of the beautiful countryside just outside the city of Sheffield. A good number of us sampled the fare at the Hall after the road run, which had worked up an appetite for the drivers and steam for the poor sidevalves! Those hills and dales test every nut, bolt and rivet as well as the cooling and fuel systems. Thanks to all members that turned up for the meeting and the lively interaction that took place during it.

What do you think about these day running lights on the latest registered vehicles? Some of the designs are downright aggressive in design when the cars are breathing down your

sidevalve's neck. It reminds me of the Volvos of 1975 that first brought the system to the UK, with I think Saab following suit soon after. I worked at a VW and Volvo Specialist at the time and we were often asked to disconnect the lights as they infuriated other drivers who often accused the Volvo driver of leaving the lights on! So, 40 years later, here we are again, proving nothing much is new with vehicle development. The question is, will you fit DRLs (day running lights) to your pale pastel sidevalve? LED lights do not drain the changing systems and may just prevent an unwarranted intrusion into the comfort zone of your pride and joy. Who will be first to model a set on Facebook? Have you noticed that the DRLs on some cars synchronise with the indicator so that we can actually see the orange turn signal? How about Angel Eyes (as fitted on new BMWs) on your Popular?

While we are on the subject, have you thought about your rear end? I do mean the rear illumination of your sidevalve as the nights draw in. I have become very aware of the fact that the little 'D' lamps on the Siva are not that visible in the fog which can occur in the early morning starts in the Autumn and Spring.

Railway photos correction

Jim Norman would like to point out that the photo at the bottom of page 23 of the June issue, of two E93As at the Royal Albert Bridge, was indeed submitted by him but should have been credited to Dave Ford. For those interested in railways, Jim would highly recommend Dave Ford's web pages on RMWeb: www.rmweb.co.uk/community/index.php?topic/85326-dave-fs-photos-ongoing-more-added-13th-june/ and www.rmweb.co.uk/community/index.php?topic/69274-dave-f-more-photos-added-21-june-from-1947-to-1955ish/.



100E Angel Eyes

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Brian Cranswick

Events

I hope you all are enjoying attending the shows this summer, and your old Sidevalves are running well with no breakdowns or the dreaded vaporisation.

Please advise any Club events to the events co-ordinator, to ensure these can be covered for insurance purposes, and be promoted in *Sidevalve* and on the FSOC events website.

Below are just a few of the shows. Ask your Regional Contact and check the website for further listings at www.fsoc.co.uk.

16th August, Kent Group Fun Day Event, Colliers Green nr Goudhurst. Details from Richard Greenaway.

22nd & 23rd August, Tatton Park Classic Car Show, Tatton. Club stand. Details from Joe Wheatley.

6th September, Quex Park Classic Transport show, Birchington. Club stand. Details from Richard Greenaway.

13th September, Kent Classic Car Show, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

13th September, St Mary's Motor Show,

Bishops Stortford. Club stand. Details from Robin Thake.

20th September, Surrey Classic Car Gathering, Tilford Museum. Club stand if enough interest. Further details from Richard Greenaway.

20th September, York Racecourse Classic Car Show. Club stand. Details from Nigel Hilling.

4th October, Kent Group Road Run, venue tbc. Further details from Richard Greenaway.

11th October, Cambs, South Lincs & Norfolk. End of season meet up in the Huntingdon area. Event will be subject to interest shown.

18th October, Kent Group end of year gathering. Further details from Richard Greenaway.

25th October, National Restoration show, NAEC, Stoneleigh. Club stand. Details from Colin Pudge.

13th, 14th & 15th November, The Lancaster Classic Car Show, NEC, Birmingham. Club stand. Details Colin Pudge.

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**Calls cost 10p/min plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £3.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.

Robin & Jennie Thake

Three Counties

WHY DOES IT ALWAYS RAIN ON A SUNDAY!?

I am writing this report on the last day of June (mid week) with clear skies and a temperature of 30 degrees. So far this year, after visiting nine shows, the only one that did not have any rain during the day was the classic car show at Sheringham in the High Street, when there were about 300 cars on display and a band playing our sort of music in the pub garden next to where we were parked.

Other shows we have attended are the Chiltern Hills, the three day event at Enfield Pageant when we had a large and good Club stand with lots of interest in our cars, and the Langford Pumping Station Museum, near Maldon, where they run all of the very large pumping engines. (Jen even liked the stationary engines – private joke.) After the sidevalve holiday at Mundesley we went off to the Luton Festival of Transport and Ken Finch won a trophy for best in class with his very nice 100E Pop.

The following weekend was busy as we attended the AGM near Sheffield. We went in our MGF and managed to find our way round a 2-hour delay traffic jam as part of the A1 was closed. David and Lesley Heard travelled up to Wortley Hall in their 103E Pop and enjoyed a long weekend away: they took part in the fun run and discovered hills we only dream of down here in Hertfordshire, but they made it round safely. The next day we went off to a very local show at Hatfield Heath, and as it was Fathers Day several members' families came to visit. I think it could be due to the very good fish and chip shop across the road from the Heath.

The last show in June was the Banbury Steam Show, where there has been a little bit of reorganisation and which was more enjoyable than for the past few years when we were parked up anywhere; it was an even better day out when I was presented with the trophy for 'Star Car of the Rally' from about 200 excellent cars on show. The latest show we went to



Ken Finch: Best in Class



Robin Thake: Star Car of the Rally

was at the Walled Garden at Luton Hoo on the hottest day of the year so far – 34.5 degrees – and was a very pleasant evening out, once we had found our way there due to yet another road closure. I am pleased to say that after all of last year's problems with vaporisation, the Anglia has behaved very well this year,

including last night which was a test for any car: we saw several modern vehicles with bonnets up beside the road.

Nothing to report on the maintenance front this time, so let's hope for continued good weather so that we can get out and enjoy our cars.

Steve McKenna

East Lincs

The photograph shows a typical monthly meeting of members.

We were joined this month by (L-R) Carole and Brian Nutter in their 107E Prefect; Gordon with his 107E Prefect; Julian and his 100E Prefect; Ken McKenna next to my Model Y; new member Peter Burns who has just purchased a 103E Popular, which is under restoration;



Colin Goodwin in his Anglia, which has only been on the road a month following restoration; Glen Dale, accompanied by his partner Dawn (taking this photograph); and finally Ronnie in his 1920s Model A.

Regular members unable to attend this meeting are Charles Ashworth, Ron Taylor and Mike Brocklehurst.

My reason for being a Regional Contact is so that I can get to know people with the same interests, and hopefully help each other with our passion for classic cars.

Joe Wheatley

Merseyside

I have been away from home since 8th June and am writing this without my records to hand, so I have concentrated on the May Tatton show. Those wanting to attend the August Tatton event, please drop me a line with your car details ASAP.

Tatton Park (Saturday 30th & Sunday 31st May)

Usually at Tatton I'm worried that I might not be able to get all our entries onto our pitch. In fact in the past we have borrowed a couple of places from the Manchester Historic Vehicle Club who are often our neighbours. However, when I arrived on site on the Friday afternoon it was obvious that this was not going to be a problem this time as Stuart Holmes had given us the biggest pitch we have ever had! Now my worry was that I would not be able to do it justice!

The usual team were on site to help set up. Peter Tinsley and his grandson had come from St Asaph to cut the grass. Bernard Ellicott brought his poles, gateway, banners and bunting, and Mike Brocklehurst, Steve McKenna and others helped us with the marquee.

Saturday was dry and not exactly hot, but we had 22 cars on display, 11 of which were 100E or 107E types. We managed to have all of these in a line across the front of our pitch, making a very nice display. Steve McKenna had bought his 1933 Model Y, complete with black-out masks on the headlights and white emulsion paint on the edges of the wings etc. Dave Rothwell

brought his E493A Bitsa/Pickup behind which he towed the front chassis of an upright complete with working 8hp engine and gearbox. These two attracted much attention during the day. As ever Arthur Speakman's Falcon Caribbean was very popular (forgive the pun!) and Peter Tinsley's 7W was much admired as well.

Once again the team effort in dressing the stand and arranging the cars was appreciated by the organisers. Mike Brocklehurst was awarded 'Best Sidevalve' for his 100E Squire and we received third prize in the Club Stand awards (not bad out of 50 plus stands!). All round, a very good day.

A good number of people were put off by the weather forecast on the Sunday so we only had 17, including Brian Kimberly, Dave Carden, and Paul Reddell who braved the long drive up from the Midlands. John Porter hitched a lift with them, having decided he did not want to drown on the way in his Nickri Spider. Thank you, you brave souls! I was also grateful that Alastair

Groom could join us from the Y&C club with his black 1933 Model Y. We managed to spread the cars out and still put on a good display, though no prize today. It did rain on and off for most of the morning, but fortunately stopped after lunch. As it was still breezy the marquee dried out and we were able to get it packed away dry. Ron Taylor was away cruising the fjords so could not bring the marquee back this time. I brought my trailer behind Freddy and took the marquee home in that. We did have one winner today. Nigel Hilling won a 'Pride of Ownership' prize with Stan the Anglia. The organisers were much impressed by tales of derring do, taking Stan out on Trials up and down the country. Who says our cars are not suitable for long journeys?

Altogether we had 30 different vehicles on the stand over the two days. Many thanks to all those that attended, and especially my 'team' that works so well together.



Richard & Trish Greenaway

Kent

Show Round Up

First up for this issue was our bi-yearly trip to the Enfield Pageant of Motoring. Glen & Tina, Bernie & Ann, and myself & Trish ventured up to join forces with the Three Counties Group. It was nice to catch up with Robin, Stuart, David and the rest. We keep trying to talk other Kent members into venturing up with us as it's a good show, but for most it's a journey too far. Still, who knows: this year we talked Bernie into coming so maybe next time we can get a fourth member to join us.

Next up, we were supposed to be holding our first Club stand at the Bromley Pageant but unfortunately only we and Glen were up for it, so we decided it wasn't worth it. After talking to Martin Doughty, who said he was going to a good show near Portsmouth, we decided to join him for the day instead. We set off from Glen's at 6:45am and after a good trip up the M25 met up with Martin & Kate on the A3 at Ockham Common. After stopping off for petrol we headed down the A3 to Horndean for the SHVPS Classic Vehicle & Auto Jumble, which Martin said was worth a visit on its own. The show is set in a lovely spot within Queen Elizabeth Country Park and Martin was right: the Auto Jumble was certainly one of best I've been to, and along with the 300 or so vehicles on display it was certainly a great day out. We will certainly be going again at some point.

Two weeks later we had our Southern Sidevalve Day event, which for this year was held at Bewl Water as part of the Austin 7 run show. Due to them having to change venue we decided to stick with them but in hindsight that obviously wasn't a good idea, as vehicle attendance was well down on previous years. We only had nine, although we did have four no shows due to car/human health issues. Saying that, the nine that did attend had a really good time. Hopefully next year we can come up with a better venue and get back to nearer the 20 mark.

Finally, we went to the Darling Buds Classic Car Show in Bethersden. On leaving home at 7:45am the sun was still shining. The plan was to meet up with Glen & Tina at the Black Horse in Pluckley at 8:15. We arrived just after 8am but by then it was starting to drizzle. A few minutes later Derek went by in his Model T with the roof down.

Then the drizzle turned to rain so we decided to head straight to the venue and get the gazebo up. Glen & Tina turned up as we were putting the cover on, so the extra pairs of hands arrived just at the right time. By the time we got it all pegged down we were rather wet but at least we had somewhere to sit out of the rain. Of the 11 we were expecting, eight members turned up, which was good considering it didn't stop raining until mid-day. The afternoon was completely different, with brilliant sunshine and really warm. It was good to see Philip and Lynn out in their 103E for the first time this year.

Kent Fun Day

This year's Fun Day is being held as usual at Lynx Park, Colliers Green near Goudhurst on Sunday 16th August (12 noon start). As usual we will be having a BBQ and our yearly Driving Challenge event, as well as a few games to take part in. The event is free, apart from paying a small fee to enter the darts, welly throwing etc, so why not bring your wives/partners along for a bit of fun in the country? You never know, you may go home with the 2015 Driving Challenge Trophy.

Future shows

After the Fun Day we have three further shows on consecutive Sundays in September. First up we have a first for the Club as we visit the North Kent town of Birchington for the Quex Park Classic Motor Show. Following that we have one of our favourites, the Kent Classic, which takes place at Aylesford Priory near Maidstone. This is the last major show of the year in Kent, so get your entries in now before it's too late. Finally we have our away day show for 2015 when we hop over the border into Surrey, for the Surrey Gathering at the Tilford Rural Life Museum on Sunday 20th September. Surrey has a new Regional Contact, so let's see several Surrey members make the effort and bring along your Sidevalve, and meet up with your new contact and a few of the Kent members.

Bits & pieces

Hopefully, by the time you read this, new member Bernie O'Connell will be out and about with us at shows. He attempted to bring his 100E along to a couple of shows earlier in the summer but was held back by mechanical troubles, so once again Glen offered to take a look (what would we do without him?). I've since heard he is looking for another engine or a partial rebuild to his engine. You will get there, Bernie, and it's all

worth it in the end.

Another member who should be out and about with us now is Nigel North after his recent restoration on his 7Y.

Not sure on the progress of Ron Wood's upright Pop: I know he went away on a long holiday but haven't heard any news lately.

Hopefully by now Philip and Lynn will be out and about with us again after Philip's hernia operation.

Kent Sidevalve Wedding

May we take this opportunity to welcome Becca & Matt Salisbury to the Ford Sidevalve Owners Club.

We were asked last year by Derek Frith, a fellow classic car enthusiast, if we would be interested in using our 100E for his daughter's wedding. As we had already used it for Tony Young's wedding, we thought why not? When his daughter came to look at the car earlier this year she fell in love with it straight away, even down to it being the right colour. She asked if I knew of another 100E as she would like another for the bridesmaids, so Glen was roped in to help out as well. Becca's passion for the 1950s came about as she performs in plays from that era.

Unbeknownst to Becca, Derek had bought her a 107E for a wedding present, from the West Country at the back end of last year. What Becca also didn't know was that he had it stored in a large shed at the bottom of the garden which Becca thought he had filled with (in his words) 'clutter'. After dropping them off at the venue, Becca thought the plan was to park our two 100Es up on the lawn ready for photos when they came out of the wedding ceremony. Little

Continued on page 7



Liam Cotton

East Midlands

As time passes by I seem to get more absent minded, so if I forget to mention anything important in this report, please accept my apology. In the last issue I forgot to attribute the picture of my 107E breakdown to Valerie Richards. She very kindly gave me some of the photographs she took on Drive It Day. Many thanks, Valerie.

So, what's been happening in the East Midlands? Our first proper car show was the Swadlincote Transport Festival where we had a small Club stand with five vehicles. Parking arrangements were a bit haphazard as the organisers expected around 600 vehicles to arrive in Swad between 9.00 and 10.00am. We met on the outskirts before 9.00am and were sent to a different entrance, where we were told by one of the organisers to go to the next entrance and he would meet us there. With a convoy of Sidevalves behind I wasn't taking any more chances and dragged the chap into my Prefect, saying it would be easier if he came with us (well, it gave us another pair of hands to push!). I think the gentleman enjoyed his brief ride in the 107E, especially as we made it to our destination. We all had a good day parked outside Sharpe's Pottery Museum. Some interesting vehicles were present; sadly the Paramount sports car was not there due to illness. Sidevalves on our pitch were: Paul Redell's 100E Escort, John York's E494A Anglia, Peter Richard's E83W Truck, Jim Jarman's 100E Prefect, and our own car. Thank you to all for attending, bearing in mind an early start and a long distance for some to travel.

On the home front our meetings at the Greyhound are still attracting members with a few classics turning up in nice weather. Last meeting saw a Siva special, 107E Prefect, Reliant Scimitar and a Triumph speed twin.



John York is busy performing major surgery on his upright Anglia: my thanks go to Peter Richards for helping him to remove his engine. Jim Jarman has clutch problems which I hope he has overcome. My list for repairs on my own car is getting longer and longer, so it's business as usual.

Both Carolyn and myself have been out and about over the last couple of months. A weekend in the North Yorkshire Moors proved very enjoyable and discovering a 100E Anglia in the Scarborough Fair museum was an unexpected treat. Details have been sent to Tony Lloyd to be printed in *Sidevalve*. The following week we went to Tatton Park to see a fantastic Club stand organised by Joe Wheatley and attended by many Club enthusiasts: thanks for a great

show. More recently the Club AGM was a grand day – a chance to meet old friends and see some lovely cars on display. Finally it was great to meet up with Ann and John Duckenfield as well as Christine and Bert Marshall at Elvaston steam rally. A handful of sidevalves were present courtesy of Robert Marshall and there was a chance meeting with my old Consul – it is in good hands.

Our next East Midlands Club outing is to the Lupin Farm classic car show at Orgreave (near Alrewas) on 23rd August. If you wish to join us here, or at any future meetings, you are all welcome: please give me a call for details. Photographs this issue are from the Swadlincote show.

did she know that their 107E Prefect was parked up round the back under a sheet, so whilst they were getting married. Glen and I had the job of moving the 107E round to park up with our 100Es. Derek had already decked it out with a Just Married sign in the back window and tin cans on the rear bumpers, as well as ribbons on

to match ours.

After the photo session, was over Derek took Becca & Matt over to the 107E and gave a short speech saying that this was their wedding present from him. Becca immediately broke down in tears and all Matt was heard saying was 'I can't believe it!' When asked if she suspected

anything on seeing three Fords packed up together, she replied that she thought we'd brought a third car along just for the photos. How wrong was she! Once they got over the emotion they posed for photos both in and out of the car. Hopefully we will see them out and about with us at local shows and events when time allows.

Brian Cranswick

Cambs, South Lincs & Norfolk

Norman has some fun and games with Annie the 100E

Often when you have one problem with your car, one thing can lead to another. Well, for Norman Wedley it all started last August, when he left his 100E with his local garage for an annual service and MOT, and a request to find out what the horrible noise was from the back axle, which had been getting progressively worse so that he didn't feel safe driving it until it had been sorted.

The service and MOT were completed with no problems. However, the noise was identified as coming from the wheel bearings and the axle casing, with both of them being totally shot, and they recommended obtaining another axle from somewhere. After being informed that no repair kit for the 100E was available, a search was needed to hunt down a replacement axle. As it happened, Yvon Precieux had written in

Sidevalve that he had saved a 100E rear axle from being scrapped by a hot rodder, and it was available free to anyone wanting to collect it from the west coast of Scotland! So, Norman decided that his wife Jeanette might enjoy a trip to Scotland for a weekend, and he borrowed a trailer from a friend, drove up to Scotland and collected the axle from Yvon.

It was a couple of weeks before the garage could get round to looking at the axle, but then rang to say it was much worse than the original. On closer examination and checking their records the garage found that a repair kit had been fitted before by one of their previous mechanics back in June 2007. They also ascertained the main cause of the problem was that an important oil seal had not been renewed, which would

have stopped the axle oil from seeping into the bearings and washing out the grease, hence the failure after a short time and mileage of only 9000 miles. Unfortunately the garage then became flooded with work, and it took them 4 months to rebuild it. This time they replaced all the seals together with new bearings and they even painted the casing black.

Annie the Anglia was now ready for the road and taken for a 20-mile ride. However it was soon back in the garage because the battery was flat, and the indicators and horn were not working! Standing idle so long had taken its toll. With the connections cleaned up and the battery given a charge, it was found a new battery would be needed, so after this was fitted another short test run was completed, followed by a 113 mile trip to the seaside and another run of 84 miles to Grantham for shopping. A few days later, after completing another run and thinking all was now fine, the

brakes failed at a roundabout half a mile from home! So, back round to the garage, driving on the handbrake. A new kit was required for the master cylinder, and a week later the car was returned back. However the next day both exhaust straps broke half a mile down the road from home.

A month later, after locating a modern multipurpose adjustable strap in the local motor spares dealers, another visit to the garage was arranged to have this fitted on. However, on returning back home, Norman found a pool of water underneath, which was caused by a radiator hose splitting. Luckily he had a spare in the car, so it was soon back on the road, just in time to make it to the local Drive It Day on 26th April.

Phew! And hopefully Norman has no further problems to report.



Annie the Anglia. Butter wouldn't melt in her mouth.



Nigel Hilling

Yorkshire

News and events

Meetings continue at the Reindeer with variable numbers attending. Do come along and join us in your Sidevalve or modern car. For up to date local information, please visit the Regional News page on the FSOC website as that links to pages that I can edit directly and try to keep updated regularly.

Our June meeting was blessed with a warm sunny evening and attracted a good number out in their Sidevalves (photo 1). By the time you read this our only remaining Club stand for the year will be at the YHVG, Knavesmire event on Sunday 20th September. There is still time to enter, or it is normally possible to enter at the gate on the day.

Our members have been attending many events over the last couple of months, including the Haworth 1940s weekend, the Brighouse 1940s weekend, Tatton Park, The Carriage House at Marsden, the David Brown Motor Show in Huddersfield, Thornes Park in Wakefield, and a few others mentioned below.

2015 AGM

The 2015 AGM was held at Wortley Hall and appeared to be well received. Numbers

attending were in the high 30s with over a dozen Sidevalves on display (photo 2) some having travelled from the London area, North Wales, Lancs, and Notts. We had seven cars on the road run following the meeting which took us to the Derwent Dam where the Dambuster Lancasters practised during the war. The trip out was uneventful but on the way back a Model Y struggled on one hill, resulting in the passenger having to get out and push to get the car moving. A short while later a 107E was stranded with what turned out to be a faulty coil (photo 3). Fortunately I had a spare and we all got back to Wortley Hall for an evening bar meal.



Photo 3

Sherburn Aero Veterans/Vintage Day

A small number of us attended this gathering of old cars, bikes, and aeroplanes which included a two hour flying display by various old aircraft, the finale being an ex Spanish Air Force Messerschmitt ME109.

Yorkshire Dales Trial

Formerly the Ilkley Trial, this has now been taken over by Airedale and Pennine Motor Club using most of the old Ilkley sections, with a new start and finish at Pateley Bridge. We were doing okay

but had to retire near the end (for the third time in four trials this year) with a failed starter motor. We were running at the back of the field so didn't have time to do anything other than cursory electrical checks and rocking it in gear before the closing car arrived. Rather than potentially get in the way without a starter, we decided to retire and bump started it and drove home. Photo 4 shows us clearing the Watergate 2 section.



Photo 4

Hope Motor Show

A few of us gathered at the Strines Inn for lunch before going on a pleasant road run, courtesy of David Manterfield, that finished at the Hope Motor Show, a Monday evening gathering organised by the Sheffield and Hallamshire Motor Club. The daytime weather was fine, albeit cool and windy, but the rain came late afternoon and the evening weather was mixed and cold. This put off many of the potential 500 exhibitors and there was probably only half that number in attendance. We still managed a full complement of Sidevalves with Robert Marshall coming up from Notts and Julian Ashworth driving over from Oldham (photo 5).



Photo 2



Photo 5

Fred Tutt

Surrey

An introduction

Having put myself forward as the Regional Contact for Surrey, where apparently the Club has a lot of members, and encouraged by John Duckenfield, I thought that the following note of introduction might be of interest as an example of how the ownership of a Ford Popular 103E can lead you from A to B over 25 years with a blindfold on.

My first introduction to the world of historic vehicles was when I bought two Ford Popular 103Es by chance in a pub in the middle 90s, with the intention of restoring them for transport at my middle daughter's forthcoming wedding. However, like on so many other occasions my wife Gill was proved to be right in that it was another of my harebrained ideas that never came to fruition.

Daughter married and now we have a problem. What do I do with two Ford Pops in the middle of a busy life with no experience of

cars, other than driving them, with little time or interest, a move of home from Kent to Surrey in the offing, a hefty mortgage to pay and three kids to educate?

The solution was to offload one of them to a lad who wanted to convert it to a hot rod, and keep the one in reasonably good condition in storage, and join the FSOC where, over time, I confused myself trying to understand the difference between the 8hp, the 10hp, the 100E, the 103E, the 107E, the E83W, the Anglia, the Prefect and the Popular, all with the vision that 'one of these days, I'll get it on the road'.

Ten years later at a family get together, and having forgotten that I owned a Ford Popular, my interest was rekindled by a relation called John who specialised in car upholstery. The day after my third granddaughter was born, her dad (who was a bit worse for wear from wetting the baby's head) and I loaded the Pop onto a trailer and headed for John's workshop near Canterbury. 'Leave it with me,' said John, 'and I will be in touch.'

About three years later another problem arose when the telephone rang. It was John on the line to tell me that the Pop is ready for collection and he wanted some cash.

The car was collected and all I now needed to do was to get the engine in working order, buy some new crossply tyres (I had to hide the cost of these!) and bingo – but with the original log book missing I entered the maze known

as age related registration. It was now that my membership of the FSOC really came into its own with the support of Andy Main, the Club's Popular Registrar.

After two trips to the DLVA at Wimbledon we are now nearing lift off and, with the encouragement and support of Tony Croxall, a local chap with his own repair workshop and an interest in old cars, the engine was tuned, the age related plates fitted, petrol in the tank (with additive) and we were ready to roll.

My wife then bowled me a googly: 'well, you now have it on the road, you've spent more on it than it is worth, is there no other colour than black, and what you are going to do with it?'

Twenty five years on and we are now at Point B, and I realise that what I need is the motivation and the encouragement of other FSOC members. I note from the magazine that there is an active group in Kent but nothing in Surrey; I contact Richard Greenaway, the Kent coordinator; he kindly invites Tony Croxall and me to one of his monthly meetings at Maidstone, which was enlightening; and I ring John Duckenfield!

The plan is to contact all the FSOC members in Surrey, to find out what interest there might be in getting something off the ground, but what with holidays and other commitments this will be a bit of a slow burn with 2016 in mind. But, who knows where it will lead? Watch this space.

Jennie Thake

Sidevalves at Mundesley

This year's Sidevalve holiday was at Mundesley on the east coast of England near to Cromer, staying at the Manor Hotel very well organised by Richard and Shirley Healey from the Three Counties Group.

On the Saturday we set out for a car show at Sheringham, just a few miles down the road from our hotel. The cars were parked up around the streets near The Lobster Pot. Our section was a mix of Ford cars which made it interesting. The day was spent looking round the many vehicles on display and a wander around the town, and ended very pleasantly listening to two buskers playing in the pub garden.

Monday's outing was to Horning Broad for a trip on a paddle steamer type boat. Satnavs

wanted to take us to the head office inland, but some fine directions from a local got us to the correct place in time for the trip. On the return part of the gentle trip the captain asked for volunteers to have a go at steering the boat. Lesley was first up and then I had a go as we neared our destination. It was a bit scary when I was left in control.

Tuesday was a day of bits and pieces, and the weather had turned rather chilly and very windy, so we started off with a visit to a salvage cum garden ornament seller. Several garden ornaments were purchased. Next we went into Sheringham Park where it was £5 to park the car, as it is National Trust owned. My local knowledge came in handy and we sped off to the North Norfolk Railway at Holt, which has free or a small donation parking, and a very nice and welcome cup of coffee. We were then off to Thursford Museum to look round the steam engines, ride on the Gallopers and Carousel, and listen to the Wurlitzer Organ recital which was very relaxing for the eyes! We ended the day at a very cold and windy Cromer where once again we found an excellent café, this time for a cup of tea.

We always like a trip on a heritage railway on

our holiday, and Richard and Shirley decided that the NNR was the best idea as it has good parking right next to the station at Holt, and the train goes into Sheringham along the Poppy Line. We were able to have another good day there and several of the group went to the museum, which was very interesting, as were the volunteers who had plenty of stories to tell us.

The week was beginning to come to an end but the weather had improved so we went off to the Radar Museum near Horning, which we had come across by chance on our detour at the beginning of the week. This proved an excellent find. We started with a coffee, then we were led off for a briefing, and then taken to three rooms to hear all about the development of radar from the Second World War onwards, and on to how it was used and set up locally on the site we were visiting. We then went into a room that was used during the Cold War and an interesting talk was given about how it all worked. The staff would have full scale practices in complete gas masks and suits for up to three days in a row – not at all pleasant. After a bit of lunch the group went their separate ways and Robin and I went back into the museum for a more thorough look round, and

Continued on page 12

John Duckenfield

Regional Report

In the June edition of *Sidevalve* several Regional Contacts explained, from their perspective, what the role involves, how much time it takes up and, importantly, the reward it brings. As I read the articles, two things stood out.

Firstly, the important contribution that Regional Contacts make in making the FSOC a club and not just a spares service – important though that is to members. They obviously enjoy doing what they do, but the reward comes not from any selfish motive. Quite the opposite in fact! It comes from doing things for other members to enjoy and in giving them the opportunity to meet with like-minded classic car enthusiasts. Regional Contacts represent the FSOC and *are*, in effect, the 'Club' on the ground. Furthermore they are an important link between members and Club officials in a two way process. On the one hand members are given a voice, through Regional Contacts, in the running of the Club and on the other, Club officials are provided with an avenue to communicate with members about certain issues, thereby creating a most effective sounding board when making important decisions.

Secondly, all Regional Contacts are different! Some are technically inclined, others most certainly are not! Some enjoy the social aspect of their involvement whereas others prefer not to involve themselves directly in that particular area but instead make a valuable contribution by being a point of contact for the Club – happy to help out as and when needed and asked. There is, though, one common denominator. They are all believers in the Club. As Sally Litherland put it so perfectly in her supporting article: 'If...your heart fills with irrational joy each time you drive your sidevalve, and every journey is a discovery of new noises and smells to investigate, then you are definitely an excellent candidate to become a Regional Contact – you understand.'

In truth, that is the only qualification you need!

Surrey: a new Regional Contact

One member who 'understands' is Fred Tutt from Kingston Upon Thames. He contacted me recently and I am very pleased to inform members that after due consideration he has offered to become the Regional Contact for Surrey. I am delighted that he has for there are a number of members living in the county, and many more in neighbouring postcode areas.

Fred has indicated that he hopes eventually to create a Regional Group, and helping him in that task will be a newly joined member, Tony Croxall. Fred intends to deal with all the social, planning and organisational aspects that are involved whereas Tony, who ran his own garage and has a long experience in classic cars, has offered to help out with any technical issues that members may have. It sounds a great combination to me so I hope members in the area support them in their venture. Surely, that's what being a member of a club is about.

As you will read in his introductory article, with family and holiday commitments over the summer Fred is looking to get things moving in the autumn, in readiness for the 2016 classic car season. From the Club's point of view that is not a bad thing for it gives time to sort out the necessary arrangements and to have their appointments officially endorsed by the committee. In the meantime Fred will be Regional Contact in an 'acting' capacity, and can be contacted by email on fred@tutt88.plus.com or by telephone on 01372 453943. I know he will be delighted to hear from you. It's your club, so make the most of your membership and get involved!

More Regional Contacts still wanted

The Club now has twenty five Regional Contacts. Realistically, thirty would be possible. So if you live in an area where there is no Regional Group of which to be a part, then have a go at starting one! You don't need to be an expert in any particular thing and neither do you have to do it by yourself, as Fred and Tony have proved. You can be male or female, younger or older, a new member or one of longstanding. All it needs is for you have a love of the Club and for what it stands: to 'understand'!

Obviously it is necessary to be suited to the role. For those who are, there is no formal interview or assessment procedure. Just get in touch with me and I will answer any questions you may have and, if you decide to go ahead, will support you in becoming a Regional

Contact and in your work thereafter. All contact details can be found on page 22.

Tour de Wales

You may recall that last year, my wife Anne wrote an article for the magazine about our visit to the Scottish Borders on a route that roughly followed the Pennine Way. We decided to call our adventure 'The Pennine Sway' – for obvious reasons!

This year, following our visit to Wales, Christine Marshall eagerly 'volunteered' to write one – and if you believe that...! Please find her account of this year's adventure below; and for those who are wondering, yes, we did stay in 'decent' accommodation again!

Tour de Wales: Christine Marshall

Having enjoyed our Pennine Sway last year, a suggested Tour de Wales was well received. However, the ladies thought a little less driving and more destination would suit better, so it was agreed that two nights in Llangollen and two nights in Ashbourne would be just right.

We set off from Bradford on a glorious July morning in Poppy (Ford Popular 103E) to meet Anne, John and Ujeen (Ford Prefect 100E) at Hope in Derbyshire. After enjoying coffee and sunshine the Tour began.

Our route took us through Buxton and Congleton. During a stop for lunch at Sandbach, Bert mentioned to John that his brake lights were not working. Some fiddling and grovelling under the car ensued but no quick fix could be found and was perhaps a fault with the switch. We carried on around Wrexham and through Ruabon to the picturesque town of Llangollen. Our innkeeper kindly suggested a suitable garage where Ujeen was taken and had to remain all day. The garage itself was interesting, with a few classic cars on display. The owner, Clive Kenrick, had a passion for hill climbs and had won the prestigious Midland Hill Climb Championship on a number of occasions.

On Thursday morning we all enjoyed a canal side walk to Horseshoe Falls where the Shropshire Union canal begins. As the car could not be fixed until late afternoon when the switch arrived, it was decided Poppy would take the four of us over the Horseshoe Pass in the mountains North of Llangollen. The views were splendid and the car behaved impeccably – apart from a concern that we might run out of petrol, but the blame for that lay elsewhere.

The next day, with John's car fixed and route

Continued on page 12

Steve Vaudrey

Tracking Down A Weird Fault On My 1960 300E 5cwt Van

I am writing this article by way of closure on a traumatic and expensive three weeks. Therapy for me, and it might just help someone else's wallet.

Our previously very reliable and still working for a living LBV was on its way to the Recycling Centre (a.k.a The Dump) carrying a shade less than 5cwt (honest officer!) of junk and rubble. At the big traffic lights on Holloway Road (the A1 in London) it conked out. No warning, no spluttering, just silence ... for about 10 nano seconds until other drivers found their horns. Pushed it to the side, waited 10 minutes and it started! Drove fine to the Dump. Checked everything: had sparks, had petrol squirting out of the fuel pipe at the junction with the carb, it ticked over fine for 15 minutes and got lovely and hot, and so I set off, blaming a spot of vapourisation.

On the way home, at the same lights, full stop! More beeping, pushing, embarrassment. A guy comes up and tells me all about how his dad had a van like this in the 60s and asks what it is worth? I suggest he might help push me to the kerb... 'Sorry mate, gotta rush!' he says and leaves me sweating.

Van cools down and starts. Gets me 300 yards and stops. Repeat five times until I get back home.

Now I think, 'coil!' Has to be the coil: failing when hot but working when cool. So I order a new one, and a condenser and points, and a distributor cap to be on the safe side. Three days later I fit the lot and the van will not start at all. After a frustrating time of it I find a weak spark at the coil but nothing at the plugs. So I blame the rotor arm and order a new one. This was the only part I did not replace as the old one looked good – but in my paranoia I now think it is hiding a sneaky, invisible hairline crack through which the volts are leaking away. Wait two days for the new rotor arm and fit it confidently: no change, no sparks at the plugs, no starting, no nothing.

We go to the Enfield Pageant of Motoring the

next day sans the van, which was booked in to show on the FSVOC stand. Shamefaced, we talk to the wise North London Club members. They are very helpful as usual: the message was to 'trust nothing', and a story was told of three brand new condensers bought to cure an ignition fault where two were duff!

Back home I look at and test everything. The brand new distributor cap I fitted is missing the central spring loaded contact: it is just not there. Some Wally in the factory had clearly been on the sauce the night before and left that bit off. The coil had too high resistance on the secondary side and was making pathetic sparks. So, back on went the old oily bits and the engine started... and idled well for 30 minutes, and cut out at the first set of lights we came across. Back to square one.

In desperation I try my old friends at our local arches garage: experts in classic cars. They diagnose fuelling problems. Has Sir been cleaning out the carb jets with a piece of wire as there seems to be a guitar string on the parcel shelf? Well I say, going red, I may have used that E string to clean the odd jet in an emergency. They shake their heads. I order a re-conditioned carb as mine is 55 years old and I am by now so desperate to just fix this stupid van. Three days later, a shiny re-con carb goes on and the van stops at the lights again.

Petrol starvation, say the mechanics. Fuel does pump nicely out of the pipe to the carb on tickover but it may not be enough under load – a weak pump? I think we are getting closer. Three days later, a new fuel pump goes on and really squirts out fuel. The mechanic hops confidently into the LBV and drives off, only to call on his mobile from the traffic lights asking for a tow back.

The chief mechanic, veteran of many classic

rebUILds, is not to be beaten. He has an epiphany. He gets the engine very hot and then checks the fuel coming out of the pipe at the carb, and finds a trickle. He revs the engine for a while and the trickle mysteriously turns into nothing.

A sorry looking braided flexible hose from the main fuel line to the fuel pump comes off and is found to have a rubber inner the consistency of school blancmange. A new hose is sourced and now the van runs beautifully and is not afraid of traffic lights. We are in business again.

It seems that the inner rubber hose was letting through enough fuel to allow the engine to tick over and even rev a bit when cold (using the fuel sitting in the float chamber). But when hot, the rubber got too malleable and folded in on itself as the fuel pump sucked harder under load, and the harder it sucked the more the inner pipe collapsed, and then nada! The garage blames Ethanol in the petrol – or maybe that the pipe was 55 years old!

A few days later I pour out my troubled story to a GP mate over a beer. Ah, he says, you should have asked me: that is an intussusception. People get it in their bowels he tells me: the intestine folds in on itself and 'invaginates' (sounded a bit rude) under load like after a large Sunday roast, but is okay on light meals. Can be nasty he says: causes awful constipation, medical emergency, blue light job. Could it make someone or perhaps some van pass out at traffic lights, I ask? He nods gravely: 'every time,' he says, 'definitely'.

So there it is: the van had invagination of the flexible fuel pipe causing chronic petrol constipation. Couldn't pass a traffic light.

So if your 100E/300E loves to idle and then collapses at the lights, check that little hose.



Geoff Hammond

Leaking Sump

Ever had a problem with leaking oil from the engine? Well, yes, all of our wonderful cars like to throw a spanner at us occasionally!

This was a baffling one. Engine oil was leaking out from the clutch housing, through the hole with loose split pin.

Initial thoughts, as I had only rebuilt the engine after a re-bore, were that the gasket

was not properly fitted or the upper labyrinth seal was missing (lost at the re-borers). So, off with sump and a check of the seals. All looked good and the upper labyrinth was in place.

So, I was at a loss as to where the oil could be coming from. A closer examination of the sump showed no oil marks running down the rear baffle into the clutch housing, but there was an accumulation of oil at the bottom of the baffle, just in front of the hole with the split pin.

As I had cleaned up the inside, I looked at the brazing of the rear baffle to the sump. It looked solid and had no visible cracks. Just to make sure the brazing was still oiltight, I poured some paint thinners that I was using as a cleaning agent into the bottom of the sump

in the clutch housing area and lifted the sump up so the thinners could run around all of the brazed area. This would allow it to find any cracks or leakage points.

Hey presto: after 30 seconds the thinners started to run into the sump from the area that had the oil marks on the clutch side.

So, there was my leak. Fortunately I had a spare sump which I cleaned up, painted and fitted.

I had a brief conversation with the chairman, who advised he had heard of this problem before.

I hope this story helps somebody in the future.



Left: thinners poured around area that had oil marks.



Right: thinners running through the brazed area.

Sidevalves at Mundesley *Continued from page 10*

eventually left after a 4 hour visit.

Our final day was a day of rest from driving so we walked the very short distance to the Crazy Golf, which was a good laugh and quite difficult at times as we were competing for a prize! Just as we got going, a car came to a quick stop beside us and out jumped Stuart Battersby, who said a quick hello and was pointed in the direction of a coffee shop and car park. Suitably refreshed, he and his wife joined us for a chat as we played golf before they went on their way to enjoy more of the Norfolk coast.

After dinner a presentation was made to Richard and Shirley to thank them for an excellent, well arranged holiday, and in return they gave David Heard a prize for winning the golf and us for winning the quiz, with a little help from Google!

The Manor Hotel at Mundesley was very good value: tasty meals, huge breakfasts and friendly staff including young Harry, who ate Robin's sticky toffee pudding with custard by mistake. He thought it was a spare – NO!

Tour de Wales *Continued from page 11*

planned, we set off for Ashbourne, taking in a walk and a boat trip over the Pontcysyllte Aquaduct, two or three miles out of Llangollen, again enjoying the lovely scenery. On through Whitchurch, Stone, Uttoxeter and arriving in Ashbourne in time for tea and scones, before checking in at the Royal Oak, Mayfield for our two night stay.

Saturday was spent at the Steam Rally at Elvaston Castle. The route around Derby proved a little too challenging for our navigators but we eventually arrived there in an ad hoc fashion. Bert was a little exasperated with the 'Yes, no, yes – too late we have passed it' response from his navigator to his simple question, 'Do we want this exit?!' The day was hot, busy and entertaining with some really good autojumble (apparently!)

We met up with Liam Cotton and Carolyn, and also saw Robert Marshall and his mother, with their Model C car on display. The highlight of the day, perhaps, was seeing Dora, a lovely E83W milkfloat. After a welcome shandy by

the canal at Shardlow the return journey was uneventful.

Sunday morning dawned cooler and pleasant. The day started with a drive to Ilam and through gorgeous Dovedale before going to the Tram Museum at Crich. Here classic cars are allowed in free of charge to park on the cobbles outside of the pub as part of the street scene, and how well they looked there too. A fun day of tram rides, a tram museum and a picnic in the woodland complete with a Spitfire flying overhead and a rabbit playing nearby. We set off on our homeward journey in a torrential rainstorm with visibility considerably reduced by the vacuum wiper on the 103E. John guided us through Sheffield and we continued on our way home, contemplating how much we had enjoyed the Tour de Wales and wishing the ignition would stop switching itself off ... will have to look at that!

Yvon Precieux

Pre-War Register

Registrar's comments

Apologies for not being able to attend the AGM. This was due to a bereavement regarding a good friend of mine.

South London Regional Contact Stan Bilous is selling his Model C Deluxe car and Ford Sidevalve powered Morgan. Both are very nicely restored vehicles, although they may be sold by the time this copy is printed. My hard worked C van was sold at a price I had hoped would generate a proper rebuild. However, I am aware that the van was quickly sold on and the actual profit made. Despite this, hopefully the new owner will restore the van as it has had a hard life, had been hacked about bodywise and was in an extremely poor condition when it came to me. In retrospect nobody wanted to go near it. Salvaging it some 30 years and more back meant that a welder in a scrap yard down the road just patched the chassis/body while I scouted around for all the correct parts which included the period engine that actually was found a year later. Photo 1 shows CKE when found. Photo 2 shows the van in a better state, to pass successfully through some 30 years of MOT and hard work though summers and winters carrying heavy logs etc. I have asked for the details of the new owner, but to date have yet to receive them.

Interestingly the C and CX body parts are different to each other, despite some individuals still making claim that they are one and the same with just cosmetic changes to the grille and bonnet. As the Model C and CX are so different to our Dagenham types, some airtime is given to the first 10hp Ford car in these pages, with the following extract taken from the 1934 *Ford Times*.

1934 The De Luxe Ford Under Test, by J. Harrison (The Ford Times)

When I drove one of the first Deluxe Ford saloons from Dagenham, shortly after the Albert Hall Exhibition, London was shrouded in one of the worst fogs of the year. Thanks, however,



Photo 1

to the sensible design of the windscreen, I was able to make satisfactory progress all the way to Basingstoke, at which town the pall was mercifully lifted. On this saloon the screen can be opened so far that the driver can see the road through the aperture. This is a great advantage, for the main obstruction to vision in fog arises from the soot, etc., deposited on the windscreen. It is possible to drive a Deluxe Ford with safety under conditions making it impossible to pilot a car with a fixed screen. The flat-topped beam of the headlamps, when their rays are dipped, makes an excellent fog-light, for it gives the minimum of back-glare. Next morning the sun shone brightly and I was able to give the Deluxe Ford her head. She certainly is an amazing car. Her acceleration has to be experienced to be believed. It was difficult to realise that this was so low-priced a car as it is, and of the body-type under notice. It feels like a well-designed sports car. It has all the verve which one associates with light sports bodywork and super-tuning, but retains the comfort, cosiness and docility of the 'family' saloon. It is a car with a delightful dual personality.

The family man will be charmed with its excellent traffic manners and easy starting, while he who has long main-road journeys to do cannot fail to appreciate its tireless energy and liveliness. The engine's starting from cold was exceptionally good, the extra-large starter spinning the crankshaft rapidly, although the engine was still new and tight. Owing to its excellent manifold design, the engine appears to develop full power almost at once. Very little time has to be devoted to warming up. To check the impressively rapid acceleration, I used my stop-watch. Within 19 seconds of starting I was bowling along at 50 miles per hour. Subsequently I was able to conduct more accurate tests, at Brooklands, which gave even better results. The steering, brakes and road-holding qualities of this car are definitely in advance of anything that the Ford Company have produced previously. I do not know whether it is due to the long spring-base (the front spring being forward of the axle, while the rear spring is behind the rear axle), the very rigid frame, or the flat, low-slung, springs,



Photo 2

but this car really does handle well. The steering gear's ratio is just right, and the wheel is correctly placed. All the controls come readily to hand, the location of the brake lever and the movement of the spoon-type accelerator being particularly good. The first main-road hill that I encountered was Snowdon, just outside Chard. There are two hills of this name, the one ascending from the right-hand limb of the fork being the steeper. A notice-board at the summit gives the gradient as 1 in 8. A sportive dog, playing in the road, brought me almost to a stop on one of the lower stretches of the hill. The dictates of good driving called for a change of gears, but I decided to keep on top, just to test the engine's pulling power at low speeds. To my surprise, the car accelerated, and passed the summit at 36 miles per hour, still on top gear. I was naturally eager to see how this wonderful car would perform on the more severe slopes of Yarcombe, for very rarely indeed can one manage to climb this tricky, twisting hill on top gear, even in a high-powered car. I took the first corner much too fast, but my error revealed yet another virtue of the Deluxe Ford, for there was not the slightest tendency to capsizal or tail-wagging. The car took the corner admirably. This was such a joyous experience that I descended and made a second climb, this time rounding the corner at a more reasonable speed. I discovered that there was not the slightest necessity to rush the hill, for even when the bottom corner was taken quite slowly, the car accelerated, on top gear, all the way up, touching forty at one point and crossing the summit at thirty-six miles per hour.

Beyond the hill, past Honiton, the road straightens out and widens. Here I clocked a mile in 54.2 seconds, and many times the distance between two milestones was covered in about 55 seconds. Even when the road took a decidedly upward tilt, one could always count on clocking less than 60 seconds for the mile. In passing, I would like to add that the maximum speed on a first gear low enough to ascend freak hills is 26 m.p.h. and on second speed the maximum pace is 46 m.p.h. After 179 miles of ruthless 'caning', I filled the tank from one of the Hammond electric pumps which register



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

Note that all prices for FSOC regalia and spares include postage and packing for the UK only. Minimum order £10.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£34.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y	£13.60
Reprint Model Y Bulletin	£12.90
Reprint Workshop Manual for 100E and 300E	£25.75
Reprint Parts Manual for 100E and 300E	£22.25
Reprint Workshop and Parts Manuals for 100E and 300E	£42.80
Reprint Enfo parts list of Standard Hardware	£9.50
Technical Tips for the 100E/107E by Jim Norman	£8.50
100E Anglia and Prefect Instruction Book (1953-59)	£9.95
The John Howe Book of Cartoons	£6.60
Ford Motor Cars, 1945- 64	£9.45
Ford Model Y, Henry's Car for Europe by Sam Roberts	£29.99
Ford Popular and the Small Sidevalves by Dave Turner	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell	£21.60

Stickers

Running In Instruction Sticker (Upright)	£1.16
Running In Instruction Sticker (100E)	£1.16
Running In Instruction Sticker: First 500 miles (100E)	£1.16
Window Sticker-FSOC design	£1.06
Silver Jubilee Window Sticker	£1.06
Historic Ford 'Keep off My Arse!' sticker	£2.50
I Love My Sidevalve Sticker	£2.50
Register Sticker (state model) each	£1.42
FSOC 30th Anniversary Sticker	£1.16
FSOC 40th Anniversary Sticker	£1.16

Magazines

Binder for Club Magazines (holds 2 years)	£9.99
Following back copies of Sidevalve News available	£1.30
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, October, December	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	
2014 February, April, June, August, October, December	
2015 February, April, June, August	

Leaflets

Ford Pop Motoring at Still Lower Price booklet	£1.96
Running in booklet Anglia / Prefect (date 9/49)	£1.99

Models

Ceramic Cream Model of 103E Popular	£7.75
Limited Edition E494C FSOC 30th Anniversary Model	£22.50

Badges

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

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script SM/L	£25.25
FSOC Sweat Shirts embroidered in script	£16.20
Racing Green or Raspberry SM; Burgundy or Royal Blue XXL; Navy in Med/XXL; Sky Blue in Med/L/XL; Red in Med/L/XL/XXL; Black in Med/L/XXL	
FSOC Polo Shirts embroidered in script	£14.60
Lemon, Sky Blue or Emerald in SM	
FSOC Sweat Shirts embroidered with FSOC logo	£19.50
Royal Blue only in Med / L / XL	
FSOC Polo Shirts embroidered with FSOC logo	£14.60
White or Royal Blue in Med / L / XL only	

FSOC Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White)	£31.00
Embroidered with FSOC logo Med / L / XL	

T-Shirts

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

Other Regalia

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

Spares List for 8 & 10hp Type Models

Wheels, Hubs and Drums

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
	Front wheel bearing (per wheel, not E83W)	£56.00
	Front wheel bearing (per axle set, not E83W)	£106.00
	Front wheel bearing (per wheel, E83W)	£56.50
	Front wheel bearing (per axle set, E83W)	£107.00
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 – not E83W – return old shoes with order)	£59.95
CE-2019B }		
7W-2019 }		
YE-2019A }		
E83W-2019	Brake Shoes (set of 4 – E83W only, return old shoes with order)	£69.95
Y-2035	Spring (brake retracting)	£6.05
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035	Spring (brake retracting) not E83W	£5.15
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£7.00
E83W-2035	Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036	Spring (brake retracting) short	£6.50
7W-2116	Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model	£10.20
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£13.75
E93A-2248	Rear axle brake plate securing bolts, long (each)	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each)	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
	Brake pedal return spring	£6.90
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W)	£24.00
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE-2793	Spring (handbrake lever pawl)	£2.95
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
	Hand Brake Cable Clevis Pin	£3.00
E83W-2853B	Hand Brake Cable (fits E83W)	£27.40
119276 – ES2	Set of four ¼" Thackery (double coil spring) washers (not E83W)	£2.55
119290 – ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only	£1.90

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W)	£38.50
E83W-3032	Bolt (front axle to radius rod E83W)	£34.50

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

E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00	Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
	Track Rod Ends (pair) E83W.....	£60.00	Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
YE-3304C	Draglink (Y model)	£74.75	Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50	Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
YE-3332	Trackrod End Dust Cover (each, fits all models)	£4.95	Y-6610B	Oil Pump Gear (fits all engines)	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models)	£7.50	YE-6623	Oil Pump Screen (fits all engines)	£9.77
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50		Stainless steel dip stick tube	£30.20
YE-33111	King Pin Set, complete (Model Y)	£70.00		Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£55.00
CE-33111	King Pin Set, complete (Model C)	£70.00		Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans) ..	£79.95		E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
E83W-33111	King Pin Set, complete (E83W)	£59.00		3-Ring 10hp Piston Ring Sets (+0.010", +0.020")	£20.00
7W-3590-A	Arm (steering gear) fits models 1937 to 1949	£20.00		Small end bushes (set of 4)	£27.00
Y-3446	Front axle A-frame Bush (fits all models)	£6.75		8hp decoke gasket set (1932-34)	£35.00
YE-3616B	Horn Button and Nut (Y model)	£8.20		8hp decoke gasket set (1935-1953)	£45.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards ..	£7.85		10hp manifold gasket	£7.75
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£26.00		Manifold stud	£4.95
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75		Manifold stud (set of 4)	£18.80
E493A 4050	Retainer (rear axle shaft grease)	£7.50	E15-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95
Y-4217	Bolt (diff gear case)	£5.20		Conversion gasket set (E93A 8hp and 10hp engine)	£29.95
18-4217	Bolt (diff gear case)	£5.40		10hp cylinder head gasket	£19.95
Y-4243	Key (rear axle shaft)	£6.00	YE-24052C	Studs (Cylinder head) set	£34.99
Y-4507	Gasket (torque tube to differential housing cap)	£1.78		Set nuts for cylinder head studs	£4.00
7W-4507	Gasket (torque tube to differential housing cap)	£1.78	Clutch and Gearbox Parts		
Y-4515	Gasket (universal joint housing cap)	£1.69	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
E93A-4607	Pin (Drive Shaft)	£2.09	Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00	Y-7015	Main Drive Gear (8hp)	£35.75
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.55	YE-7015	Main Drive Gear (10hp)	£38.50
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99	Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
Y-4655	Torque tube bearing sleeve	£9.95	7W-7050	Retainer (main drive gear bearing)	£17.50
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50	7W-7052	Seal (main drive gear bearing oil) assembly	£5.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50	YE-7059B	Mainshaft and Bush	£35.50
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00	Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00	YE-7071B	Washer intermediate gear thrust washer	£7.60
	Front Shock absorber (E493A, E494A and 103E only)	£115.00		Baffle (main shaft oil)-front	£1.25
	Rear Shock absorber (E493A, E494A and 103E only)	£115.00	E93A-7085	Rear Bearing Retainer	£19.75
	Front Shock absorber (E83W only)	£95.00	Y-7086	Gearbox rear gasket	£4.50
	Rear Shock absorber (E83W only)	£95.00	Y-7111	Layshaft	£42.40
	Suspension Buffer (fits all models except Model Y)	£24.00	103E-7114	Counter Gear (10hp)	£76.95
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents	£80.00	Y-7119	Washer (Counter shaft gear thrust)	£6.35
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents	£80.00	CE-7141	Reverse Gear	£29.95
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents	£145.00	YE-7222	Selector Housing	£19.50
Exhaust Systems			Y-7223	Gearbox lid gasket	£2.50
Y-5230	Model Y stainless steel exhaust system	£137.00	Y-7523	Clutch return spring	£6.60
E04C-5230-A	5cwt stainless steel exhaust system	£121.00	7W-7533	Clutch linkage clevis pin	£2.15
E83W-5230-A	E83W stainless steel exhaust system	£180.00	Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£29.50
E93A-5230/	Prefect and 7W stainless steel exhaust system	£199.00	E83W-7550	E83W Clutch Plate (exchange send with order)	£31.50
E93A-5255-C			YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£62.00
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system	£170.00	E83W-7563	E83W Clutch Cover (exchange-send with order)	£66.00
E04A-5255-B			E74-7580A	Clutch release bearing-All models	£14.50
Y-5251	Manifold to exhaust clamp	£9.95	E70-7600-A	Clutch Pilot Bearing	£7.05
Engine Parts			C-943070	Gear Lever Gaiter (except E83W)	£25.50
E493A-18666-A	Pipe (cleaner outlet) assembly and		E83W-943070	E83W Gear Lever Gaiter	£24.99
E493A-18666-B	Pipe (cleaner inlet) assembly	£45.20	Cooling System		
E93A-18670	Oil Filter Unions (pair) (fits all engines)	£12.95	E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£5.20
Y-6023	Timing Pin	£11.50	Y-8109	Radiator cap (brass screw type)	£8.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80	Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top)	£8.20
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90	Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom)	£7.80
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00	E83W-8286	Radiator Hose (moulded-E83W, top)	£22.60
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00		Radiator Hose (moulded-E83W, bottom)	£21.95
	Front Engine Mounting bolt	£1.50		Radiator Hose (moulded-bottom)	£20.40
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95		Radiator Hose (moulded-top, pressurised radiator cap)	£19.75
	Insulator (Engine Rear Support) complete, per side	£21.95		Radiator Hose (moulded-top,brass non-pressurised radiator cap)	£18.60
E93A-6250A	Camshaft (Chain Driven)	£62.75	E493A-8501	Reconditioned export water pump (exchange only – send with order)	£150.00
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft	£3.15		Water Pump Repair Kit	£35.00
E93A-6270	Timing Chain	£18.30	E493AFS-8509	Pulley (water pump)	£35.00
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards	£3.50	YE-8606B	Fan Blade (11")	£7.90
CE-6310	Crankshaft Oil Slinger	£2.85	E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
E93A-6310	Crankshaft Oil Slinger	£2.90	E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£10.80
Y-6384	Starter Ring Gear (fits all engines)	£47.95	E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£8.99
E93A-6510B	Valve guide (per split guide)	£25.00	Fuel System		
	Valve guide (per set)	£175.00		Fuel Pump with spacer (no primer)	£43.50
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00		Fuel Pump repair kit	£27.45
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£18.00		Fuel pump stud	£6.75
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet)	£64.00		Fuel pump stud (set of two)	£11.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet)	£124.00	91A-9030	Cap – painted (petrol cap) assembly	£7.50
Y-6513	Valve Springs (set of eight) (fits all engines)	£23.50	91A-9030	Cap – chrome (petrol cap) assembly	£9.50
Y-6520	Valve Cover (fits all engines)	£15.95		Locking stainless steel petrol cap	£14.95
100E-6521	Gasket, valve chamber cover	£5.00	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)	£3.60
			YE-9364-B	Gasket (fuel pump screen cover)	£0.88
			YE-9365	Fuel Pump Cover Screen (all models)	£1.50
			YE-9374	Gasket (fuel pump to cylinder)	£1.28

YE-9414	Washer (petrol pump pull rod oil seal).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£19.00
YE-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models) ..	£3.60
YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.53
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.33
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).....	£70.95
	Set E93A ignition leads	£17.95
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).....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards)	£17.20
YE-12200C	Rotor (All models 1935 onwards).....	£5.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00

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.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order)	£125.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining).....	£1.18
BE-11450	Starter Switch	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
E493A-13007	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only)....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
7V-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W).....	£1.10
CE-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....	£1.10
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.95
CE-13101	Spring (headlamp focusing).....	£1.10
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only)	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W	£4.00
	Pair of Panel bulbs 6V 3W	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
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
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£26.00
	Model Y Semaphore Direction Indicator (6volt only) (exchange only).....	£70.00
	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).....	£15.00
	E83W Bonnet Corner Pads (Full set).....	£19.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	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).....	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E83W-111172	Opening windscreen rubber for E83W	£25.00
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£1.75
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet)	£4.90
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet)	£7.00
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£5.65
62E-731942	E83W Door Rubber seal (enough for both doors)	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.80
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
103E-7025856	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).....	£10.50
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).....	£7.25
YE-16750B	Bonnet Clip (Y model)	£19.95
	Starting handle	£46.00
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W, state model)	£26.00
	Speedo Cable (E83W).....	£23.95
C46412AR	Dovetail (female)	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£17.50
BE-964280-H	Window Winder Handle	£5.95
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)	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.95
	E83W wing mirror	£19.99

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7” diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8” diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£12.00
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061 / 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose	£13.25
100E-2185B	Master cylinder retainer	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£1.08
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4)	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7” diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8” diameter (Feb 1955 onwards, old shoes must accompany order).....	£32.00
100E-2261-B	Rear wheel cylinder 7” (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8” (55-57).....	£14.00
	Reconditioned exchange only – old unit must accompany order	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable	£32.50
100E-2857B	Hand brake clevis	£1.70

Steering and Front Suspension

E55-DB1	Top suspension mount	£42.00
E55-DB1	Pair top suspension mount	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB8.....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts	£202.00
100E-1190	Hub seal 0.983”.....	£7.00
105E-1190	Hub seal 1”.....	£7.00

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

Y-1202	Hub bearing inner 0.983"	£30.00
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member)	£9.00
100E-3073	Track control arm repair kit.....	£18.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£1.90
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Front suspension bush kit - 4 x E-10-DB1 and 8 x 3063.....	£30.00

Rear Axle

100E-1107	Wheel stud.....	£4.00
100E-1175	Rear hub seal, original material	£13.70
100E-1175	Rear hub seal, modern neoprene.....	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.50
100E-4209	Crown wheel and pinion	£80.00
100E-4235	Half shaft.....	£32.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft)	£18.00
100E-5713	Bar rear spring shackle-inner.....	£5.50
100E-5719	Bush rear spring shackle (set of 4).....	£8.00
100E-5781	Rear spring eye bush.....	£7.00
100E-5781	Pair rear spring eye bushes.....	£12.00
100E-7091	Yoke (propshaft).....	£12.00
100E-18080-A	Shock absorber.....	£45.00
E7-ED-1	Rubber bush (bottom shock) (2).....	£5.98

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")	£66.00
100E-6261/2/3	Camshaft bush set (std, -0.005").....	£40.00
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060").....	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve	£8.60
100E-6505	Exhaust valves (per set of 4).....	£30.00
100E-6507	Inlet valves (per set of 4).....	£28.00
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element.....	£5.50
100E-6763B	Oil filler tube	£15.00
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only.....	£4.50
	Manifold stud.....	£7.00
E55Z1	Conversion gasket set	£27.00
E81Z1	Decoke gasket set.....	£27.00
353000ESA	Core Plug	£3.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4)	£27.00

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.25
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
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	£14.95
100E-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
100E-7114B	Gear and bush assembly.....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35
100E-7223	Gearbox lid gasket.....	£1.40
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 *)	£56.00
100E-17286	Ring speedo gear retainer.....	£2.20

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£5.20
100E-8115	Radiator drain tap (not original).....	£5.30
100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only	£15.80
100E-8255	Thermostat housing gasket.....	£1.75

100E-8275	Water inlet tube.....	£13.95
100E-8286	Bottom radiator hose, 100E only	£16.00
100E-8501	Water pump, 100E only (old unit must accompany order).....	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat	£7.30
EOTA-8620-C	Fan belt, 100E only	£6.00

Fuel System

	Fuel pump with spacer (no primer).....	£43.90
	Petrol filler grommet.....	£12.50
100E-9276	Gasket (fuel tank sender)	£1.60
100E-9288	Flexible fuel pipe	£16.80
&-9374	Fuel pump gasket	£1.28
100E-9437	Hot spot gasket.....	£2.00
100E-9502	Carburettor gasket kit	£7.50
100E-9627-A	Rubber (air cleaner).....	£8.75
100E-9959	Gasket carburettor float chamber.....	£1.50

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).....	£39.00
100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
105E-11057	Brush set starter motor	£4.75
EOTA-11375	Starter pinion spring.....	£4.50
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A-13480	Brake light switch	£6.50

Special offer for August and September only while stocks last

E1050-NC-1	Rear red tail light lamp with	
100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
50563-S	includes fixing screws	£12.95
	Pair of rear red tail light lamp lenses	£22.60

Ignition System

	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.00
	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).....	£17.00
100E-12199	Contact set (D type distributor only)	£17.20
EOTA-12199-C	Contact set (round type distributor only).....	£17.20
100E-12200	Rotor arm.....	£8.85
100E-12300-B	Condenser (D type distributor only).....	£9.90
105E-12300-A	Condenser (round type distributor only)	£9.90
100E-12405-T	Spark plug.....	£4.08

Badges

100E-16185 / 9	Triangular wing motif	£15.25
E6AJ-1	Prefect boot script.....	£15.95
100E-16606	Prefect bonnet	£15.95
E5AJ-1	Anglia boot script.....	£15.95
100E-16606	Anglia bonnet	£15.95
100E-16606-G	Popular bonnet	£15.95
100E -7042514	Popular boot script.....	£15.95
100E-16850	Bonnet 'V' motif	£35.50
	Deluxe boot script.....	£15.95

Miscellaneous

E40GB1	Gear lever gaiter.....	£25.50
100E-17262	Speedo cable.....	£22.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
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
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
107E-8260	Top radiator hose, 107E only.....	£14.20
107E-8286B	Bottom radiator hose, 107E only	£15.40
105E-8620	Fan belt, 107E only.....	£5.80
105E-9448	Manifold gasket, 107E only	£3.00
107E-9959B	Float chamber gasket	£2.00
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only).....	£17.20
105E-12300-A	Condenser (round type distributor only).....	£9.90
105E-10043	Brush set	£4.75
105E-11057	Brush set starter motor	£4.75

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

1938 Ford Thames E83W for sale. Reg. no. BJA 283 (but not registered). The chassis, brakes, etc., have been rebuilt. A replacement sidevalve engine has been fitted. Unfortunately, due to several back operations, I am unable to rebuild the extensive works to the rotten body work. It would be an ideal project for a competent bodywork expert, but alas it is now beyond me. The van is completely stripped and in bits! Open to offers! Cornwall. Tel: Dennis Harrison on 01566 777707 or email sales@harrisonforktrucks.co.uk. (Non-member)

Post-war

Ford Prefect E493A project for sale. I am a lonely E493A stuck in a garage because my owner could not manage me. I'm for sale as a whole or I have some lovely parts on offer. Please help me or he will send me to the scrapyard - no reasonable offer refused! Bedfordshire. Tel: John Digby on 01525 375229 or email johndigby24@gmail.com.

100E & 107E

1958 Ford Prefect 100E for sale. Black, good runner, in family for over 45 yrs. Please e-mail for more information. Guildford, Surrey. Tel: Chris on 07977 822096 or email oneminutemoneymagazine@gmail.com.

1956 Ford Prefect 100E. Black, 45k miles, steel sun visor. My daily driver, engine and brakes recently refreshed, front and rear suspension re-bushed. Drives very well. Has been painted all over but had very little work otherwise. Body entirely original except for battery tray. A couple of door bottoms getting ready and bumpers poor. Longer commute forces sale. Tons of spares: engine with reground crank, plus 40 thou rebored, gearbox, axle front end, brakes, carb, etc, etc. Also various tuning bits, Wooler wheel spacers, Aquaplane inlet manifold and associated literature available by negotiation. Will be taking car along to AGM at Wortley Hall on the 20th of June. £2,000 all-in or £1,800 ono without spares. South Yorkshire. Tel: Amanda James on 01226 764547 or email amanda.j.james@tatasteel.com.

Wanted

Upright Sidevalve engine. I need an engine for my 1954 103E. Running engine preferred to swap with my existing one. Can collect. Please can you help? Please call or email. East Midlands. Tel: Neil Bannister on 07881 504757 or email neil@southfieldarts.co.uk.

Body panels for 103E Popular. Pair of body sills (rocker panels) and rear valance wanted for 103E. Either new or used in good condition. Tel: Peter Burns on 0161 665 3644 or email peter.burns2@googlemail.com.

Popular 103E parts. I'm after front and rear seats and rear wings for my 103E. Please ring if you can help. Worcester Park. Tel: Mr Goodge on 02087 868158.

Various parts for an E493A. I am looking for an interior light and a petrol sender unit for my 1952 Ford Prefect E493A - thanks! London. Tel: Pasquale Amico on 07939 380724 or email pasquale@amicobio.co.uk.

Overdrive unit. I am looking for an overdrive unit for my Ford Special built on an E93A chassis. Republic of Ireland. Tel: Michael O'Carroll on +353 87 6794079 or email ocarrollm.tralee@gmail.com.

Upright Ford. I'm looking for a sit up and beg Ford Popular, Thames Fordson or Anglia. Something that needs a bit of work would be good as I like to tinker but no major rebuilds please, but I will consider anything. Hertfordshire. Tel: John Gumble on 07794 799505 or email john@gumble.freeseve.co.uk. (Non-member)

Spares

Various 100E & 300E parts for sale. Used 100E steering box, anti-roll bar, headlamp bezels, windscreen, cylinder head, miscellaneous gearbox and other parts, universal spring spreader, adjustable hub puller, 300E radiator, new track rod ends, 300E shock absorber links, 300E reflectors, part set (3/4) +0.040" pistons. South East London. Tel: Andrew Rayfield on 020 8656 7350 or email andrew.rayfield@btinternet.com.

Various Upright engine parts for sale. E04A 8hp engine complete. Running when removed from 8hp E04A Anglia. Turns over OK. £85 ono. New old stock and rare E93A/103E four branch inlet/exhaust manifold for twin SU carburettors. Possibly Derrington. £90 ono. Ford 103E/E93A heater pump complete with heater radiator and control flap mechanism. £45 ono. Shorrock C75B supercharger in

very good condition. Complete with SU carburettor, drive pulley, belt tensioner, blow off valve, oil feed, mounting bracket and inlet manifold for E93A/103E. Was removed from a Dellow. I have had it running on a test engine and it works perfectly. Price on application. Collection preferred from Dorking area, but I can arrange for shipping at cost. Surrey. Tel: Tony Russell on 01306 631498 or email fat_rabbit54@hotmail.com.

Speed governor for sale. I have a rare Weyburn centrifugal speed governor for sale, complete with drive pulley and mounting bracket. It is in good working order and was removed from a running Ford E93A Sidevalve generator engine. Ideal for any Ford Sidevalve powered unit requiring a constant speed, i.e. tractor/generator/stationary engine etc. £70. ono Collection preferred from Dorking area, but I can arrange for shipping at cost. Surrey. Tel: Tony Russell on 01306 631498 or email fat_rabbit54@hotmail.com.

Rear window glass for Popular 100E. No chips or cracks. Not too sure of year but the screen is 44 1/2" at its widest point and 16" across. £35 - collection preferred but delivery can be arranged at additional cost. Bournemouth, Dorset. Tel: Simon on 07914 482327 or 01202 519836 or email simon.churchill@ntlworld.com. (Non-member)

Various 100E parts for sale. Engine, suspension and steering parts. Please phone for list. Collection only. Folkestone. Tel: Michael Harris on 01303 252664 or email flatcoathouse@hotmail.com. (Non-member)

Two Popular 100Es - free for spares! I am moving house and will not have room. One has been garaged and is partially restored. The other is a goner and beyond repair. Both cars are complete. I would like to give these to someone that will complete the restoration or to help keep others on the road as spares donors. I have documentation for both vehicles. Will need to be moved by trailer. Bristol. Tel: Paul Jones on 01454 610045 or email jonerpj@btopenworld.com. (Non-member)

Miscellaneous

100E literature for sale. New Prefect Instruction Book; Anglia and Prefect Instruction Book; Tuning Sidevalve Fords by Bill Cooper (84 b.h.p. anyone?); two copies of Pearson's Servicing Series for Owner Drivers; Anglia Prefect Popular from Ford Eight to 105E by Michael Allen; Factory Repair Manual for Anglia, Prefect, Escort, Squire, and Thames 5cwt and 7cwt van. Happy to post. Offers. South Yorkshire. Tel: Amanda James on 01226 764547 or email amanda.j.james@tatasteel.com.

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

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



Sidevalve

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

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

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.



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: 01202 823088, 6.30pm–7.30pm only.

Technical Advisor, 8 & 10hp: John Pole, 26 Croft Bank, Malvern, Worcs, WR14 4DU (written requests for advice). Tel: 01684 564 829.

E-mail: technical810hp@fsoc.co.uk.

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

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

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

Website/Pop Shopper: Mark Bradbury.

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

Publicity and Social Media Co-ordinator: Stuart Battersby, 56 Park Lane, Sandbach, Cheshire, CW11 1EP. E-mail: Battersby56@sky.com

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). E-mail: regionalorganiser@fsoc.co.uk.

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

Archivist: Liam Cotton, 8 Chestnut Close, Moira, Swadlincote, Derbyshire, DE12 6EP. E-mail: liam.cotton@btinternet.com

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War

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

E83W

Steve McKenna, 147 Burnley Road, East Rossendale, Lancashire, BB4 9DF. Tel: 07885 433496. Email: steve.mckenna@rocketmail.com.

Anglia, Prefect, Popular

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. E-mail: saregistrar@yahoo.co.uk.

Specialist Applications

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. E-mail: saregistrar@yahoo.co.uk.

Specials

Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. 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, South Lincs and Norfolk: Brian Cranswick 07984 631064.
Email: popular103e@yahoo.co.uk. *Please ring for details.*

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

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

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

East Midlands: Liam Cotton, 01283 219508. Email: liam.cotton@btinternet.com.
Last Thursday: The Greyhound inn, Woodville, Derbys. 8.00pm.

East Yorkshire and North Lincolnshire: Chris and Angie Lambert-Dowell, Tel: 07875 345113.
Email: chris@lambert-dowell.com. *Please contact for details.*

Glos, Hereford and Worcs: John Pole 01684 564829.
Email: johnruthpole@googlemail.com. *3rd Thursday, venue TBA.*

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

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk.
3rd Wednesday: The Early Bird Pub, Greenwood Drive North, Weaving, Maidstone, ME14 5TQ (next to Tesco on the Grove Green Estate) 7.30pm.

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 Rantestall) 7.30 for 8.00pm.*

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

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

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

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

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG15 6EB. Tel: 0115 9556802. romarpop@ntworld.com.

Scotland – East: Robin Barlow 01356 648876. Email: robinbarlow172@btinternet.com.

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

Somerset: Tim Griffiths, 7 Rackclose Gardens, Chard, Somerset. TA20 1RG.
Tel: 01460 67735. Email: rtg13@btinternet.com.

South Gloucestershire: Peter Asquith (Acting Regional Contact) 01453 759453.
Email: peter.g4ena@btinternet.com. Please contact for details.

Surrey: Fred Tutt (Acting Regional Contact) 01372 453943. Email: fred@tutt88.plus.com. Please contact for details.

Sussex: David Pickett 01444 483350. *3rd Wednesday: The Berwick Inn, Station Road, Polegate, East Sussex, BN26 6SZ, 7.30pm.*

Three Counties – Herts, Beds and Bucks: Robin Thake 01279 659245.

Email: robjenthake@aol.com. *1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.*

Wiltshire: Sally Litherland 01722 323035. Email: salitherland@hotmail.com.

Yorkshire: Nigel Hilling 01484 843115. Email: nhilling@tiscali.co.uk. *Last Tuesday at the Reindeer Inn, Wt4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.*

International Contacts

Australia: Gordon Cowley, 15 Higham Avenue, Balaklava, 5461, Australia. Tel: 00 61 8 8862 1272.
Email: gordon14days@gmail.com.

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

Canada: Les Foster, #101-210 11th Street, New Westminster, British Columbia V3M 4C9, Canada. Tel: 604-999-4936. Email: fosterlesliew@gmail.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, Ireland. Tel: 01 288 7713.
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Scandinavia: Håkon B. Øverland. Saupstadringen 43 A, 7078 Saupstad, Norway.
Email: hoverl@broadpark.no.

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



Photo 3 (Robert Marshall)

the delivery in twentieth parts of a gallon. 5.25 gallons were required to replenish the tank to the level prevailing when I left Dagenham. This gave a consumption of 34.2 miles per gallon. I picked up a passenger at Exeter, and with two up and a pile of luggage, a total load of 3 and a quarter cwt., we set off blithely for North Devon and the hills, the twisting, steep roads encountered giving still more evidence of the car's superlative performance.

Beggar's Roost, one of the tit-bits of the Land's End Trial, a rocky slope of 1 in 3 gradient, was the scene of the first freak ascent. Stopping at the fork at the foot of the hill, in the manner demanded in competition rules, and without any reduction in tyre pressures or the use of competition tyres, the car ascended effortlessly, accelerating all the way, and clambering over the famous hump which proves such an obstacle in the Land's End Trial each year, at an easy 18 miles per hour. This certainly was an outstanding achievement and, much impressed, we hurried off to the near-by Station Hill, another of the famous trial gradients; but here again we made an easy conquest. Our way home lay over Lynton Hill, the descent of which merely emphasised the fact that the car can be held on a 1 in 4 gradient by either hand or foot brake. She climbed this hill with so much power in hand that it was possible to change up to second speed for a considerable distance after the hairpin.

Countisbury, despite the forest of warning signs drawing motorists' attention to its dangers, proved to be child's play. The steep lower slopes were attacked on second speed. Half-way up we stopped, to get a last look back at Lynmouth, nestling at the foot of the hill, for this is one of the most beautiful views in England. Shortly after re-starting top gear was once more engaged.

While London groped in fog, Porlock basked in sunshine which was spring like in its warmth, although out in the bay the sirens moaned incessantly. After the other severe hills with which the car had toyed, earlier in the day, it was almost a slur upon its capabilities to ask it to make this climb; but Porlock is so well known to motorists that it was necessary to test the car on it. The lower hairpin was rounded on second speed, and it was not until this was well behind us that first was required.

Once round the second hairpin, second speed was again engaged. Several stop-and-restart tests were made on the steepest part of the hill, but on no occasion was the slightest difficulty experienced. We made a resolution to finish with hills after Porlock, for the car's ability to conquer severe gradients was proven; but Doverhay was too strong a temptation to ignore. This climb is so stiff that the competitions committee of the M. C. C. have never dared to put it in the Land's End route. There was a moment's hesitation on the wicked S-turn, while the madly spinning rear wheels fought for a grip in the red slime, but that was all. Doverhay passed under our wheels just as all the other hills had done. The run home confirmed my impression that this latest Ford has road-holding and steering qualities which set it above any previous Ford production, and that the engine is practically tireless. I pushed it along at over 60 m.p.h. on every occasion when conditions would allow me to do so.

Before returning the car to Dagenham I decided to spend a day at Brooklands. Contrary to the popular belief that this track is smooth, it is very rough in places, and continuous high speed on it reveals more weaknesses than are likely to be discovered on almost any public road. The timed maximum speed, an average of many runs

both with and against the wind, proved to be 63.83 miles per hour. The car reached 50 m.p.h. from a standstill in 21 seconds, and 60 m.p.h. in 34 seconds. The acceleration on top gear from 10 to 30 m.p.h. occupied 11.8 seconds. Over the same range on second speed, 7.0 seconds sufficed. Its average speed, from a standing start, up Brooklands Test Hill was 18.47 m.p.h. After this test, I checked my figures with the published test figures of all the 8 to 11hp cars on the British market. I discovered that the only saloon which equalled the Deluxe Ford's time from 0 to 50 was a well-known sports model costing £352. My figure was beaten only by two cars, both of them well-known sports vehicles, with open bodywork. Figures up to 60 m.p.h. were published about only two of the 20 vehicles, the rest being unable to reach this figure in a reasonable time. Some weeks later I was given the opportunity of trying another standard, stock specimen, just off the line at Dagenham. This proved to be in every way superior to the car that I had tested in Devon, and on the track. I was therefore not surprised to learn that when The 'Autocar' had one of these cars on trial, the tester reached a speed of 50 m.p.h. from rest in 18.2 seconds, and 60 m.p.h. in 33.4 seconds, with an average maximum speed, into and against the wind, of 66.18 miles per hour. The time taken to accelerate from 10 to 30 m.p.h. was 9 seconds on top gear, and 5.2 seconds on second.



Photo 4 (Robert Marshall)

Tony Lloyd

100E Register

Register veteran

The Register records of Ford 100E Popular 6788 NG go back a long time, to 1988 in fact, although its association with the Club goes back even further. In that time it has passed through a succession of owners. In 1988 it was owned by Ian Baldwin of Northampton, when it had covered 41,000 odd miles. The owner before Ian was Norman Watkins of North Walsham, Norfolk. Those of you who have been in the Club for a long time may remember Norman. If my memory serves correctly, Norman organised Eastern Sidevalve Days at Thetford for a few years in the 1980s. I do not know how long Norman owned the car for but old MOTs go back to 1979 when the mileage was 18,888.

Anyway, Ian Baldwin owned the car for about 20 years and during this time the engine was rebuilt. After Ian sold the car, it went through a couple of owners before being purchased by Richard Robertson of East Grinstead. This brings us up to 2011 and the mileage is 44,427.

The latest owner is John Nettle of Petersfield, who purchased the car from Orchard Classics of West Sussex in April of this year, and the mileage is 45,557.

The photograph of the car is from 1988, when it was in pretty good original condition. As Ian said on the register form from 1988,



'Very good condition, genuine mileage, rarely used in winter from new'.

Anglia and Prefect Club

You may remember that a few issues back I wrote about the Anglia and Prefect Club that predated the 100E Owners Club. I do not know for how long the club existed but it was active in the mid to late 50s, specifically for owners who wanted to do more than just drive their cars. In the 1958 May-June edition of *Ford Times* it was mentioned that the club aimed to have its own racing team and to enter the Monte Carlo Rally. I wonder if these lofty ambitions were realised.

I recently came across a badge for the club. If you look at the photograph, the badge is for a 'sporting member' complete with chequered flag and laurel wreath. Also noticeable is the grille on the representation of the 100E. Half



of it represents the three bar grille of the pre '57 Anglia and the other half the grille of the Prefect.

While we are on the subject of badges, did you know that the Club (FSOC this time) has grille badges for all your needs? Take a look at the regalia list in *Sidevalve* to find them.

Tony Lloyd

107E Register

Register cars

I do not normally have much to write about for the 107E, if at all. This is mainly because very little happens with the register. If you own a

107E, *please* ensure that it is on the register. If you let me know then I will provide you with a form for this, either by email or post. If you have a story about your 107E then send it to me and I can include it in the register notes in *Sidevalve*.

To ensure that there is at least something in *Sidevalve* for the 107E I intend, starting with this issue, to do a small write up of each of the cars on the register.

The first car is 1959 107E 483 XMM. The register form for this car is from 2009 and unfortunately there is not a photograph for it. In 2009 this car was owned by Paul Scott from Northumberland.

The colour of this car is white with red/grey trim and Paul has added a few extras. These included electronic ignition, additional sound proofing, front seat belts, CD player, spot lamps, whitewall tyres and exterior sun visor.

483 XMM is Paul's only car so it is his everyday driver. It was purchased from a dealer in Alton, Hants and it took nine and a half hours to drive it home to Northumberland – a distance of some 400 miles. He was told at the time that it had had two previous owners from the same family and that the recorded mileage of 33,500 was genuine.

Andy Main

Anglia, Prefect & Pop Register

Patrick Moore, part 2

Continued from June 2015 issue

During his long-distance travels, Patrick grew very accustomed to the Ford's little foibles, including the slowing or stopping of the vacuum-operated windscreen wipers when the engine was pulling hard, and the necessity to double de-clutch when changing up and down through the three-speed gearbox.

However, he feels that the car's only bad point is the low output from the 6V headlamps, which are at the best of times, in his own words, 'like anaemic glow worms'.

One of this user-friendly Prefect's definite plus points has been its willingness to just keep on running. Amazingly, in over 60,000 miles, the car has only required one replacement engine. Apart from this, it has only ever needed routine maintenance, so to say that it has proved an extremely reliable vehicle is an understatement indeed.

Patrick admits that he is not very mechanically minded, so has always entrusted the care of The Ark to others. Alas, this eventually resulted in the car lying dormant for a very long time, after a mechanic was called in to sort out a problem of reluctant starting. After some 15 years or so, and some protracted negotiations, the car was eventually returned – with its mechanicals in pieces.

With the Ford off the road, Patrick drove a Morris estate and an MG Midget (which he liked, but which suffered terrible body rust), then bought a Triumph 2000 automatic. This has now covered a staggering half a million miles with Patrick at the wheel – but that's still 100,000 less than The Ark!

Patrick is fond of the Triumph, but has never parted with, nor forgotten, the faithful Ford which served him so well for so many years.

Eventually the sad sidevalve was entrusted to Chris Pilbeam of Just Triumphs in Sussex, who has been sorting out and reassembling the mechanical components (the bodywork and interior are still in original condition, and are remarkably sound). Chris is hoping that Patrick will be back behind the wheel of the Ford in time for Christmas this year.

On the day that Patrick and I called on Chris Pilbeam, Patrick had not seen The Ark for six months or so. He was visibly delighted with the progress that had been made on the car, with its partial restoration now nearing completion. He is looking forward eagerly to the day that he can take to the road in The Ark once again – which hopefully should be very soon.

I asked Patrick why he was so fond of The Ark, to which his reply was, 'It's just such a friendly car.'

I think I know what he means. This car, like its owner, is definitely a colourful character.

Patrick Moore, part 1 follow-up

Patrick's E493A Prefect (see previous issue) is not a world first at tackling a 1 in 1 gradient! The gradient for Porlock Hill is 1 in 4.

I have been asked if Patrick really drove the Prefect from Sussex to Dundee in one day. I assume he drove through London and probably up the A1, and not on the modern road we now know. Time would have been saved if this journey was after the 18th August 1966 as the Forth and Tay Road Bridges were now open, otherwise it would have been the ferry or going up river to cross. I assume Patrick was alone, so no companion to take over driving, but there would have been the requirement for petrol and comfort stops.

What is the longest journey you or your family have undertaken in one day driving an E493A Prefect or any other upright model Sidevalve? I would be most interested to know.

Following Patrick's death, who now owns GPN 924, 'The Ark'?

Catching up: Register 25 Years Ago – Sidevalve News June 1990

Registrar's comments made reference to the large number of collectors/classic car magazines now on the shelves and some more upmarket than others. The 'Weekend Telegraph', April 7th, included an article in which John Langley charted the growing passion for old cars: 'One of the greatest things about classic cars is that almost anything more than 20 years old can be put in this category. If you decide your 1954 Ford Popular is a classic, nobody can arrest you for saying so, even if some of the stuffer club members are unamused. What matters is that the car should have some sort of 'character', sadly missing from so many of today's smoothly efficient new models'.

'Dismembered display' was a photograph of many under the bonnet items plus flooring featured beside the 1957 103E Popular

under restoration. A Whitter tow bar on Keith Dewhurst's 103E Popular was photographed at the 1989 Southern Sidevalve Day. Whilst a front square number plate is common on an E04C/E494C 5cwt van, they are not on a 103E Popular: three were featured.

Paul Adams from Redbourn, Hertfordshire, having purchased a 1953 E493A Prefect in July 1987, had driven it to Paris twice with no tools carried – not even a jack. The back page also featured his Prefect. The headlight glass featured a diamond pattern.

The 100E Anglia has now come into my ownership and I had purchased another sidevalve which was featured in August's edition.

Register 25 Years Ago – Sidevalve News August 1990

Ecclesiastical Populans: the Reverend Charles Cowley was given his 1955 103E by an elderly member of his congregation in March 1977, and the Reverend Gorran Chapman owns a 1957 103E. I knew this Popular well when it was owned previously by Peter Coker, after he purchased it on 24th April 1984 from Woodford Green.

Peter lived in Walderslade, Chatham, and drove it daily to his teaching job in Gillingham. I lived in Rainham and drove my 103E daily to work in Chatham, and passed Peter most days, both of us exchanging a friendly wave. Peter then bought a modern car and it took me weeks to realise who this man in a modern car was, who waved to me most days! After being parked up in Peter's mother's garden, and as the seasons changed, the Popular gradually deteriorated and Peter decided to sell it. It was advertised in *Exchange & Mart*. Gorran purchased it and it arrived in Cornwall by British Rail Motorail. Gorran continued to keep in contact until Peter died, and undertook his funeral service.

Ex-government 103E Popular: owned by Nigel Christie from Northern Ireland, which was new in 1954 to the Ministry of Agriculture & Fisheries of Soho Square, London, this transferred to Northern Ireland in January 1960.

Learner Prefect: to celebrate the 40th anniversary of Miller's Motor School in 1989, John Miller from Chichester, West Sussex purchased EFN 619, a 1949 E493A. Restored in 1988, it is displayed as a typical driving instruction car of 1949.

Terry's Ford Fleet featured his 1956 103E Popular, 100E and Fiesta Mk1.

Athena Prefect: the 1953 E493A which had featured on a poster/record cover was for sale. Who now owns LCE 340? (Athena has returned in 2015 as an online poster retailer, so perhaps the Prefect may be available again?)

Ian Woodrow

Specials and Sports Car Register

So far this year it's been a brilliant summer, with July 1st reaching a record temperature for the month. Although the nice weather is great for getting out and about in our Specials, it can cause fuel evaporation and overheating problems, particularly if you have a Special with a small cross flow radiator. I hope the weather stays dry for the Historic Specials and Sports Car day at the Cotswold Wildlife Park on 9th August, as last year was exceedingly wet.

In the December 2014 *Sidevalve News*, I mentioned that Yvon Precieux had managed to buy back his Watford Cheetah. Yvon has kindly sent me the following details of the car.

Yvon Precieux: My Watford Cheetah Sports

The Watford Cheetah was launched in December 1959 by Watford Sports Cars, Woodmans Yard, High Street, Watford, Hertfordshire. Ford Sidevalve-based, the Cheetah chassis and body units could be bought separately for £70 and £130 respectively, although all known Cheetahs surviving have both the Watford chassis and body. The windscreen and hardtop however were extra, the usual windscreen being a wraparound affair as seen in the photo.

The Watford Cheetah was designed and built by former employees of Tornado Cars Ltd, B.J. Millar, K.J. Hynder and G. Bound. Listed with an 8 ft wheelbase, the Cheetah featured a ladder chassis constructed in 16 SWG three inch tubular steel. Suspension at the rear consisted of coil spring suspension units under which the Ford rear axle was kept in position by means of a Panhard rod in use with the Ford torque Tube. The front suspension comprised a 'split' axle, the factory converting the donor Ford front beam axle into an independent unit at the works.

The Cheetah's spacious body shell was available in a choice of five colours. The body came complete with floor, bulk head and boot floor; the doors were boxed to improve strength. Door hinges and locks, floor mats, and a panel trim for the body and additional accessories

were available from the company including a hard top and fibre glass hub caps. The curved windscreen was a rear screen and the nearest match I have identified is from the Hillman Minx MK 1/2. Some owners have fitted more modern windscreens such as the MGB type but the majority seem to be with the curved original. The chassis is similar but certainly not identical to the Typhoon and Tornado, and although the directors of that company did threaten to take legal action, none was taken at the time. The tubular chassis does not extend to the expanse of the body, as with the Typhoon and Tornado, as sectioned angle iron pieces are used for the outer chassis. Jacking the car has to be made on the main chassis as jacking on the angle iron, which is quite solid and robust, is liable to pull on the fibreglass bodywork. The fact that the main chassis spars are further in does mean that rust does not take hold as readily as when these spars are on the outside, where bodywork and wheels constantly spray water and debris. The angle iron outer being open seems to survive better, so maybe some of the comments made on the chassis being inferior at the time has been proved to be quite false?

From the brochure the car was:

Made from tough glass fibre material, and polyester resins, the CHEETAH model is not simply a shell, but a complete body. Its unique design incorporates the floor, bulkhead and boot base, all of which are ingeniously laminated to the body, making the finished product completely waterproof. The bonnet which hinges to the body is the lift up racing type, and two occasional seats fit comfortably into the spacious cockpit. Handy map pockets are conveniently located within the door construction. A large capacity

boot neatly accommodates spare wheel and battery, leaving ample room for luggage storage. Three sets of hinges, and two door locks are supplied with the body. Fixing points and wheel arches are specially strengthened with extra glass fibre. In addition all Sorbo padding required to line the body, sides and door interiors is supplied together with floor mats. No glass fibre trimming is required, and spraying is not required since the body is self coloured and delivered to you brilliantly polished. The body dimensions are 12'9" long by 4'9" width. (*Yvon: my Cheetah is now some 13ft with rear overrides and front bumpers.*) The Cheetah has been specially introduced for the home builder who has the minimum of equipment and facilities. Light in construction, it is easily handled by two adults. Expert craftsmanship, and modern design have skilfully been married to produce a model of pleasing lines, and practical application. For construction, design and finish the CHEETAH has an envious future in the glass fibre world, and the completed model as delivered to you, will prove that our printed illustrations have minimised rather than exaggerated the high quality finish.



INTRODUCING THE CHEETAH

- ★ Tough Glass Fibre Body
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- ★ Complete for Bolting On with above body
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Yvon's Cheetah

Shirley Wood

Minutes of the Twenty Fourth Annual General Meeting of the Ford Sidevalve Owners' Club Limited

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 20th June 2015 at Wortley Hall, Wortley, Sheffield, South Yorkshire. S35 7DB. Thirty eight members were present.

John Porter took the chair and welcomed the members to the twenty fourth Annual General Meeting of the Ford Sidevalve Owners' Club Limited. He extended a special welcome to Håkon Øverland who had come from Norway for the meeting.

The Club was keen to receive feedback from the membership about the future of the Club. John encouraged members present to complete the short pilot survey available at the meeting and return it to Mike Brocklehurst.

John expressed his thanks and those of the Committee to John Duckenfield and Nigel Hilling who had organised the venue for the AGM and the road run to take place at the end of the meeting.

1. Apologies for Absence

Apologies were received from Brian Cranswick, Tony Lloyd, Neil Patten, John Pole, Yvon Précieux, Gerry Ray and Sylvia Wood.

2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 21st June 2014 at the Midland Air Museum, Coventry Airport, Rowley Road, Baginton, CV3 4FR were accepted by the meeting.

3. Matters Arising

There were no matters arising.

4. Annual Reports of Directors and Committee Members

a. General Secretary (Shirley Wood)

Shirley Wood thanked the members who had taken the trouble to attend the AGM. She reminded the membership that the Ford

Sidevalve Owners' Club Limited was an organisation owned by the members and run by the Committee on behalf of the membership. The AGM was an opportunity to talk to the Committee both during the meeting and outside of it.

The Club continued to provide an excellent service to its members despite the difficult economic climate. 2014 saw a decrease in the membership numbers and so far the membership numbers are down slightly for this current year. The membership numbers affect everything the Club does as it provides the main income for the year which has to pay for the magazine and other Club activities. The Committee continues to see increases in costs associated with the running of the Club.

8 & 10hp spares continued to run well and would be reported on later. Neil Patten continued as 100E spares secretary as well as being involved in remanufactured spares.

The Club continued to pay for the services of a part time editor, Ben Jeapes, to put together the magazine on its behalf and Ben continued to produce quality magazines throughout the year. The editor is now producing an electronic version of the magazine which will be put on the members' part of the FSOC web site soon after the distribution of the paper version.

On the technical side, John Pole and Jim Norman continued to provide technical advice for the members on the various vehicles covered by the Club.

The Registrars for the various models produce text for the magazine as well as dealing with DVLA queries over the year. They have been involved in ensuring that the Club processes for obtaining age related registration numbers, and for retaining a registration numbers, are consistent and fit the guidelines from the DVLA. Queries relating to the DVLA for age related numbers and the V765 scheme can take a significant amount of the Registrars' time on behalf of both members and non members.

Mark Bradbury continued to develop and maintain the FSOC web site as an interesting and up to date source of information.

John Duckenfield, in his role of liaison with the regional contacts, encouraged the excellent work done by the regional groups. The groups were at

events throughout the year advertising the Club and encouraging people to become members, and the Committee appreciated the work done by the groups.

Mike Brocklehurst was keeping a watching brief on the activities of the FBHVC during the year and leading the work on a five year plan for the future of the Club.

Shirley was pleased to report that the Club now had three new members of the Committee who were Stuart Battersby (Publicity Officer and Social Media), Liam Cotton (Archivist), and Steve McKenna, who had taken on the role of E83W Registrar from Yvon Précieux.

Shirley thanked all the Committee and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. Finally, Shirley thanked the membership for continuing to support the Club and the services it provided: without the membership, there would not be a Club.

b. Treasurer (Tony Young)

Copies of the Club accounts and the cashbook figures for 2014 were distributed to those present. (See page 28.) Tony Young reminded the members that with the exception of the audited accounts, all the accounting details were confidential to Club members. A copy of the full accounts could be obtained from the General Secretary.

Tony Young reminded the meeting that this was their opportunity to tell the Committee what they wanted. It was also an opportunity to comment on the Club's finances for the previous year. To maintain financial stability and allow enough cash for remanufacturing and purchase opportunities, the Club had a policy of always holding sufficient bank reserves. The Club therefore aimed to have at least £30,000 in the bank at all times.

He reminded the meeting that the Club traded mutually, which meant that the Club could not sell goods to non-members. By trading mutually the Club benefited by avoiding Corporation Tax on all its activities except gross interest received on the deposit account, which was very little these days.

Following the full implementation of the Companies Act 2006, it was no longer viable to have a full audit and therefore the Club now has a

**FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDED 31 DECEMBER 2014**

	2014 £	2013 £
TURNOVER	59,985	59,171
Cost of sales	<u>34,360</u>	<u>40,678</u>
GROSS SURPLUS	25,625	18,493
Administrative expenses	<u>21,639</u>	<u>22,090</u>
OPERATING SURPLUS/(DEFICIT)	3,986	(3,597)
Interest receivable	<u>18</u>	<u>20</u>
SURPLUS/(DEFICIT) ON ORDINARY ACTIVITIES BEFORE TAXATION	4,004	(3,577)
Tax on interest receivable	<u>4</u>	<u>4</u>
SURPLUS/(DEFICIT) FOR THE FINANCIAL YEAR	4,000 =====	(3,581) =====

**FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
BALANCE SHEET
31 DECEMBER 2014**

	2014 £	2013 £
FIXED ASSETS		
Tangible Assets	<u>86,736</u>	<u>86,921</u>
CURRENT ASSETS		
Stocks	199,015	198,276
Debtors	6,423	6,806
Cash at bank	<u>45,344</u>	<u>41,112</u>
	250,782	246,194
CREDITORS:		
Amounts falling due within one year	<u>2,441</u>	<u>2,038</u>
NET CURRENT ASSETS	<u>248,341</u>	<u>244,156</u>
TOTAL ASSETS LESS CURRENT LIABILITIES	335,077 =====	331,077 =====
RESERVES		
Capital reserves	110,589	110,589
Income and expenditure account	<u>224,488</u>	<u>220,488</u>
MEMBERS' FUNDS	335,077 =====	331,077 =====

Chartered Accountant's Independent Assurance Report. The auditors confirmed in their report that nothing had come to their attention to refute the directors' confirmation that the financial statements gave a true and fair view of the Club's affairs and profit declared.

2014 had been another satisfactory year with a profit of £4,004 (2013 a loss of £3,577). However the overall financial position remained strong and the reported profit or loss each year is very much subject to fluctuating stock values.

The Club maintained a significant stock of new, remanufactured and second hand stock for sale to members and Tony encouraged the members to use this valuable service. He reminded the members that the Club takes a longer term view on the production of spares which results in spares that are of better quality than other suppliers.

The Committee continued to be very cost conscious and made every effort to minimise waste and unnecessary expenditure. Subscriptions were increased from January 2015 by 6.4% from £31 to £33, with the aim to hold them until 2017 when they will have to increase. The members were reminded that 54% of the subscriptions went to maintaining a high quality magazine.

The Club accepts direct debits for membership renewals and credit and debit cards for both subscriptions and spares purchases. The cost to the Club is 1.95% on credit cards and 29p per debit card transaction.

Tony went through the cashbook for 2014 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled to the Committee to see where the major spend was being made. The Club began 2014 with £40,512.13 in the bank and ended the year with £45,343.85 in the bank, which was a cash surplus of £4,832 for the year. The Club paid £4 in tax on the interest from the deposit account.

Stuart Battersby asked why the sale of 100E spares was significantly less than those of the 8 & 10hp spares. It was felt that there were still a significant quantity of 100E spares available from other suppliers which affected 100E sales.

Chris Banister asked if the Club could put some money into a high interest account. Tony said that the Club had tried this nearly 20 years ago and had lost a small amount of money. The Committee view was that this money belonged to the members and therefore the Committee should ensure that it is held risk-free. Jim Norman was involved in the restoration of a steam locomotive and this club was having similar problems in trying to find somewhere safe to put its money and earn some interest on

it. Over the last few years the Committee has taken the decision to put Club money into the remanufacture of spares rather than leave it in the bank.

Håkon Øverland asked if the Club was prepared to purchase spares on behalf of its overseas members. The Committee could see no problem with doing this as long as the spares were of a manageable size and weight.

Bert Marshall ran a bakery business and pointed out that as a company he paid less for insurance cover than the Club did. John Porter pointed out that unlike most car clubs the FSOC had product and public liability insurance as well as cover for its premises and the stock of spares and regalia. The Club is also covered for Club stands organised by regional contacts provided that they informed the Events Co-ordinator prior to the event. A list of events is produced for the insurance company at the end of the year.

Tony Young went through the statutory accounts for 2014. He explained that this document is sent to both Companies House and the tax office (with the corporation tax return). He reminded the membership that if they did not like the results in the statutory accounts or the way the Club was operated then they had the option of replacing the Directors and this was the ultimate member control. The Club had net current assets of nearly £250,000 but it was worth more than that as the Club owned the Club stores. Tony reminded the membership that the Club's tangible assets are the property, stock and cash.

c. Membership Secretary (Jennie Thake)

Jennie Thake reported that the membership of the Club for 2014 was 1154, which was 39 members down on the previous year.

The majority of members continued to pay their membership fee by cheque, which resulted in a number of visits to the bank during the winter months. At the end of March Jennie had sent out 300 reminders to members who had not renewed their membership. This exercise resulted in over 150 renewals proving to be a worthwhile exercise. Seven of the members replied to say that they had sold their vehicles and would not be renewing their membership.

The current membership is 1109.

Finally, Jennie thanked Robin Thake who provided significant help and support with the membership role over the year.

Chris Banister asked if a list of members could be made available to Club members. Unfortunately due to the Data Protection Act lists of members in a region were only made available to regional contacts. Håkon Øverland asked if a list of members in the Norway region

could be made available to him as a regional contact. John Duckenfield pointed out that each country had its own Data Protection Act and the Committee had decided not to supply lists of members to contacts outside of the UK. John Bilton suggested that the Club should ensure that it asks the right question about data protection on its application form.

d. Spares Report (Shirley Wood)

Shirley reported that 2014 saw sales of £17,207.21 for the upright spares, which was down on the previous year by about £2,500.00 with sales of close to £1,500 per month. This year sales so far for the year are down slightly on 2014 with very few orders received. On the 100E side the sales were £6,238 for the year. It was thought that the availability of 100E spares from alternative suppliers and the lack of a requirement for an MOT is one of the reasons for low 100E sales.

Shirley reported that very occasionally the Club has problems with members not paying for spares. During 2013 the Club had a situation where a new member from the West Midlands joined the Club and purchased 100E spares fairly quickly, which was followed by another order a couple of weeks later. The total of the spares purchases was about £170. The cheques were banked at the end of that month and unfortunately for the Club the cheques bounced. The 100E spares secretary had contacted the member who had apologised and promised another cheque, which had not been forthcoming. The Club has chased the member again but the member was not answering the phone or letters from Committee members. The Committee decided to pursue the amount owed through the small claims court. Thanks to John Porter's hard work the Club recovered its money plus expenses earlier in 2015. John Porter reported that the ex-member of the Club had ended up paying 50% more than he owed in court costs. John had recently experienced a situation whereby he had bought spares on behalf of the FSOC but the owner of the spares did not deliver the spares and John had to look at how he now recovered this money.

The Club was finding that parts were increasing in price quite significantly and becoming scarce. Some of the suppliers appear to have vanished while others had decided not to manufacture the parts the Club required. Generally it was becoming more labour intensive to obtain quotations and parts from suppliers. The Club had also to cope with the increase in postage costs, which did affect the cost of the lightweight bulky spares where the cost of the postage could exceed the cost of the spare. In

these cases the Club has taken the decision to reduce the profit on such items or provide deals on the purchase of multiple spares where possible.

Shirley reported that spares were purchased using income from the sale of spares. There had been no membership income put into the purchase of spares for many years now. The following spares were purchased during 2014:

- E93A valve springs
- E93A shock absorbers
- E93A piston rings
- E83W door rubber
- E83W radiator hoses
- E93A blind grommets
- E93A exhaust valves
- E93A contact sets
- E93A carburettors reconditioned
- Opening screen rubber
- 100E track rod ends and contact sets
- E93A and 100E distributors reconditioned
- E93A and 100E dynamos reconditioned
- E93A and 100E starter motors reconditioned.

Thanks to John Pole the Club also purchased 10 second hand MOD engines of which only two were left in stock.

Shirley reported that during the year the spares secretaries had been putting together sets of spares which would reduce the cost of carriage for the members. A good example was a full set of bulbs for the 103E Popular.

Shirley reminded members to write clearly when they order parts and ensure that they included their full postal address on the form. It was surprising how many people managed to put an incomplete address on their form and then wondered why it took time for the parcel to arrive, or even worse, sent in an order which she couldn't read.

Shirley thanked Neil Patten, who had spent a great deal of time and effort working on a number of items which hopefully would come to fruition in the not too distant future as well as dealing with the 100E spares.

Shirley thanked the faithful little band of helpers who worked behind the scenes to make the spares operation work. However, on a personal note she thanked Neil Patten and Stephen Wood, who provided invaluable technical support to her and without whom there would be no 8 & 10hp spares service.

She reminded members that if they wish to visit the stores to purchase parts then she was happy for them to do so provided they made an appointment. Many Club members had visited the Club premises on a Saturday morning to purchase spares and chat about their requirements.

Finally she thanked all the members who used the spares service. In the majority of cases they had been very supportive and understanding when sending in their spares orders. She hoped that the Club managed to provide a reasonable service despite it being run by volunteers.

Chris Banister asked if the Club solicited spares queries from the members. It was reported that the Committee were keen to hear of spares requirements from members and a good example was the Panhard rods produced for the upright models. Jim Norman reminded the meeting that when spares were scarce, members would hoard them but as soon as they were easily available they would not purchase them, which made life difficult for the Club.

Chris Banister asked if the Club broke cars for spares. This was something that had happened in the past when the Club had been given or sold vehicles at a very low price as they were not restorable but these situations were now rare. Nigel Hilling pointed out that the Club had a vast array of second hand spares in the Club stores and members should always enquire about parts they were looking for.

e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2014 was £592.50 compared to £614 in 2014. This was another decrease in sales in this area. At the moment it looked as though 2015 would see similar sales to 2014.

A wide variety of regalia items continued to sell but the main items continued to be workshop and parts manuals. During the year the Club purchased a quantity of E93A workshop and parts manuals at a very good price.

Chris Banister felt that the Ford workshop manuals were not easy to understand. John Porter pointed out that these manuals were produced for mechanics. If a member does not understand the procedures described they should seek help from an experienced mechanic or Club member.

f. Chairman (John Porter)

John Porter reminded the meeting that the motoring public had now lost the road fund tax disc which now made it difficult when buying a car to know when the tax was due. Tony Young pointed out that the V5C contained a code within the new keeper's section which could be typed into the DVLA web site and enable you to tax your vehicle. He advised that all new owners had to immediately re-tax vehicles as tax was no longer transferable. However, we now had a situation where car owners had to remember their tax and MOT renewal dates.

John Porter said that diesel vehicles were now

seen as environmentally unfriendly, which was something that most mechanically aware people knew anyway. There had been the ethanol scare which suggested that our vehicles would fall apart due to increased ethanol in fuel but that did not happen.

Jim Norman reminded the meeting that when sidevalves were new the handbooks recommended that owners decoked their engines every 10,000 to 15,000 miles, as the engines did not have hardened valve seats.

John Porter reminded the meeting that significant effort goes into ensuring that members in the UK can use their vehicles whenever they want. This work is undertaken by the Federation of British Historic Vehicle Clubs. Mike Brocklehurst kept a watchful eye on these activities as well as leading the work that the Committee was doing on its five year plan.

John Porter reminded members that during the year Peter Williams had passed away. Peter had been the Club's Archivist for many years.

John Porter looked around at those present at the AGM and noted that most members attending were the wrong side of 50, and reminded those present that the Club needed to recruit younger members to help with the running of the Club. He encouraged younger members to get involved in the Club to ensure its future.

g. FSOC Five Year Plan and Survey (Mike Brocklehurst)

Mike Brocklehurst reported that the work on the FSOC Five Year Plan had started after the last AGM when there was a shortage of Committee members. He had volunteered to lead the work on the plan for the future of the Club. The aim of the Five Year Plan was for the Club to look at where it was now, where does it want to be in the future and how does it get there. The Committee is looking at all aspects of the Club. As part of this work Mike had produced a survey which he was piloting at the AGM and he thanked the members present for completing the survey.

He reported on the salient points from the pilot survey, of which there were 24 replies from owners who owned in total 103 sidevalves.

- The majority of the 24 respondents were in the 50 to 70 age group.
- All members were happy with the spares service with a sizeable number asking for body repair panels to be produced.
- 50% of the respondents would like an online spares service and were prepared to pay extra for the privilege.
- 17 of the respondents were keen to become involved in the Club activities.
- 75% of the respondents used the Internet and visited the FSOC web site.

- Only 10 respondents would prefer to receive Sidevalve electronically.
- 75% of the respondents would be happy for the Club to take paid advertising in Sidevalve providing it was appropriate but only 50% thought that the FSOC should advertise in the motoring press.
- Half of the respondents would visit our Facebook site.

Robin Thake suggested that given the additional work and expense involved in producing and despatching body repair panels it may be more appropriate to advertise suppliers of body repair panels in the Club magazine.

Bert Marshall reported that he had purchased new front wings for his 5cwt van in December 2014. He didn't know where to purchase them from so had searched the internet and the only place he could find them was the thepopshop.org.uk. Bert ordered a pair of wings from this company who told him that the wings were made to order and would take 4 to 6 weeks maximum to manufacture and he would have to pay up front for them. When he returned from holiday Bert hadn't received the wings so he telephoned them and was told the manufacturer hadn't started making them as one of his tools was broken! Further promises of delivery came and went. The owner, Mr Ron Keens, got fed up with Bert's complaints and passed him over to the manufacturer who went on to make a lot more lame excuses. Eventually in April the wings finally arrived and to Bert's horror they were completely the wrong shape and did not fit. After much arguing the manufacturer said if Bert took the wings back he would alter them. This involved Bert having to do a 300 mile round trip to the manufacturer's workshop, taking the inner wings with him so the manufacturer had the correct shape to work to. Before Bert set off he looked the manufacturer up on the internet and found he had an impressive web site showing a clean prestigious work shop with many specialist tools. However when Bert arrived he found a semi derelict farm building full of junk etc. and nothing like the website. Eventually the wings were altered to the correct shape. After Bert returned home he had further arguments about some compensation for his bad experience and eventually received a new wiring loom free of charge. Bert was keen to see his experience highlighted so that other members do not have the same experience. John Porter agreed to produce an article on Bert's experience.

Members present at the meeting reminded those present that experience had shown that all body panels require work to fit a vehicle.

h. FSOC Publicity and Social Media (Stuart Battersby)

Stuart Battersby introduced himself to the meeting and reminded the members that the aim of the Publicity Officer was to increase the membership, increase member participation and increase the sale of spares and regalia. To deliver these aims Stuart was keen to hear from members who had stories about their cars which made them more interesting and could be used in press and *Sidevalve* articles. Stuart believed that there was an issue with membership communications and was keen to overcome this by increased articles in *Sidevalve*. John Duckenfield reminded the meeting that a key means of communication with the membership was the regional contacts.

Stuart explained to the meeting what Facebook was. He believed that this was a technology that was right for the FSOC at the present time; it was a noticeboard, a discussion forum and despite what some people said it was safe and secure. It was also a means for reaching Club members who were keen to receive help. Facebook was not a teenage hangout, a dating site, an ISIS recruitment tool, somewhere to tell friends what you had for breakfast or a competition to see who has the most friends. It was a tool that the FSOC could use as it wants.

Currently the FSOC has two sites, both of which are secured and restricted and managed by a team of 4 moderators – Sally Litherland, Dave Carden, Bernie Hull and Stuart himself. One of the sites was Small Ford Sidevalve in Kent which is open to non-members whereas the other was the official FSOC site. There were no technical queries, and no buying, selling or swapping spares on this site. The aim was to promote the FSOC and act as a recruitment site. Currently there were approximately 230 members of this site. The official site included a members-only Lounge with access gained by invitation only. There were technical discussions on this site with buying and selling of spares taking place and a place to advertise spares wanted. This was already the largest active regional members group in the Club with 50 active members.

Stuart needed more technical assistance on the Facebook site as members were asking simple questions that needed answers.

5. Election of the Officers and Committee Members of the Company

John Porter reminded the meeting that the rules for electing the Club Directors were changed in

2007 which meant that one third of the directors came up for re-election each year. This year it was the turn of the Anglia, Prefect and Popular Registrar and the Treasurer to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed.

- Andy Main – Anglia, Prefect and Popular Registrar
- Tony Young – Treasurer

The following directors continued in their current positions.

- John Porter – Chairman
- Yvon Précieux – Pre War and E83W Registrar
- Jennie Thake – Membership Secretary
- Shirley Wood – General Secretary

The Management Committee members were elected unopposed and they were:

- Stuart Battersby – Publicity Officer and Social Media
- Mark Bradbury – Web
- Mike Brocklehurst – Federation
- Liam Cotton – Archivist
- Brian Cranswick – Events Co-ordinator
- John Duckenfield – Regional Co-ordinator
- Tony Lloyd – 100E Registrar
- Steve McKenna – E83W Registrar
- Neil Patten – 100E and Remanufactured Spares
- John Pole – 8 & 10hp Technical Adviser
- Stephen Wood – 8 & 10hp Spares
- Ian Woodrow – Specials Registrar

6. Re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35 37 Creek Road, East Molesey, Surrey, KT8 9BE to act as Independent Reporters for the Company

Tony Young stated that it was up to the membership to vote for the independent reporters each year. Messrs Newby Crouch had been very thorough in reporting on the Club's accounts and Tony was happy that the Club continued to use them as independent reporters.

Jennie Thake proposed that Messrs Newby Crouch were confirmed as the Company's independent reporters for the following year. This was seconded by Nigel Hilling. The motion was passed unanimously.

7. To authorise the Officers and Committee to fix the Remuneration of the Independent

Reporters

Tony Young explained that this proposal authorised the Committee to negotiate the auditor's fee for the current financial year. The gross fee for the audit was £1,848. Nigel Hilling proposed that the Officers and Committee were authorised to fix the remuneration of the independent reporters and Robin Thake seconded this motion. The motion was passed unanimously.

8. Any Other Business

Håkon Øverland said that he had bought his Prefect in 2004 and had hoped to restore it quite

quickly, but then he had looked closely at what he had bought and realised it would take time to restore it. He had attended his first FSOC AGM in 2007 and was asked if he would bring his vehicle to the AGM when it was restored. He felt that he had to admit that after 11 years of restoration he was still working on the car, he was 10 years older, and there were no direct ferry links from Norway to the UK which would make it extremely difficult to bring his car to an AGM. However his local car club in Norway was holding an exhibition and his car was going to be part of that exhibition. He had enjoyed attending the FSOC AGMs and hoped to return for future AGMs. Håkon was thanked for his continued support of the FSOC in the Nordic countries.

John Duckenfield reported that new regional contacts were now in place in Surrey and Tewkesbury.

Jim Norman belonged to a number of clubs who were all facing the same issues as the FSOC. He congratulated the FSOC Committee for facing up to these issues and looking at how best to resolve them.

Liam Cotton urged 107E members to produce articles on their vehicles and send to Tony Lloyd for inclusion in *Sidevalve*.

There was no other business. John Porter thanked the members for attending the AGM. He then closed the meeting.

Letters & Emails

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

E-mail: editor@fsoc.co.uk

Get your tyres right

Dear Sidevalve,

I was delighted to see that Jim Norman took my advice in the June issue of *Sidevalve*, and wrote an extensive discussion on crossplies and radials for 100Es/107Es. In the 25 years I've known him, I think that's the first time he's ever taken my advice.

Members might be interested in why I needed new tyres in the first place. I acquired Emily, the 107E Prefect, in 1990, when she was still on crossplies. As soon as I could afford it, I got some radials fitted. I asked my local specialist for the cheapest ones they had that would fit – which is how Emily ended up with a set of 145/13s made by Woosung. (Who? Exactly.)

Over the years I had a persistent steering

wheel wobble at around 50mph, which grew more violent over time. I had the wheels rebalanced a couple of times and changed all the steering bushes, still to no avail.

By the start of 2015 the aging Woosungs had probably still only done about 10,000 miles. They looked pristine and the tread was in first-class nick. Reluctantly I concluded their general cheapness had made them harden, and they must have been flat-spotting whenever the car was parked up.

I contacted Jim, who informed me I had the wrong size tyres in the first place. That made me feel better about changing them. I was astonished how cheap – comparatively – a set of decent 155/13s was. I selected a set of mid-range Firestones online, which were fitted at home cheaper than a certain fitter beginning with K could have done it. Total cost for four was about £170.

The wobble has gone; the comfort, ride and handling improvement is amazing; and I'm sure that – as the tyres are slightly bigger – my speedo must be more accurate (well, as accurate as it's ever going to get). Once again, Emily drives like a sports saloon or sedate town carriage, as per Ford's original brochure.

If your car feels 'odd', see how long your tyres have been on there. I should have ditched the Woosungs years ago. A decent set of new (correctly-sized – thanks, Jim) radials can work wonders.

The picture shows Emily showing off her Firestones, about 30 minutes after fitting.

Yours,
Laurie Menear

Best Saloon Car 1930s to 1960s

Dear Sidevalve,

The Ford Sidevalve Owners Club (FSOC) attended the Lymm Festival of Transport on Sunday 28th June, and were delighted when the show's patron and TV personality Fuzz Townsend presented Club member Steve McKenna with an award for 'Best Saloon Car 1930s to 1960s'. Steve's 1953 Winchester Blue concourse Ford Pop has won plenty of awards before. It's better than new *and* is enhanced by a full period Aquaplane Performance upgrade (head, manifolds, Carbs etc.).

Yours,
Steve Battersby



Steve and his car



See Emily play

Stuart Battersby

Part of the Month: Panhard Rods

Apologies for the strange title, but hopefully this will be a regular item in *Sidevalve* where we will focus on something special from the Abingdon Vaults. I'm sure that you all know that the Club maintains its own spares operation, and despite not having the instant gratification of some suppliers, we do offer parts of the very highest quality, including many that are remanufactured by top traditional British engineering works to our own exacting



E493A Panhard front

standards.

I asked our two Spares Secretaries to give me some interesting parts to promote and ... 'Panhard rods', came the answer. Fine I thought, what the flippin' heck is a Panhard rod? Time for Google...

'A Panhard rod prevents the rear axle from moving side-to-side, which makes the handling more predictable.'

Clearly an extremely desirable item that must improve the drivability of our cars! After a rigorous design and testing programme, the



E493A Panhard back

Club has produced a set of Panhard rods for all post-1947 Sidevalve Uprights. The rods are beautifully engineered, easy to fit, and most importantly deliver a *dramatic* improvement to the handling of your Upright. They are available in the usual manner and cost just £80.00 each, or £145.00 for the front and back pair. We produced a large batch initially and they have been going very quickly. I suggest that you get an order in ASAP ready for installation over winter. Please use the order form on page 19 to get yours now.

Mike Brocklehurst

1172 into 2020 (A Five Year Plan)

Firstly I must apologise to all those owners of that delightfully smooth running 8hp engine and the Boy Racers with their OHV power plants, but I wanted a strap line that was catchy and hopefully grab the attention of members reading the magazine.

Following the 2014 AGM, the committee realised that there were numerous vacant positions, that some members were carrying on the work of two people, and that no volunteers were coming forward to help. The late Peter Williams had had to give up the position of Archivist due to ill health, nobody was looking after Special Applications, Godfrey Hands had business commitments had forced him to relinquish Publicity, and Yvon Precieux was finding that running both the Pre-War and E83W registers was becoming onerous, and after several years running both he felt he could not continue very much longer. Coupled with these problems I returned from a Federation meeting extolling the virtues of Facebook, where a presentation from the Stag Owners Club indicated that this was the way forward

to attract new younger enthusiasts. Looking round the committee, the array of glazed faces indicated that if we wanted to go down this road, nobody really knew how. This made us think that we needed to look carefully at the whole operation of the Club and to develop a five year plan taking us into the next decade.

Five year plans work on the principle of 'Where are we now? Where do we want to go? How do we get there?' They are nothing new to car clubs: indeed, the Jaguar Club of North America, which is the largest car club in the world with in excess of 100,000 members, embarked on such a plan shortly after the Second World War and continues to operate one to this day. Initially John Duckenfield took the idea to the Regional Contacts annual meeting in October 2014, and much useful information and ideas came from the delegates and from subsequent meetings they had locally. From this point the committee members were canvassed to come up with a list of questions to put to the entire membership, as we all feel that it is absolutely essential to gain the

opinions of as many members as possible to achieve a successful plan.

On page 34 of this *Sidevalve* is a questionnaire which members who prefer to reply by post can use, and this should be forwarded to me at my address on the Club officials contacts details page. Yes, it will cost you the price of a stamp which I am sure you will not begrudge for the sake of the importance we are placing on this project. For those of you who prefer, the pro forma appears both on the Club website and its Facebook page.

On a pleasant note, the vacant positions mentioned above have been successfully filled thanks to volunteers from the ordinary membership, in the shape of Steve McKenna, Stuart Battersby and Liam Cotton. Andy Main feels that he can contribute to Special Applications: nevertheless, any more offers of help will as always be most welcome.

Many thanks for taking the time to read this article and for your completion by one method or another of our questionnaire.

1172 into 2020 (A Five Year Plan): Questionnaire

Please indicate your age group	Under 40 () 40 to 49 () 50 to 59 () 60 to 69 () Over 70 () (Please tick)
Category of Sidevalve owned	Pre-war upright () Post-war upright () 100E () 107E () Commercial () Special () (Please tick – indicate multiple ownership by the number of ticks)
Please indicate your reasons for being a member of FSOC in order of preference 1,2,3 etc.	Spares service () Magazine () Local meetings ()
Are you happy with the range of spares offered by the Club?	Yes / No
If not, indicate what changes we should be considering.	
Would you like to see an online spares service?	Yes / No
If so, would you be prepared to pay additional costs?	Yes / No
Would you continue to be a member if the spares service were to be withdrawn?	Yes / No
The Club needs to cater for the interests of younger enthusiasts. Have you any suggestions as to how we could achieve this?	
Would YOU be interested in becoming more involved in running your Club	Yes / No
If so, in what way could you contribute?	
Do you use computers and the Internet?	Yes / No
Do you access the FSOC website?	Yes / No
Would you be prepared to receive your copy of <i>Sidevalve</i> online rather than a hard copy, with the added advantage of all full colours?	Yes / No
Would you welcome commercial advertisements in <i>Sidevalve</i> (of an appropriate nature) to produce an income stream?	Yes / No
Should the Club advertise in the classic car press to increase interest?	Yes / No
Do you think the Club should engage in dialogue with other likeminded clubs (Y & C; 105E) with a view to joint activities?	Yes / No
The Club is launching onto social media websites: do you think this is the way forward?	Yes / No
Would you become a “follower”?	Yes / No

Thank you for your time.

AGM 2015

Please return this to: Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

Jim Norman

Tales of 718BLC

Since Jamie Webster has decided to muscle in on my patch, I thought it best to give my version the car's full title, in the hope that confusion will be avoided. Seriously, a little competition never hurts; instead it encourages greater effort so this will be a more comprehensive update than usual. And I certainly hope to hear from Jamie in a few months, as promised.



Still looking quite good, if you don't go too close!

So, where are we up to? Well, without the daily trek along the M62, average mileage has reduced to just over half its previous levels; last year between MOTs, she managed just under 10,000 miles. From this, you will realise that she still works for a living, and will continue to do so.

I have now owned the car for something over eight and a half years, and have added 135,000 miles to the total mileage in that time. Such use takes a toll, both mechanically and bodily, not to mention the interior. Each spring, I try to make good the ravages of the previous year, and I went a bit further than usual this time.

The number of knocks, bumps and rattles had become unacceptable and a sort out of the suspension was called for, mostly renewing rubber bushes. Those in the rear springs were in a very poor state, the rubber being worn through to the metal in some cases. All were replaced. At the same time, the O/S/R dampers was found to be much weaker than its twin and was also replaced. At the front, the insert in the N/S strut was moving slightly, giving a pronounced knock. Tightening the gland nut produced no improvement; it was necessary to dismantle the strut and place a shim below the insert, which worked. Another mechanical



The cracking in the paint of the bonnet and front panel.

job cone was to replace the gearbox tailshaft housing seal, the work of a mere half hour.

The only other mechanical job was a noisy gearbox, but unusually in second and fourth gears only. Speculation that third gear was noisy on the mainshaft were happily dismissed when the culprit turned out to be nothing more than the gear lever gaiter, which had split. In those two gears the split opened, allowing the noise, but closed up in third. I wasn't upset to find this one out!

Two new reversing lamps have replaced those rather rusty ones already fitted. These, although new, were poorly made and the chroming badly carried out (they are still common at autojumbles). The ones I bought at Tatton Park are said to be stainless steel so shouldn't rust like the previous items, and are halogen, so should be a lot brighter. Time will tell. Even so, I would have preferred ones which looked more like the rear fog lamp, but such could not be had as a pair.

The interior remains quite good apart from splits in the front seats' vinyl, the driver's in particular. Really, a replacement is needed but this is something I don't have in the famous garage stores! It didn't help when one of the backrest cross wires broke and poked a hole in the rear of the backrest skin. One day I might have them reskinned.

The bodywork wasn't perfect when I bought the car and those areas where corrosion had set in have developed, particularly the rear wheel arches behind the doors and in the rear



Left and right: O/S/F wing removed, again after a wipe with white spirit



Inside the N/S/F wheel arch after no more than a wipe down with white spirit

doors themselves. I'm not satisfied with the repairs to the doors and those to the arches need finishing: metal has been welded in and filler added, but the rubbing down process to achieve a smooth finish is far from complete. It can be done over time.

But it's the paintwork that's poor, having acquired all those years of chips and scratches. The paint on the car is very thick, and it really needs taking back to bare metal and starting from scratch. I don't pretend to be good with a spray gun, and the paint polishes up well enough and looks good enough unless you get close, so a bare metal respray is a long way down the things-to-do list. I have done some touching in, including the front panel and bonnet where the paint had physically cracked. While not perfect, it's better than it was.

So life goes on, with 718 BLC doing the job she was built for, with 100% reliability. Mr Cotton, please note! Meanwhile, I think it's your turn next, Jamie!



Steve McKenna

E83W Register

My thanks to Yvon for looking after the register.

To all the members, please keep up the good work in keeping the register up to date by completing the registration forms and sending in your stories and photographs for the column.

A good friend said that this is more of a car club, and our small commercial vehicles are never seen at our events, so let us change this and get the E83W noticed.

Liam Cotton and his wife sent me some pictures of Vince Punter's pickup. The vehicle is nearly complete and looking very good indeed. Vince has put a lot of hard work into this project, and I hope to see this on the road very soon. Keep up the good work, Vince. (Photos 1 and 2.) Also Liam sent pictures of Peter Richards pickup. (Photos 3 and 4.)

Peter and Valerie Richards took photographs on Drive It Day, 26th April this year, as they were following a Ford Anglia and a 100E Popular. (Photo 5)

I have three E83Ws at my house. Two belong to my brother Ken, who has a 1938 van and a steel bodied pickup, both needing a little T.L.C.

My pickup is also needing a bit of T.L.C. but I am not sure which body to fit yet, I may copy Ken's steel body, or build a gown type body (watch this space).

Does anyone have any drawings for a body that retains the front doors? Please let me know.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5