

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Going 'Social'

Radial Tyres for the 100E

Practical Classics Restoration Show 2015



www.fsoc.co.uk

AGM Notice inside

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Cover photo: the 1950 Tulip Rally.

John Porter

Editorial

An article in the May 2015 issue of the *Automobile* raised some concerns over classic car insurance claims and the originality of the vehicle. Instances were alleged of claims being turned down by insurers due to circumstances where the chassis had been replaced with a new replacement. There were further concerns over the involvement of DVLA in the situation. To date there has been no mention of problems of this nature from the Federation. It is sincerely hoped that the FBHVC will investigate these allegations before classic car enthusiasts find themselves in a possible non-insured situation. Whether there is any truth in these concerns is not clear at this time and some actual instances will need to be reported before any conclusions can be drawn.

What is clear is that deviations from standard can be problematical, and upgrades to performance, handling and braking could be viewed as a reason to reject a claim. Some research will be necessary to ascertain the true situation, but often the first time that any decision is made is after a claim is made. The claims assessor will be the person who may inspect the damaged classic and will report back to the insurance company. In the first instance the assessor will ascertain the roadworthiness of the damaged vehicle. The normal checks such as tyre condition and obvious mechanical defects like excessive play in the steering or excessive brake pedal travel will be reported back to the insurance company, and the claim dismissed.

We are all aware that most of our Sidevalves are not required to have a MoT, and at present no one knows how the lack of a current MoT will affect an insurance claim. A dispute over roadworthiness can arise if the assessor is only used to inspecting modern cars and will report that your Sidevalve has excessive play in the steering box. This may be despite the fact that the wear in your steering box is within the limits set out in the MoT tester manual. Quite how a claimant can argue or appeal the assessor's report is unclear at present. At the very least we should all be aware of the prescribed wear limits for our vehicles, both to assist or remind the MoT tester or anyone else that comes along to make a judgement. Remember, in many cases we are the experts, but without the letters after our names!

In the meantime the FSOC recommends that

you should have your Sidevalve tested every year, either as a voluntary MoT or an engineer's safety report. By far the easiest and probably cheapest is to elect for a voluntary MoT test as these are an accepted form of currency and will probably be cheaper than a full blown engineer's report – if you can persuade your local garage to write one!

I am sure that as the next few years go by, this situation will either resolve itself or be resolved in the usual British manner.

Publicity officer

We are pleased to announce that Stuart Battersby has agreed to take up the long vacant role of Publicity Officer on the FSOC Committee. We need to support Stuart by giving him a steady stream of ideas and material for him to feed into the classic car press. Stuart is quite happy to prepare the information ready to go to the press but needs some starting point. So, if you have a particularly interesting car, have just finished a restoration, been on a long rally, won some big prizes or perhaps just want to shout about something then please drop Stuart a line of battersby56@sky.com and he'll pick it up from there. It's important that we get more press coverage for the Club so please get your thinking caps on.

See elsewhere in this issue for Stuart's advice on how to use the Club website and Facebook page.



Stuart Battersby

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Brian Cranswick

Events

The events season is now well underway. If you have not been to a show before in your old Sidevalve, why not give it a try? Checking out the other Sidevalves can be a great way of picking up tips and ideas for restoring and keeping your car on the road.

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

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

13th & 14th June, The Dig for Victory Show, Wraxall, North Somerset. A Club stand being organised by Ivor Bryant. Contact him to obtain further details.

20th June, FSOC AGM, Wortley Hall, Sheffield. The event will start with lunch at 12:00 followed by the AGM at 13:00. A road run will take place afterwards.

21st June, Southern Sidevalve Day, Bewl Water Country Park, Lamberhurst. Club stand. Details from Richard Greenaway.

21st June, Hatfield Heath Festival, Three Counties Group. Club Stand. Details from Robin Thake.

22nd June, Hope Valley Motor Show, Travellers Rest, Hope Valley. Club Stand. Details from Nigel Hilling.

27th June, Gordon Jackson Historic and Sporting Car Trial, Sallywood Park, Horsley, Stroud, Glos. GL6 0QA. Start 3.30pm. Classes: Historic, Post Historic, Sporting. For future information or regulations email julieshort@tiscli.co.uk.

5th July, Darling Buds of May Classic Car Show, Betherden. Club stand. Details from Richard Greenaway.

19th July, Newby Hall Classic Car Show, Ripon. Club stand. Details from Nigel Hilling.

19th July, Appledore Classic Car Show, Appledore Recreation ground. Club stand. Details from Richard Greenaway.

19th July, Old Ford Rally, Heritage Motor Museum, Gaydon. Club stand. Entry forms from the event organiser, Bob Wilkinson, 01832 734463, bobwilkinson49@hotmail.co.uk.

1st & 2nd August, Hebden Bridge Vintage Weekend, Northern Sidevalve Day. Club stand on the Sunday. Early bookings are recommended due to limited spaces. Details from Joe Wheatley.

2nd August, Weald of Kent Steam Rally, Woodchurch. Club stand. Details from Richard Greenaway.

9th August, Historic Specials day, Cotswold Wildlife Park. Details from the Specials Registrar, Ian Woodrow.

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 Marys 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.

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

Brian Cranswick

Cambs, South Lincs & Norfolk

Drive It Day meet-up – Nene Valley Railway

I am pleased to report that a really splendid turn out of Sidevalves gathered together on Drive It Day. Eight members took to the Cambridgeshire, South Lincolnshire and Northamptonshire roads using various routes to end up at the old station in Stibbington. It was great to see two very unusual E83Ws. Robert Boddington's model is a rare survivor, a 1946 built E83W conversion by Pattison to a groundsman's tractor. Another extremely rare E83W is owned by Chris Winter, which has a lovely coach built body especially made for transporting pianos. Both of these E83Ws have something in common, being originally purchased when new from the Ford dealership as a chassis and cowl. Photo left to right of the attendees: Steve Kitchen (103E); Rob McNeish (E93A); Ken Coe (103E) driven along on the day by his son in law Rod; Brian C.(103E); Chris Winter (E83W); Robert Boddington (Pattison / E83W); Ken McHardy-Smith (100E Pop); and Norman Wedley (100E Anglia).

The Nene Valley Railway are holding a classic car show on the 26th July. No booking



in is required for this event – you can just turn up on the day, but to ensure a space I recommend arriving early.

Sidevalve sightings

With reference to the February magazine and my reported sighting of a black 107E Prefect registration 926 BOA, I really should have recognised this old Prefect! As pointed out by Jim Norman (page 30, April magazine). Another recent Sidevalve sighting was on the A52 Boston to Skegness road: a black E83W van (ONG 813) fitted with a very unusual twin front bumper arrangement. This time I most certainly did not get caught out, as I instantly recognised the van and its driver Dave Durrant.

The role of a Regional Contact

John Duckenfield, the Regional Co-ordinator, is always trying to encourage new regional groups, so what is the role of being a Regional Contact, how much time does it take up and what are the rewards? Firstly, why did I want to get more involved? Having been a continuous member of the FSOC for 40 years, I decided to put something back into the Club after many years of not doing anything to help. The once thriving and active local group in the eighties had completely vanished by the early nineties. I felt some action was needed to encourage new members and arrange some local events /

activity. It's now 10 years ago since the current group was restarted. I feel it's very important for members to be able to make contact with a local representative of the Club. The amount of time I spend is difficult to calculate, as this depends on how many calls / emails are received, and if I am arranging any events. The inquiries that come in can be varied, but mainly relate to help needed for finding spare parts, cars for sale, events, and occasionally completing vehicle inspections.

The role is really not that time consuming and the level of commitment is not demanding at all. I admit that my mechanical skills are quite limited, and without the help of a local classic-friendly mechanic I would really struggle to keep my 103E going. However, over many years of owning Upright Pops I have built up some useful knowledge, and if I cannot answer a question I certainly know who to ask. Recently I was contacted by a local member who required a competent motor engineer to change his E83W clutch and gearbox. The job was speedily completed by my local friendly Sidevalve mechanic; in fact quite a few members now use his services.

What I find very rewarding is when I have found new members to join up, and arranging events in the region. Since 2004 I have organised a number of successful Sidevalve Days, Drive It Day meet-ups, and two Club AGMs.

Shirley Wood

AGM 2015

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 20th June 2015 starting at 1.00 p.m. A buffet lunch will be held before the meeting at 12:00 p.m. and the meeting will be followed by a road run.

The AGM will be held at Wortley Hall, Wortley, Sheffield, South Yorkshire. S35 7DB. See <http://www.wortleyhall.com>.

At the AGM a third of the Club Officers and all the Committee members are re-elected, and

therefore if any member is interested in putting themselves forward as a Committee member or Officer, this is their opportunity to do so.

Come along and meet the Committee and fellow members. Have your say in how the Club should be run. Hear about what the Club is doing with social media and its plans for the next five years.

I look forward to seeing many of you at the AGM.



Wortley Hall

Robin & Jennie Thake

Three Counties

Our group are back on the road again visiting shows. The first show of the season was at Colne Valley Railway where there was a good turn-out of cars of all makes; the train rides and the buffet car café in an old railway carriage make it an enjoyable day out. We took our granddaughter Ella with us and she enjoyed it so much she asked where we were going the following week. This happened to be Whitewebbs Museum on Drive It Day. The weather was not so good, rather cold and with rain in the air. The show was an All Ford Day and our group seemed to have the most cars on display. The café was an ideal place for us to have a chat and enjoy a coffee and bacon roll while the ladies visited the local garden centres and the Aquatic centre, where Ella decided that she would rather like a baby terrapin as a pet – better ask Mum and Dad!

The Bank Holiday weekend saw us off to Rushden Cavalcade and Steam Show when we had a full turn out from our group members, as David and Lesley Heard brought along Ken Finch in their car; his is making progress but is not quite back on the road. After a wet start to the day the weather improved and so everybody was able to enjoy the steam show and sit around and natter. I found two interesting vehicles; a Mercury truck with an E93A engine and gearbox, and a Lansing and Bagnall tow truck that has a 100E engine and an Upright gearbox. This truck weighs approximately one and half tons and is capable of towing an aircraft of up to 25 tons on a flat surface. It originally had a 10hp E93A engine.

We visited the Restoration Show at the NEC in Birmingham in March, which was busy with plenty of nice cars and barn finds to browse

over. The Club stand was once again a credit, with a 'box of bits' to concours cars on the stand – well done to the Coventry group. Jen managed to win a prize for booking our tickets online and so we are now walking around in Wheeler Dealer T shirts and drinking out of a mug, but to rub salt into the wound a Morris Minor baseball cap was amongst the goodies (I wear it in the garden so no one will notice me!). There was a good autojumble where I found a good idea to improve my trafficators on the Anglia. The company selling the LED flashing bulbs was Classic Dynamo Company and the owner runs an E04A Anglia on his commute to work. I fitted the bulbs by making up a bulb holder so that I could keep the existing festoon bulbs in place. I find that they do not flash too well at idler speed and with brake lights on, because of voltage drop, but under normal running they are fine, and also I do not have to wind down the window to give hand signals all of the time and get complaints from the co-pilot-cum-navigator about the draught.

The Club Regional Coordinator has asked me to explain my role as a Regional Contact. I help and advise on maintenance and vehicle problems, and not only to group members. I also arrange a monthly meeting, which involves sorting out the shows we are going to, with mileages and meeting times so as to get to the shows before they shut the gates. The monthly meeting is a social affair with no agenda, with plenty of natter between ourselves while the wives do the same in their corner. I enjoy my role as I get to meet plenty of interesting members.

Tim Griffiths

Somerset

Two of our members organised a Fun Drive on the National Drive It Day. Along with a group of tractor enthusiasts, it started at a garden centre near Somerton and took a route across the Levels and the moors, much of which was under water two years ago. Fortunately the tractors went a different route to the cars; they followed green lanes and other approved tracks, not suitable for us.

We did however meet up for lunch at a pub, a good lunch and pleasant company.

The afternoon journey took us a different route back to the garden centre for a cream tea. This was very much appreciated by those that came back.

Whilst there were only three Sidevalves in attendance, there were five Club members. This was an improvement on last year, but it would have been good to see more of you.

This is what makes being a Regional Contact a worthwhile job: meeting members at shows and Fun Drives; sharing experiences, good and bad; and being able to help with problems, and hopefully resolving them.

I would like to say that a few of us meet in The Lamb and Lion, Hambridge, Near, Curry Rivel, on the first Wednesday of the month at 8.00pm just for a natter; all are welcome.

I will be arranging another Sunday lunchtime meet at The Eagle Tavern, on 27th September, on the A303 between Honiton and Ilminster.



Chris Lambert-Dowell

East Yorks & North Lincs

I'm sorry that we haven't really got off the ground with the new East Yorks and North Lincs group. At the moment I've had contact with a couple of members but as I haven't yet got a membership list, I can't send anything

out to everyone. I believe that will be coming to me shortly. Once I can contact you all I'll make initial contact and hopefully start a conversation. However we won't be able to get to any events this year as we've decided

to move house, which will involve quite a lot of work over the summer and Henry (our Pop) will have to stay in the garage. We won't actually be in East Yorks at all but only just across the border in Selby. I'll be in touch soon.

Colin Pudge

Coventry and Midlands

Lots of places to go and not enough time seems to be my main problem at the moment: loads of date clashes, and the sooner I can get Callum mobile with his own Sidevalve the better. March saw a pleasant run out to Stone to the first Breakfast at the Brewery meeting with Dave Garden in his 300E van; a really good turnout which took the organisers by surprise on the food front, and I also saw four other members there enjoying the show and breakfast. A second visit in April was equally good with another decent turnout.

Drive It Day

This year's Drive It Day run was a joint effort with Liam's East Midlands group. As our distinguished leader in chief lives roughly halfway between both groups, he kindly took on the route organisation and finishing point for the meal, with help from his wife Pat. Most of the Coventry contingent met at John's house and quickly clogged up his drive and road. Dave, the first to arrive in Norman, his 103E sporting a newly fitted radiator muff, disappeared in a cloud of steam as he pulled up and decided that removing it might be a good idea. The team rapidly assembled: Mark and Karen Fellows in their modified Pop, myself and Sue in my Pop, Paul and Jenny Redell in their 100E Escort, and Brian and Susan Kimberly in their 100E Squire. After a bit of shuffling and blocking the road to allow John and Pat through, with passengers Mark and Jill Bradbury aboard, the Siva took the lead and guided us through the lanes to our joint meeting place of Cattows farm shop in Heather. After an unscheduled visit onto a grass verge to avoid white van man on one of the narrow lanes, John

picked up a puncture which called for a FSOC style F1 pitstop, proving that many hands don't always make light work, as the photographic evidence shows. I think a five minute pitstop wouldn't really cut it in a race. Even with the delay we were still first at Cattows, apart from Nick and Annette Smith in their Anglia and a guest appearance from Stuart Battersby who joined us for the day in his 100E. We were soon joined by Liam's group and together we joined all the vividly coloured Lycra-wearing cyclists in the queue for coffee and cakes.

Refreshments complete, we were issued with route maps and sent off at intervals to our final lunch destination, with the addition of an en route quiz to complete, which included more than a few lazy over verge detours to read signs and turnarounds to get back on the right route. We ended up at the Green Man at Clifton Cantville, where we all eventually arrived and had a very pleasant meal, only slightly spoiled by the fact that because there were so many of us some ended up in a different room. John collected all the answer sheets in for marking and we await the results eagerly.

Winners of the Drive It Day Quiz were Brian and Susan Kimberley in their Squire, with runners-up Mark and Jill Bradbury (on the back of the Siva) and Colin and Sue Pudge aboard their Popular 103E.

Meals eaten, we all wandered out to the car park and into the blazing sun for a natter and mutual admiration of each others rides. Goodbyes completed, people set off homewards. I took the easy option of following DC back to his home of Polesworth, from where I knew my way back home.

A great day out, with a fantastic turnout of members and cars and, despite dire weather forecasts, a really nice sunny day. On behalf of everyone who joined us, I would like to thank John and Pat Porter for all their hard work arranging the run.

Being a Contact

Talking of arranging things, being a Regional Contact can be as hard or easy as you wish to



make it. Personally I really enjoy the organisation of different events and functions, and the relief when it all works and happens as I hope for. We have several high profile shows at the NEC and NAC in our area and there are quite a lot of forms to fill in online and hoops to jump through, which is a bit scary the first time but gets easier as the forms and procedures tend to be the same time after time. Smaller shows and meetings tend to be self sorting as most people enter themselves, and it's just a matter of asking around and seeing who fancies what and trying to put a Club presence together. Meetings look after themselves and are a very informal get together for a chat and drink with likeminded people. Even if you feel you are alone in an area, there are sure to be several members reasonably near who may be willing to meet up occasionally and take it in turns to get together in a location near to each willing person. Every few months a different place might work. Food for thought.

Ballamys and Blockleys

On a personal front, I finally managed to locate and purchase another pair of Ballamy wheels. After blasting and powdercoating, I was disappointed that they weren't in as good a condition as I first thought – lots of paint and filler in the pitting – but they look smart enough and, fitted with Blockley Tyres purchased at the resto show in March, they are now on the Pop and have transformed the handling. Only problem is that I have lost about 8 inches rollout on tyre diameter, even with fairly tall Blockleys, and the rear axle ratio is now nearing E83W territory. I fear for the longevity of my poor old engine and a ratio swop to the axle is imminent. Happy motoring.



Liam Cotton

East Midlands

In our last instalment we were getting ready for Drive It Day. I was on plan B, which was to change the engine on my 107E. In short, plan B did not work – yes, another disaster for Liam! It was a nightmare; if anything could go wrong, it did. I actually finished the job on the morning of Drive It Day; after fitting the last few bits and pieces there was no time for extensive road testing and checking for any more problems. So, after kicking the tyres and checking the levels we set off for our meeting point, the Greyhound. There we met with our friends: Peter and Val, John and Val, Jim, and Vince with his entire family. After a quick chat and photograph session, time was pushing as we needed to get to our next stop to meet with the Coventry group. My 107E started first pull; it moved forward about ten yards, then decided it had already had enough for one day, stalled, and then just would not start, so we pushed it into a parking space and left it for the day. Jim Jarman came to the rescue; he gave us a lift home in his immaculate 100E Prefect (fortunately on our planned route) where we picked up Carolyn's Fiesta. Thank you to all for attending Drive It Day – it was great to see all the old Sidevalves driving around. I think we all enjoyed it and I can recommend the whiskey bread and butter pudding at the Green Man!

Our Group meetings at the Greyhound



Inn are going well, with a good attendance at present, so any of you who haven't joined us yet are missing a real treat. Why not come along to our next meet? As I write this, our next show is the Swadlincote Transport Festival where we should have a Club stand with six vehicles booked in. Hopefully I might get the 107E to this one – well, it is downhill! In the future we (as a regional group) should be attending the Beaumanor Hall show on 26th July and the Lupin Farm Classic car show on 23rd August; please get in touch if you are interested in joining us at these events.

Next on the agenda, I have been asked (by the Godfather of the Regional Contacts – only kiddin') to write a few words about being a

Regional Contact. Well, to keep it simple, it is fantastic. As with anything else in life, the more effort you put in the more results you get out. If you are enthusiastic about the Ford Sidevalve cars, and anyone who is reading this is, then the best advice I can give is to attend your local meetings. If you have problems with your vehicle, this will be the place to get them sorted. The people who go to the meets have a wide knowledge of technical matters, where to buy parts from and what local specialist companies to use. If you need a particularly rare part to finish your restoration, one of the enthusiasts may have this sitting on a shelf or may know where you can get one. If there are no local meets, why not become a Regional Contact and start one? Yes, it does involve some work but when you are struggling there are good friends like John Duckenfield to help you. When we started the East Midlands group (I had help from Carolyn, Denis, John Porter and many more) my biggest concern was that no one would turn up, but the word went out and bless them, they came. Now we have a chance to meet, have a drink and a laugh every month. It's fantastic and well worth the effort. Don't believe me? Then try it.

Finally, it has come to my attention that there is not much in the magazine about the 107E Prefects. Have they all ground to a halt? If you have a 107E, please send some photos and appropriate write-ups to Tony Lloyd for the register pages. I would love to know if anyone else has had as many OHV problems as me!

Pictures this month are of Mr Porter's Nickri sports car and a certain Ford Prefect failing to proceed.



Richard & Trish Greenaway

Kent

Show round-up

Our first show of the year was the Heritage Show, held at Detling Showground. This year we had our best attendance for this show. Apart from the regulars we also had along for the first time Michael Woodhouse in his 103E Pop, which is one of two Sidevalves he owns amongst a few other classics. Also out with us on a rare appearance was Mike Ossenton with his 100E Anglia. Although the day stayed dry, apart from an odd bit of drizzle, it was rather on the windy side. Never mind, it was only March so we can't really complain.

All Ford Show

Normally one of our best attended, but unfortunately due to the weather forecast we had nine no-shows which left us short on numbers going on previous years. So, for this we must thank Mick Davis for bringing along three of his Model Ts, which attracted a great deal of attention. Also a special mention to Martin & Kate who come down from Surrey in their 103E. Mike Ossenton obviously enjoyed his time at the Heritage as he was out for his second show in a row. Although we only had 14 vehicle on display we still won Best Club Stand, which wasn't bad as there was somewhere in the region of 15 clubs on show.

Road Run

We just managed to sneak this report in as it was done on magazine deadline day. The day dawned bright and sunny, and with nine cars expected we were hoping for a good day out. En route to Mote Park we received two more text messages to say two more would be joining us, so if all turned up we would have equalled our best turn out for a road run.

At 9.45am seven of us left Mote Park for the short journey to Spadework where we met up with four other members. As Tony lives close by he had arranged for us all to park up in the top car park (see photos), so we had a good display of vehicles for people to look around while we were looking around the garden centre. After getting our usual morning coffee and cake from the Taste Buds café, we were ready to set off for an hour's run to Ightam



Mote, where we stopped off for a picnic. After a good rest and refuelled we set off for a nice drive through the countryside to Goudhurst, where we stopped at the Ladham House NGS open day. The day went well apart from Glen suffering a flat battery, so needing a push start every time we stopped, and a couple taking the wrong route after following one of the guys who headed home after the picnic. They caught up with us further down the route.

Southern Sidevalve Day

In the past we've always held the Southern Sidevalve Day as part of the Friars Rally, which is organized by the Austin 7 Club. Although we are still holding it at the same event, due to the venue change we seem to be rather short on exhibitors. The show is being held at Bewl Water in Lamberhurst on the Kent/Sussex border. The original idea of regional Sidevalve Days was to get as many Sidevalves together from different areas of the country, so if you live in any of the southern counties and fancy a trip out to Bewl Water, why not join us for the day? As usual we will be supplying bacon rolls plus teas and coffees on arrival. If you are interested, please contact us straight away and we will let you have and entry form.

June Monthly Meeting

For this month, instead of our usual get together at the Early Bird we are taking a drive out in our Sidevalves to Headcorn Aerodrome. As the 6 volters amongst us are concerned about driving after dark, we will be meeting up from 5:30pm onwards. Depending on weather conditions there may well be flying activity on the airstrip. There is also a cafe and bar, so you will be able to eat there if you wish. Whether you are a regular or not, this event is open to any Sidevalve member, not just those that normally attend monthly meetings, so we look forward to seeing as many members as possible. Headcorn Aerodrome is situated just off the A274, 1 mile south of

Headcorn.

The July meeting will be a normal get together at the Early Bird, 7:30 for 8pm. For the August meeting we will be going to Mick's barn. After going last year, Mick invited us along again, so for anyone who didn't come along last year, why not join us and come and take a look at Mick's workshop, which houses his 15 or so classics, the majority of which are Fords.

Bits and pieces

In the last magazine you may remember we said we were attending the Surrey Gathering Show at the Rural Life Museum in Tilford. I said that if we got six members interested, we would hold a Club stand. To date we have three from Kent and two from Surrey interested in attending, so can I ask any other Surrey members who would like to come along to let me know as I will need to organise a Club stand with the organisers.

The progress on Ron Wood's 103 Pop is still coming on well, with most of it now in a coat of primer.

You may or may not have seen one of our Kent members on the BBC1 VE Day Special recently. Mick was asked at the last minute if they could use his Black Model C Tourer for a remake of a photo from 70 years ago, driving round Trafalgar Square with flag waving girls in the back. Seventy years ago they were seen in an Austin 8 Convertible, but as the BBC couldn't locate an Austin 8, Mick was asked if he would take along his Model C (very similar in shape) which he duly did: just a shame about the weather on the day. Mick is one of those who you will see out come rain or shine. The filming took place the day before the All Ford Show, where as I said earlier he brought along three of his Model Ts, which was also a dodgy weather day. That's what you call dedication; well done, Mick.

Lastly, may I welcome any new Kent Members that have joined the Club during the early part of the year. Hope to meet up with you soon.



Joe Wheatley

Merseyside

I do try to keep in touch with NW Members via email. All too often the email addresses on membership forms just do not work! If you would like to receive emails from me, please send an email to joe@righthandconsultants.co.uk and I'll add you to my distribution list. Sorry, I don't have time to call or write and ask for corrections!

Bernard steps up

Back in January we received an enquiry from the FSOC website.

Hi. I am currently organising my in laws' golden wedding anniversary on Sunday 12th April 2015. During their early married life they owned a Ford Pop 1960 model I think. I would like to know if any of your members in Cheshire would consider collecting them in Congleton and taking them 7 miles to the venue of their celebrations. I would pay whoever for their time and fuel etc. Many thanks, Nick Ashton.

Bernard Ellicott stepped up to the plate, making what would have been an 80/90 mile round trip for him. Nick has since written:

Many thanks for putting Bernard in touch with me regarding him coming over for my in laws' golden wedding celebrations.

Bernard was exemplary, his car was really turned out well and he made the start to the day extra special.

Please pass on my thanks for everything to Bernard and to you also for all your help.

Kind regards,
Nick Ashton.

Bottle & Glass get together, Saturday 18 April

Once again we had our own little show at our regular meeting place, though two months earlier than last year. The earlier date meant we had more people from other clubs join us and the sun shone all day! We attracted over 30 cars with support from the MHVC, TVVCCC, Tameside Car Collectors, Wirral CCC and NWCC clubs, and I think I counted 14 Sidevalves.

As Jill and I crawled up to the road works at the junction of the East Lincs and M6 (Heydock island), we spotted a familiar maroon Squire parked up in a pull-in between the cones. Mike



Culcheth. Bernard's gateway, then from left: Dave R's C Van, Bernard Ellicott's 100/7E, Julian Ashworth's 100E Prefect, Frank Hayes 100E Prefect, Bruce Allen's 100E Prefect.

Brocklehurst had spluttered to a halt, but had managed to pull out of the traffic queue. I pulled in in front of him and tried to help out. We quickly diagnosed that no fuel was reaching the carb, though it was reaching the pump. Phoning Dave Rothwell revealed that an Upright pump would work providing we omitted the spacer block fitted to 100Es. As we were struggling with the pump, Chris Toombs pulled up in his 103E. Mike and I had things in hand so he was able to take Jill off to the B&G where some people thought she had upgraded to a new husband.

Having got the old pump off, we realised we would need to put some spacers under the nuts to compensate for the missing pump to block spacer. While looking for something suitable I found I had a new repair kit in my spares box. Doh! Had I remembered, we could have replaced the diaphragm without having to remove the pump! The pump was fitted with new diaphragm and gaskets, and fiddled back into place. We had to blow down the tank to prime it, but then all was well and Mike was able to drive to a nearby garage to fill up while I went to the B&G to reassert my position next to Jill. Shame nobody had saved me anything from the buffet!

Unfortunately, after filling up with petrol the Squire would not start again! Mike established that petrol was reaching the carb, so what was going on now? Dave R and Bernard volunteered to help out and within a short time they were back with a happy Mike in a working Squire. Dave made comment about amateur mechanics only doing half a job. Apparently I should have allowed some petrol to be passed through the pump before reconnecting the pipe to the carb. This would have prevented the muck we had disturbed during the repair from making its way into the carb and blocking it up. Dave had cleaned out the carb

and the Squire was now running fine. I checked that evening and Mike got home with no further problems.

An eventful but very pleasant start to our season!

Culcheth Community Day, Monday 4 May

Due to a dry April I thought the village green would be firm and dry. So it proved, despite it pouring down on Sunday. I was on the green by 09.00 but Bernard and Julian Ashworth had, as usual, beaten me there. Bernard set up our 'gateway' and banner, while I tried to park the cars sensibly. Once again we were well supported by the MHVC, NWCC, plus others and in total attracted about 45 classics, several motorbikes, a collection of 'Mods' and their scooters, and half a dozen tractors. Once again we managed 14 Sidevalves, with all our regulars in attendance including Ian & Sheila Sidebotham's 103E (Piggy), out for the first time since new piston rings were fitted. Apparently now a bit smoky, but hopefully this will improve as the rings bed in.

The sun was out for most of the day and this ensured a very good turnout of people from the village. Plenty to do with all the stalls and entertainments, though I did not win a coconut this year at our church's coconut shy. People who bring their cars seem to like this event as they say the locals are friendly and interested in the vehicles. I hope we can get to 50 cars in attendance next year. Many thanks to all those who turned out and made the day so successful.

Nigel Hilling

Yorkshire

Being a Regional Contact

As part of John Duckenfield's push for further Regional Contact volunteers, he has asked the current crop of incumbents to say a few words on the subject. There may be longer views on the subject within the magazine but here a few comments relating to the Yorkshire Region (not forgetting that there are also North Yorkshire and East Yorkshire Contacts).

I have been a member of the FSOC for over thirty years but was fairly inactive until the early 90s when my first car was put back on the road. The Yorkshire Region did have a contact at that time but he stood down in 1999 and the region was leaderless, albeit still active, for two years. In 2001 I decided that someone needed to take the helm and volunteered, despite the fact that I am not an avid show attendee and prefer using my Sidevalves rather than displaying them. As John has said in recent Sidevalves, the main requirements of a contact are to act as an accessible point of contact for the Club and to be a link between members and the FSOC.

The FSOC life of a Regional Contact will vary tremendously from area to area, depending on the wants of the membership of that area and the time that a contact can make available. As an area we do organise a few Club stands through the year, but members do attend many other events in their own small groups without the need for a formal stand. We have many items of publicity material (window banners, car information cards, FSOC leaflets) that ordinary members can display to promote the Club. I do spend a fair amount of time on the phone or

e-mail to Yorkshire members, and some further afield on the technical side of Sidevalves; I produce an event listing for the area each year; and I keep the Yorkshire area of the FSOC website up to date with the latest news as well as doing regular reports for Sidevalve. I also send information out by e-mail to those who have requested it and attend most of the monthly meetings. If you think I should be doing more then please contact me with your ideas, but be prepared to get co-opted into organising things or even taking over!

2015 AGM: 20th June

A final reminder that the FSOC AGM is being held in Yorkshire this year at Wortley Hall (near Sheffield S35 7DB) on Saturday 20th June. Please use the opportunity to meet your committee and ask any questions you may have about your Club. If the grass is in a fit state, we will put a line up of Sidevalves on the lawn in front of the hall.

There will be a road run after the AGM, heading for the Ladybower area and returning to Wortley Hall. The length of the run will depend on the weather on the day, but the fact that it returns to Wortley Hall should allow those who have come along in a modern car the chance to jump in with someone running a Sidevalve.

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 in to pages that I can edit directly and try to keep updated regularly. Club stands in our area this year are as follows: Monday 22nd June, Hope Motor Show; Sunday 19th July, Newby Hall; Sunday 2nd August, Hebden Bridge (Northern Sidevalve Day); Sunday 20th September, York Racecourse.

Drive It Day

The weather for Drive It Day was beautifully sunny, albeit with a cold wind when the few clouds blocked out the heat of the sun. A small group from Sheffield went south again this year to revisit Rufford Abbey Country Park in Nottinghamshire, where there was a Grand Historical and Vintage Bazaar taking place. As well as old vehicles, this event includes historical re-enactors with living history displays and is apparently a very good day out. I along with a few others drove across to Sherburn Airfield, the destination for the York Historic Vehicle Group's Drive It Day run, as well as a meet for the City of Leeds Classic Car Club. Photo 1 shows John Lindley's Sift Special alongside Wayne Wallis' Pop.

Road Runs

John Duckenfield, Bert Marshall, and wives are off on an extended Sidevalve trip from 1st-5th July. They intend stopping in the Llangollen area of Wales for two nights and then to return for two nights in South Derbyshire with possible visits to Elvaston Steam Rally and Crich Tramway Museum. If anyone is interested in joining them for all or part of the adventure then please contact myself or John for further details.

Land's End Trial

This was the ninety third running of the London to Land's End Trial, which now has three starting points away from London and doesn't quite reach Land's End! There were nearly 300 entries in the main trial with five bike classes and nine car classes, and a further 50 entries in class O which has less onerous sections along a similar route.

We set off on the Friday afternoon for the 180 mile journey to our starting point at Cirencester. That was followed by a further 100 miles to Bridgwater Rugby Club where



Photo 1



Photo 2

the three starting points converge and the trial proper begins (a 01:07am start for us!). There had been plenty of rain prior to the event so the sections were muddy, but fortunately the weather stayed fine for duration of the trial which makes the day so much more pleasant.

We cleared the first section, which included a stop and restart, but at the top the oil pressure light came on and we were running at 12psi on throttle and 5psi on idle. This was a problem that we had intermittently on last year's Land's End which eventually cleared up and never returned until now! Fortunately by the time we got to the next section it was back to normal and stayed that way for the rest of the day.

The next three sections were equally well despatched despite a further two restarts, and then there was Cutcliffe Lane. The queue here was horrendous, apparently mainly due to the problem of recovering bikes and bikers, as many of them fell off on the steep slope. Many cars also had difficulty and we collected our first fail of the day.

After four more sections and one further fail we were approaching Hoskin Hill, and noticed a few odd clunks, which on investigation were due to the rear transverse spring centre bolt having sheared and moved upwards. This allowed the lower spring leaves to move sideways and take the axle with them, and the tyre on one side was just starting to touch the chassis. There was little we could do to fix the problem with the equipment we had so we were forced to retire with four hills to go. We swapped the narrow front wheels for the wider back ones to give more clearance, and crabbed back to a Travelodge. We then drove/crabbed the 300 miles back home the next day with frequent stops to check on the sideways progress of the axle. It moved a little further but got us home.

Morgan 3 Wheeler Club Night Trial

I volunteered to marshal on the recent Morgan TWC Night Trial across the tops in Lancashire, which took place in April. There were three Sidevalve F-Types in the entry with one pictured at the start (photo 2).

Stuart Battersby

North Midlands and Wales

Firstly, let me apologise to all for missing a few contributions over the past nine months. I've personally had a very busy period in my life. Still, it's a new season now, and I have another delightful baby granddaughter to keep me focussed on the future! I have decided to take a break from my great passion of Sandbach Rugby Club and invest some more time in the FSOC. I have taken up a couple of new roles in the Club, but more of that later.

Our regular meetings have resumed now over the summer season and a hardy group averaging six per meeting catch up for a pint and natter on the 1st Tuesday of every month. I know that there are many more members in the territory who would like to come along, but distances really prevent that. In truth we could do with another group based somewhere around Telford/Bridgenorth to cater for those members in the southern half of our geography. Running a group is easy, by the way; just select a friendly meeting spot, send out some invitations, and be prepared to chat with like-minded individuals about our favourite cars. In my view the Regional Organiser role is very akin to that of the 'Wise Man' ... You don't need to

know everything, just the name and number of the man who does!

We have organised Club presence at two big events in our region this summer:

Trentham Gardens on 21st of June.

Trentham is a good show for the 'not so interested in cars', as there is a big Outlet Shopping Mall in the gardens. It's worth a visit even without your Sidevalve.

Audlem Festival of Transport on 26th July.

Audlem is such a relaxed show. All vehicles meet on the village green at Hankelow for coffee and bacon sarnies, prior to travelling in parade the four miles to Audlem, where we park up on the village rec.

Peter Clarke and I went down to deepest Derbyshire on Drive It Day to join up with the Midlands groups. We had a fun day racing around the lanes, trying to follow John Porter's dodgy navigation tips ... Still, we got there for lunch and more importantly back home again after a 150 mile round trip. Granddad's Prefect has developed a bit of clutch judder on reversing, when the car gets hot. Off to Dave Rothwell's next week to get it up on a ramp and see what's going on.



Last year's Trentham show.



Drive It Day.

John Duckenfield

Regional Report

Cheltenham, Gloucester and Tewksbury

I am very pleased indeed to report that in response to recent requests in *Sidevalve* Peter Asquith, who lives near Stroud, has offered to continue the initiative started by Maurice Wilby by becoming Regional Contact for South Gloucestershire.

He would very much like to hear from members living in the Gloucester area, and though there are not large numbers of FSOC members in that part of the country, there are certainly enough to form a small, active Regional Group. Peter can be contacted either by email at peter.g4ena@btinternet.com or by telephone on 01453 759453.

It's great that the Club is represented in the south of the county as well as in the north. If all goes according to plan, the South Gloucestershire Group and the existing Gloucester, Hereford and Worcester Group, organised by John Pole, should complement each other very well. There is no reason at all why members cannot be involved with both – but there lies the difficulty!

The development of a regional group is an evolutionary process that takes place over time, not a revolutionary one that happens instantly. Crucially, of course, it requires members to get involved. So, if you would like to be part of a self-supporting group of likeminded enthusiasts then get in touch with Peter and help make it happen. You won't regret it if you do!

What is being a Regional Contact really like?

In the last two editions of the magazine I've tried to encourage members to become Regional Contacts by explaining what the role involves, the amount of time it takes and the reward it brings. I'm delighted that one member at least has taken up the challenge and I know he will enjoy it!

At the last Regional Contacts' meeting I asked those attending if they would give

members an insight as to what being a Regional Contact really involves – not what I tell you it involves! Two such reports appear below. I'm grateful to Joe Wheatley for his contribution that appears on page 21, and to the other Regional Contacts who have included two or three paragraphs or so in their regular reports about being a Regional Contact for the Club and what it means for/to them.

No arms have been twisted or threats made! I have had no influence at all in the thoughts expressed and, with one exception, have no idea what they have written – if anything! Am I taking a chance? Possibly! But my hope and belief is that they will endorse all that I have been saying over the last few months and years, and that if I can't convince members to become Regional Contacts, they can!

Eastern Scotland – Robin Barlow

Eastern Scotland covers a large area at the moment, from Peterhead in the North down to the southern shores of the river Forth: a distance of nearly 150 miles. Scattered over this are a dozen members.

There is little opportunity to get together as a group but as there are many small agricultural shows, some members manage to join in with a variety of classic and other vehicles.

There is one large show in this area, held in the grounds of Glamis Castle and organised by the Strathmore Vintage Vehicle Club, this year on 11th/12th July. Well worth a visit and there are usually a few Sidevalves around among a large number of other vintage and classic vehicles. I usually have a look in and distribute a few membership forms.

The main duties that I seem to perform are answering questions and pointing people in the right direction for answers. Several of the questions seem to come from outside the Club, and hopefully some of these will join up.

If you are ever going to be in this part of the world, the roads are mainly free of traffic and there are some really great drives.

Wiltshire – Sally Litherland

D'yer wanna be in our gang ..?

Are you reading this because you have sometime wondered what it takes to be a Regional Contact? What qualifications? How much time? Whether you have to have a pristine Sidevalve? Well, I didn't and it is just as well because I know next to nothing about cars and am always busy. However I do have a scruffy Ford Pop and was somehow persuaded to get involved. I joined the Club as a member years ago because I needed spares, then found I was filled with weird

delight every time the Club magazine dropped onto the mat. I'm still not quite sure what a sidevalve engine is, although I think after 35 years I might have solved that last weekend at a rally when someone remarked on the 'oil filled valve' under my ... er, Molly's bonnet. Molly is my 103E and usually the only shabby car on the field complete with mud, grass and rust, getting more incontinent each year and until recently unhappy getting up in the morning. In our 35 years together we have never won any prizes at shows, but the journey and arriving is prize enough. Without the support of the Club, the amazing spares facility and members' advice, we might never have arrived anywhere! If, like all of us in the Club, 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'.

Being a Regional Contact can involve you as much or as little as you decide. For many years I was just a name in the magazine, somewhat ashamed at my lack of technical knowledge and relieved that no one called me. Then I plucked up courage to write about our 'outings' for the magazine. Finally this year, having found a local garage (Summerlock Motors in Salisbury) to keep Molly on the road, I investigated and circulated a list of events in my local area, convinced at last that I would be able to attend. I am in Wiltshire, but due to proximity am more likely to find the Hampshire group at events eating cakes and enjoying a day out. John Duckinfield gives us all fantastic support and organises the annual meeting for Contacts where we can share our problems and really feel part of the growth of the Club (as he tries to entice us in further over a buffet lunch!). When he said I can put as much or as little into being a Contact, he meant it, providing heaps of support when asked, but no pressure to do more than I was able. Our new Facebook sites – one for the public and one for members – have been a great success in advertising events, rallies and Drive It Days, and will certainly make the job of Regional Contact more fun as members respond with pictures or 'like' posts. The ideal would be to have lots of Contacts so the areas are smaller and more intimate. I used to introduce myself as a teacher; now I say I am the Regional Contact for Wiltshire for the Sidevalve Owners Club – so much more impressive!



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
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	

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	
68-1236-A	(fits E83W only)	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W)	£160.00

Braking System

YE-2019A }		
CE-2019B }	Brake Shoes (set of 4 – not E83W –	
7W-2019 }	return old shoes with order)	£59.95
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 1/4" 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
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model)	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50

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

YE-3332	Trackrod End Dust Cover (each, fits all models)	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50
YE-33111	King Pin Set, complete (Model Y)	£70.00
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)..	£79.95
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£6.75
YE-3616B	Horn Button and Nut (Y model)	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards ..	£7.85
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four).....	£26.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75
E493A 4050	Retainer (rear axle shaft grease)	£7.50
Y-4217	Bolt (diff gear case).....	£5.20
18-4217	Bolt (diff gear case).....	£5.40
Y-4243	Key (rear axle shaft)	£6.00
Y-4507	Gasket (torque tube to differential housing cap)	£1.78
7W-4507	Gasket (torque tube to differential housing cap)	£1.78
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00
	Front Shock absorber (E493A, E494A and 103E only).....	£115.00
	Rear Shock absorber (E493A, E494A and 103E only).....	£115.00
	Front Shock absorber (E83W only).....	£95.00
	Rear Shock absorber (E83W only)	£95.00
	Suspension Buffer (fits all models except Model Y)	£24.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£80.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£80.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£145.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system.....	£137.00
E04C-5230-A	5cwt stainless steel exhaust system.....	£121.00
E83W-5230-A	E83W stainless steel exhaust system.....	£180.00
E93A-5230/ E93A-5255-C	Prefect and 7W stainless steel exhaust system.....	£199.00
E93A-5230 / E04A-5255-B	Anglia, 103E and 7Y mild steel exhaust system.....	£170.00
Y-5251	Manifold to exhaust clamp	£9.95

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6023	Timing Pin	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount).....	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
	Front Engine Mounting bolt.....	£1.50
74-6038A	Insulator (Engine Rear Support) Upper, per side.....	£9.95
	Insulator (Engine Rear Support) complete, per side.....	£21.95
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.15
E93A-6270	Timing Chain.....	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger	£2.85
E93A-6310	Crankshaft Oil Slinger	£2.90
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide).....	£25.00
	Valve guide (per set).....	£175.00
	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£18.00
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£64.00
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£124.00
Y-6513	Valve Springs (set of eight) (fits all engines).....	£23.50
Y-6520	Valve Cover (fits all engines)	£15.95
100E-6521	Gasket, valve chamber cover	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30

Y-6610B	Oil Pump Gear (fits all engines)	£4.95
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020")	£20.00
	Small end bushes (set of 4)	£27.00
	8hp decoke gasket set (1932-34).....	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.75
	Manifold stud	£4.95
	Manifold stud (set of 4)	£18.80
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
YE-24052C	10hp cylinder head gasket	£19.95
	Studs (Cylinder head) set.....	£34.99
	Set nuts for cylinder head studs.....	£4.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
7W-7050	Retainer (main drive gear bearing).....	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly.....	£5.00
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
YE-7071B	Washer intermediate gear thrust washer.....	£7.60
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer	£19.75
Y-7086	Gearbox rear gasket	£4.50
Y-7111	Layshaft	£42.40
103E-7114	Counter Gear (10hp).....	£76.95
Y-7119	Washer (Counter shaft gear thrust)	£6.35
CE-7141	Reverse Gear	£29.95
YE-7222	Selector Housing.....	£19.50
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring.....	£6.60
7W-7533	Clutch linkage clevis pin.....	£2.15
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£29.50
E83W-7550	E83W Clutch Plate (exchange send with order)	£31.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order)	£66.00
E74-7580A	Clutch release bearing-All models	£14.50
E70-7600-A	Clutch Pilot Bearing.....	£7.05
C-943070	Gear Lever Gaiter (except E83W).....	£25.50
E83W-943070	E83W Gear Lever Gaiter.....	£24.99

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£5.20
Y-8109	Radiator cap (brass screw type).....	£8.50
Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top).....	£8.20
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom).....	£7.80
	Radiator Hose (moulded-E83W, top).....	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom)	£21.95
	Radiator Hose (moulded-bottom).....	£20.40
	Radiator Hose (moulded-top, pressurised radiator cap)	£19.75
	Radiator Hose (moulded-top,brass non-pressurised radiator cap).....	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£150.00
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump).....	£35.00
YE-8606B	Fan Blade (11").....	£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£8.99

Fuel System

	Fuel Pump with spacer (no primer)	£43.50
	Fuel Pump repair kit	£27.45
	Fuel pump stud.....	£6.75
	Fuel pump stud (set of two).....	£11.60
91A-9030	Cap – painted (petrol cap) assembly	£7.50
91A-9030	Cap – chrome (petrol cap) assembly.....	£9.50
	Locking stainless steel petrol cap	£14.95
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	E83W-111172	Opening windscreen rubber for E83W.....	£25.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50	E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.53	100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.33	40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.75
YE-9502	Carburettor Gasket Kit.....	£7.95	40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
YE - 9555	Carburettor Float (all models).....	£4.50	40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.90
YE-9660	Connector (Starter Valve) Assembly.....	£6.00	40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£7.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£13.95	48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£5.65
Ignition System			62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....	£70.95	7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
	Set E93A ignition leads	£17.95	7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
E83W 12024A	6V Ignition Coil (All models-not original).....	£39.75	7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.80
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00	7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.50	103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50
YE-12185B	Toggle (All models 1935 onwards).....	£1.08	Miscellaneous Body Fittings		
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85	E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
YE-12199B	Contact Set (All models 1935 onwards).....	£17.20	E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
YE-12200C	Rotor (All models 1935 onwards).....	£5.85	E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W).....	£12.70
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40	103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£10.50
YE-12300B	Condenser (All models 1935 onwards).....	£9.90	E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.95
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08	E83W-8215-A	E83W Grille Badge Mount.....	£19.50
52-12405A	Spark Plug, L86C - set of 4	£13.00	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
Electrical System			YE-16750B	Bonnet Clip (Y model).....	£19.95
	Dynamo-2 brush, early type (exchange-send with order).....	£89.50	Y-17275	Starting handle	£46.00
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00	103E-17261 / 2-B	Gasket (Speedo drive cap).....	£1.95
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50		Speedo Cable (not E83W, state model).....	£26.00
YE-10094	Bearing (generator drive end) assembly.....	£8.95	C46412AR	Speedo Cable (E83W).....	£23.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95	E93A-7022400-A	Dovetail (female).....	£5.30
	Voltage regulator (rebuilt, exchange send with order).....	£70.00		Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£50.80
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£125.00	E493A-7022400	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£29.95
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00		E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
7W-11359	Spring (starter pinion retaining).....	£1.18	E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£17.50
BE-11450	Starter Switch	£28.00	BE-964280-H	Window Winder Handle.....	£5.95
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10	7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£4.95
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50	Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00	C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30		Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.95
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60		E83W wing mirror.....	£19.99
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80	100E and 107E Spares List		
	Pair of Headlamp Bulbs 36W/36W.....	£11.50	Front Brakes		
7V-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W).....	£1.10	100E-2018	Front brake shoes 7” diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
CE-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....	£1.10	100E-2018-C	Front brake shoes 8” diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.95	100E-2035	Front shoe return spring kit (axle set).....	£12.00
CE-13101	Spring (headlamp focusing).....	£1.10	100E-2038	Adjuster repair kit (front).....	£22.00
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only).....	£29.50	100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55	100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50	100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95	100E-2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99	/ 02062-B	Hydraulic flexi hose.....	£13.25
	E493A refurbished number plate lamp.....	£70.00	E0A-2078	Master cylinder retainer.....	£4.50
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65	100E-2185B	Master cylinder repair kit.....	£12.50
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20	E66-Z-1		
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45	Rear Brakes		
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90	100E-2041-B	Snail cam (shoe adjuster).....	£1.08
40E-13466	Panel bulb 6V 3W.....	£4.00	100E-2075	Connector (5 way brake pipes).....	£12.25
	Pair of Panel bulbs 6V 3W.....	£6.00	100E-2103	Rear brake spring (set of 4).....	£22.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60	100E-2220-A	Late hand brake lever.....	£14.00
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20	100E-2220-C	Rear brake shoes 7” diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60	100E-2220-C	Rear brake shoes 8” diameter (Feb 1955 onwards, old shoes must accompany order).....	£32.00
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20	100E-2261-B	Rear wheel cylinder 7” (53-55).....	£14.00
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75	100E-2261-C	Rear wheel cylinder 8” (55-57).....	£22.00
CE-13740A	Toggle Switch (panel lamp).....	£10.60		Reconditioned exchange only – old unit must accompany order.....	£7.00
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99	100E-2295-B	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
	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	100E-2857B	Hand brake cable.....	£32.50
	Model Y Semaphore Direction Indicator (6volt only) (exchange only).....	£70.00		Hand brake clevis.....	£1.70
	Model C Semaphore Direction Indicator (6volt only) (exchange only).....	£99.00	Steering and Front Suspension		
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00	E55-DB1	Top suspension mount.....	£42.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00	E55-DB1	Pair top suspension mount.....	£78.00
Rubber Grommets and Seals			E55-DB1	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB8.....	£34.00
E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99		Pair top suspension mounts and 2 sets mount bearings.....	£115.00
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95		Suspension insert.....	£65.00
	E83W Bonnet Corner Pads (Pair).....	£15.00		Suspension insert plus top suspension mount.....	£101.00
	E83W Bonnet Corner Pads (Full set).....	£19.00		Pair suspension inserts.....	£120.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99		Pair suspension inserts plus pair top suspension inserts.....	£202.00
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40	100E-1190	Hub seal 0.983”.....	£7.00
	Grommet-gearbox cover.....	£4.60	105E-1190	Hub seal 1”.....	£7.00
	Set of three grommets-gearbox cover.....	£12.20	Y-1202	Hub bearing inner 0.983”.....	£30.00
CE-171515A	Grommet (windscreen wiper).....	£3.50	E-20-LB-1	Stud and bush.....	£15.00
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			

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

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
EOA-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E-134641-C	includes fixing screws	£15.95
50563-S	Pair of rear red tail light lamp lenses	£26.90

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.

Post-war Upright

1958 Ford Popular 103E. Been in dry storage for many years but now recommissioned. New engine. Used every day and ideal for enthusiast to use as running restoration or show. Excellent runner. Drive away or can deliver £2500 ono. Merseyside. Tel: Dave Rothwell on 01704 211908 or 07860 266949.

Ford Prefect. Needs a little attention: new headliner, roof gasket (supplied), running board rubber (supplied). Also comes with a box of bits and bobs incl. spare head gasket set. Spares available separately: two new tyres and tubes and complete engine and box. Car priced at £3000 with spares extra. South East London. Tel: Paul on 07982 489847 or email p.blackett29@virginmedia.com. (Non-member)

1959 Ford Popular 103E for sale. I used to drive this very car in the 60s. It is fitted with a 100E engine. It was always intended as a retirement project but now ill health forces its sale. Many spares including engine, gearbox, window glass, etc. Condition 3 – trailer away. Sale, Manchester. Tel: Steve Kelly on 0161 969 5124 press 5 (call blocker) or email kelly.cs@virginmedia.com. (Non-member)

100E

Blue leather front and rear seats plus door cards for 100E Prefect. Very good condition. Offers please to 01224 481234 (Aberdeen).

1960 100E Popular. Rebuilt engine (not yet fitted). Complete car with paperwork. Berkeley, Gloucestershire. Tel: Will Grove on 01453 811865. (Non-member)

100E Project for sale. Lovely old Ford Pop being customised but have no time to complete. Would anyone like to take on this project? Please call to discuss if interested. Have most parts. All needs to be assembled and small amount of bodywork to finish. Morden, Surrey. Tel: Rob McGhie on 07721 462800. (Non-member)

Specials

1959/60 Mk 2 Nickri Spyder for sale. Aquaplane head and inlet, twin SUs, I.F.S. Engine runs. Car has been off the road for fifty years. Chassis solid. Downside is the two doors are missing and the body has some stress cracks. Please phone or email for more details. £3500 ono. Perthshire. Tel: Robin Walker on 07730 388191 or email robinwalker33@gmail.com. (Non-member)

Wanted

Upright steering box. Complete steering box wanted, in good condition please. London. Tel: Pasquale Amico on 07939 380724 or email pasquale@amicobio.co.uk.

103E door glass and boot lid. For my Ford Popular 103E 1954 I'm after the passenger side door window glass and a metal boot lid. Surrey. Tel: Martin Doughty on 07974 596887 or email katedoughty223@hotmail.com.

Rear wings for 103E. Steel ones please. Also wanted are the stainless steel front grille trims. Cambridge. Tel: Kevin Taylor on 07833 596609.

Chrome parts for 107E. I'm after chrome parts for a 107E Prefect, especially the two dog-leg ends on the front wings. Please contact me. South-West. Tel: Richard Crowden on 01643 863444 or email squiresforporlock@aol.com.

Ford Model Y Fordor or Anglia EO4A. Preferably in good original condition. Malta. Tel: Reniel Pisani on +00356 79208378 or email renielpisani@hotmail.co.uk.

Engine and parts to complete Special. I'm after a 100E engine (or parts of) and an upright (E93A etc.) gearbox to complete my Special. The condition (within reason) is immaterial as I will recondition. Please contact me with anything you have. I can collect anywhere within reasonable distance of Kent. Kent. Tel: Roger Ashby on 01634 388014 or 07769224275 (best number to get me on) or email templeton19@btinternet.com.

Spares

1956 103E rolling chassis for sale. Complete with engine, gearbox, front & rear axles, steering column, radiator and V5. Ideal for Special £400 ono. Eastbourne. Tel: Colin Deans on 01323 764179 or email colindeans@btconnect.com.

100E wheel and tyres for sale. One wheel and two tyres, 5.60-13, for 100E, will accept any reasonable offer. South East. Tel: Mr E H Beard on 01753 549694 or email ernie.h.beard@googlemail.com.

Various Upright parts for sale. Panels for E493A (o/s front wing bonnet and pair of doors), dash, wheel rims, rear light lens, carb and a gearbox. These parts have sat in a garage for 40 years – offers, please. Epping, Essex. Tel: Adam Kaytaz on 07879 838383 or email adem.kaytaz@gmail.com. (Non-member)

Pistons for sale. I have several new stock sets of pistons for the 8hp and 10hp engines 1932-39 from standard upto +060. Offers please. Essex. Tel: Terry on 07596 919454 or email terryallen060@aol.com. (Non-member)

Miscellaneous

Various Sidevalve items for sale. Original Instruction book for Popular-Deluxe-Ford Eight & Ford Ten. Original Ford Popular brochure/Flyer. Valve guide removal tool for the sidevalve engine. Offers please. Email stevechick60@googlemail.com. (Non-member)

For Sale

A Siva Edwardian tourer will be auctioned on eBay with a starting price of £500. Anyone registering an interest by emailing John Price (pricejohn@gmail.com) will be notified of the dates of the auction. Full description on request from John Price or see full advert on www.sivaedwardian.co.uk. The car is of great sentimental value and I hope it will find a new home where it will be restored to its full glory and be well used.



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: specialregistrar@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. E-mail: popular103e@yahoo.co.uk. *Please ring for details.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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. E-mail: peter.g4ena@btinternet.com. Please contact for details.

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

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

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

Yorkshire: Nigel Hilling 01484 843115. E-mail: 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: fosterleslie@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 7173. Email: williamconeill@eircom.net.

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

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.

Joe Wheatley

Being a Regional Contact

John Duckenfield has been encouraging Club members to become Regional Contacts for several years now. So what does being a Regional Contact entail and what do we get out of it?

I joined the FSOC back in 1992. My wife Jill bought me my first membership as a Christmas present in December 1991, as she knew I was about to take on an E493A Prefect from my Dad. Freddy (my Prefect) was transported from darkest Essex in April 1992 and I started on a seven year restoration of the car. I was working full time and had a young family, so progress was very slow. However the monthly FSOC meetings provided much needed encouragement, help and advice, as well as an opportunity to talk cars with likeminded people. We were not a large group at this time, though Jim Norman was often on hand to offer advice and support and Ron Taylor was already campaigning his E83W. Dave Broad, Frank Wells and Bernard Ellicott also appeared during these years. It was Brian Hamer (a friend of Dave's) who agreed to paint Freddy for me after we met at the meetings. Without this help, encouragement and support I may have never finished the restoration, never mind taking on the responsibilities of Regional Contact.

Once the car was finished I started taking it to shows recommended by other members, particularly Dave and Ron. Dave organised stands at Tatton Park and Ron gave me contact details for local steam fairs. In late 2000 Frank Hayes, who had been Regional Contact for several years decided to stand down. As I enjoyed attending shows with Freddy and wanted to give something back for all the help I had received, I volunteered to take on the job. Fourteen years later (crumbs, where did the time go!) I'm still at it and still enjoying it!

So, what does my role as Regional Contact involve? Well, you can make what you wish of it, really. Early in the year I prepare a list of local events and circulate it around the members in my area (email is very useful here!). The list is of old favourites and any new events

recommended by members or those that I can find in two almanacs to which I subscribe, Classic Car Monthly and Morgan's Yearbook. Most of the shows are individual entry so I only have to point members to the appropriate website or give them a copy of any paper application forms that I'm sent. I organise a few Club stands each year myself. This involves some form filling and sending a list of attendees and their cars to the organisers, and sometimes posting out passes to members. This all probably involves two to four hours work each month, January to August, most of which I would do anyway in order to submit my own entries.

I try and contact new members by email after they have joined and encourage them to attend our monthly meetings at the Bottle & Glass. These are informal affairs and most of the evening is spent discussing cars and their foibles. At the meeting I do ask who is going to go where during the coming month so we can arrange to meet up and park up together. I am very fortunate in having a core of very active members in the north west. I don't have to do everything myself in setting up the Club stands or talking to prospective members. We are also fortunate in having a group of people who get on with one another and are welcoming of new people and vehicles. This is how the group has grown over the years, because others have come along and been comfortable with us. I might be a bit sad but I can't think of another hobby where you can sit around in a field with good friends and have other people come up to talk to you about your particular interest and specialist knowledge. It's even better when the sun shines!

The other thing I do is to write a bit for *Sidevalve* every other month. Again I don't find this too onerous, though trying to remember people's names is often beyond me if I don't write them down at the time! I find documenting the shows and who attended them soon fills up a page (or more during the height of the season!) and I can usually find some amusing vignettes to include along the way. I know some people are put off by the thought of having to write stuff, but it is not compulsory. One could always restrict it to welcoming new members and listing any forthcoming events.

So to sum up, I enjoy the camaraderie of our meetings and events, and enjoy coordinating our shows. I also know that my efforts are appreciated by those that attend them. All I ask, if you are a member in the north west, is that you come out and join us!

Jamie Webster

Tales of 267 BLC

So, following Jim Norman's December 2014 issue of 'Tales of BLC', I thought I should respond to his request to keep you all updated on what's happening to 267 BLC.

Since the last time it was reported in *Sidevalve* (October 2014), I paid for the car and got my dad and his friends Mark, Stewart and Guy to help transport it from Glen's house where it was being stored. The removal didn't take long as Glen hooked a tow rope around his car and towed it up his drive onto the road. Then we winched it onto the trailer. All of this took no longer than half an hour to do.

Once home and unloaded we all had a closer inspection of the condition of the car and it was in really good condition, with most parts being solid. There were a couple of little dents and rust patches but nothing that my dad couldn't tackle. After that I washed the car to get rid of the dust to reveal paintwork that was in not bad shape (but this wouldn't matter so much as it's going to be repainted).

A couple of weeks later I removed the engine, gearbox and propshaft to make it easier to get the black Hammerite that had been painted in the engine bay off. This was as far as I could get with the car as it's only parked on my drive (my dad's E494A hotrod project sits in the garage), and with the weather turning for the worst I had to cover her up for the winter.

The car is getting a complete restoration and what I've got planned (which I want to keep a bit of a secret for now) means many hours ahead. Hopefully, when the good weather comes, I will be able to get started on the car properly.

Also, I have been attending the monthly meets of the Kent region that are held every third Wednesday of the month at a local pub. These meetings are always good to find out what's happening and good for advice and parts. The Regional Contact, Richard Greenaway, together with Glenn Woolway always put some good ideas to members to discuss.

I will have an update in a few months time with the progress of 'Tales of 267 BLC'; now back to the half sister, Jim Norman's BLC.

Yvon Precieux

Pre-war Register

Registrar's Comments

The year has started well with a rather warm end to the month of April, with a jaunt for Drive It Day to Loch Lomond (Duck Bay), and onto Hellensburgh. Based in Greenock, we now have an association of local enthusiasts, Greenock Classic Cars, meeting every Saturday at The Beacon, Greenock, and major local events have started to open up with the isle of Millport, Connalees, Ingleston Riding centre etc.

My C van has gone so I now have just three post-war sidevalves, the Cheetah and Popular 103E, plus my everyday Hillman Super and project Super Two. Now devoid of a pre-war vehicle, maybe it is time to hand over the register to a younger member? Food for thought?

Finally, a welcome is given to new member Robert Shell who now has a 1938 7Y.

Model Y recalls

Considering today's litigation with health and safety and the type of aggressive lawyers that are around, the Ford Motor Company was lucky not to have succumbed to a spate of major claims, rather than just higher manufacturing costs, that were brought about initially due to the Model Y being brought out too early. With such a short period from design to manufacture, the Model Y needed to undergo a number of component changes that probably would not be accepted by the motoring public



Photo 1.

today. However, being the 1930s, changes could be factored in as soon as the model was tried out on the road, with the public being the guinea pigs in identifying the faults to be overcome. The situation of some of these numerous technical faults proved to be quite testing to resolve at times, though many just required a strengthened component part.

The first component part to fail was the front spring assembly, of which there were some 1333 claims up to October 1933. This meant the first 36,000 vehicles necessitated a strengthened type spring. Next came the engine, with the complaint of 90% consumption of oil, for which faulty engine castings were to blame. Camshaft gear and crankshaft pulley added to Ford's engine woes, but these were easily fixed. Not surprisingly, after the engine problems came the gearbox, with clutch, main shaft and counter shaft gremlins. Increases in the outside diameter of the thrust washer, heat treatment and the addition of a two keys to hold the gear bits together remedied the situation. The electrics fared no better with the generator support bracket requiring some revision and some major headaches with, again, the first 36,000 vehicles. Revised carbon brushes eliminated the faults with faulty commutation. Failure was also found on the Luvax shocks with seizure and leaking at the rivet holes.

However, the problematic component part that did pose a major risk to the Ford Motor Company, and the new Model Y, proved to be the rear axle, with failure of the crown wheel, pinion drive shaft, torque tube and axle. Again, it came down to the first 32,000 vehicles and it was deemed necessary to redesign the whole axle due to the major number of breakages. Strictly speaking, the axle when under normal load was not up to the job. A new axle was made up and started to be reproduced in January 1933, but proved to be short lived. Despite cablegrams from Rowland

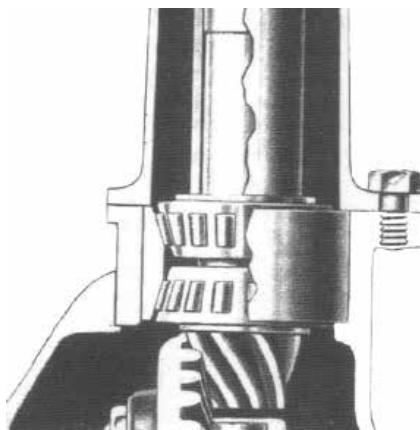


Photo 2. The initial design of the propshaft with the two Timken bearings back-to-back.

Smith suspending production at Dagenham, and endeavours to comment on where the problems lay, it was Sorensen who finally got to grips with the axle, eventually leading to a change in the axle ratio of 5.43 to 1 to the 5.5 we know today, with use of type A steel, new casing and component parts, and splined propshaft with the bearings spaced out to take all loads.

Body and frame proved to be better designed, with no less than some 12 faults on the first 40,000 vehicles. Other areas requiring less effort included the silencer (loose baffles), carburettor, and choke control breakage, with a similar situation attributed to the stating handle and speedo cable. (Photos 1-3)

Axles on the Dagenham designed Ford Uprights

Although most mechanical components appear interchangeable, it is worth noting that there are variations in specification between the pre-war and later post-war vehicles. Over the years, and even today, a swap of components was and is an easier option than repairing the original axle with crown wheel, bearings and pinion etc. Take, for example, the axle casings. Although similar in most respects, the shackle housing is not as robust as the post 1947 model with the chunkier silent bloc bush. Furthermore, the internal bore is somewhat smaller to accommodate the smaller silent bloc bush, and in no way can this be reamed out to accept the

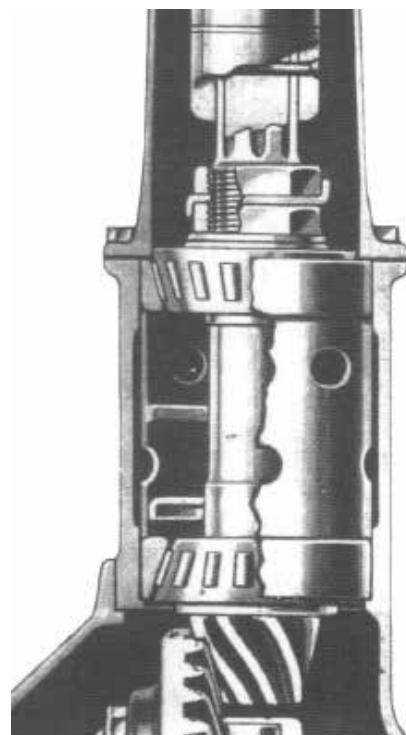


Photo 3. The final design showing the splined and pinned propshaft.

later part. The silent bloc was a lot cheaper to use and service, and is far superior to the fabric metal type used on the 7W and 7Y models. Furthermore it is more durable and long lasting, but care should be taken when tightening up the bolts after renewing the bush as the car should be on the ground with the weight of at least two passengers for the silent bloc bushes to accept a load. This provides a torsional load to the bush that twists to the correct setting, otherwise the rubber may rupture away from its metal mounts. Early axles, as fitted to the 7W, 7Y and early Prefect E93A, have shallower or shorter bolts fitted where the A-frame is fitted to the back plate. Later axles have the longer fixing bolts under an E93A part number available via the stores.

Fords for 1945: Autocar, October 5th 1945

Wartime conditions have provided engineering and sales staff much experience in the wearing qualities of their products, and they have had ample time to ponder on ways of improving what were already very good cars. The 1945 Ford range, consisting of the 8hp Anglia and the 10hp Prefect, shows considerable practical experience gained at the wheel and many detailed modifications have been incorporated in the 1945 cars.

Dealing first with the new post-war Anglia, special attention has been paid to easy starting and the 14mm Champion sparking plugs are now fitted with little plastic caps which enclose the insulators and thus prevent moisture from condensing on them overnight and providing an easy path for the current to earth. Special heat-resisting and moisture-proof braided high tension leads are another new feature. The battery is now earthed by means of a broad metal strap direct to the cylinder head, thus avoiding any losses through bad joints, which are apt to occur when the battery is earthed to the bulkhead. The power unit is suspended on synthetic rubber, as it was found that when natural rubber mountings were used they tended to rot owing to coming into contact with grease and oil, and thus allowed the engine to settle, with the result that the crankshaft dogs were no longer opposite the starting handle aperture in the radiator. To make engagement of the handle easy and certain a bell-mouthed tube is now fitted under the radiator. This ensures that when the handle is slipped through the hole in the front bumper and into the tube it is automatically aligned with the crankshaft dogs. The brakes are the well-known Girling mechanically operated type, as

previously fitted, but the diameter of the brake drums has been increased from seven to ten inches. Both welding and riveting are used in the construction of the very stiff pressed steel frame, which has a massive box section cross member at the rear of the power unit.

The hard life led by so many cars during the last six years has focused attention on the rust problem. Much care has been taken by Ford's to make the two-door pressed steel body as rust-proof as possible. The interior as well as the exterior surfaces of all body panels, doors and other body components are now treated to prevent rusting; a drainage slot is provided at both the bottom left and right-hand corners of the doors in order to make certain that water does not accumulate there owing to a single drainage hole, as formerly used, having become stopped up with rubbish. The drip mouldings are being given their primary coat before being welded to the body, as it was found that slight welding irregularities sometimes prevented the paint from adhering to the interior surfaces and rust later attacked such points. Heavier gauge material is also being used in the construction of the silencer in order to reduce the risk of corrosion.

Head lamps of a new design evolved after much experimental work have the lens and reflector sealed together to form a moisture-proof unit. The lens itself is the result of much research into the problem of providing the driver with really good illumination of the road. Much thought has also been given to the dazzle problem, and numerous dipping systems were tested before the present arrangement was adopted of deflecting both head lamp beams towards the road and reducing the power of the off-side lamp to 3 watts whilst retaining the full power of 24 watts for the near-side lamp. It was found with this arrangement that traffic was not inconvenienced and the driver still retained good visibility. (Photo 4)

A new style of upholstery with alternate flutes and wide panels for the backs of the

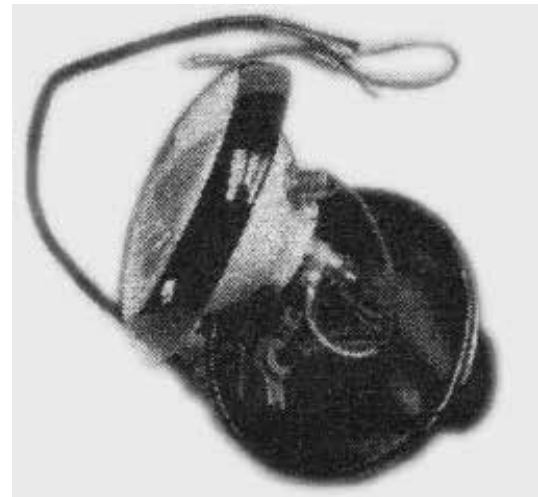


Photo 4

seats has been adopted, this arrangement having been found more comfortable than the more usual regular fluting. The mats at front and rear are of a special water repelling felt which is said to have better wearing qualities than the hair mats previously employed. The very full equipment of the car now includes a sun visor.

In general design and layout, the Prefect is basically similar to the Anglia, but it has, of course, a 10hp engine of 1,172 cc. and a larger chassis and body. With the exception of the increase in the size of the brake drums, for these were already ten inches in diameter, all the improvements introduced on the Anglia are also incorporated in the Prefect. Two additional modifications are the fitting of a larger dynamo with constant voltage control and the adoption of 5.00x16 tyres instead of 4.50x17 previously. The front seats are now tubular framed, the driving seat incorporating an ingenious adjustment for both leg reach and height. A point which adds not a little to the comfort of passengers is that the rear seat side arm rests have been increased in length so that they now support the whole forearm.



Photo 5. Royal Albert Bridge, August 1960: two E93As, one a soft-top – Jim Norman.

Yvon Precieux

E83W Register

As the E83W register is in a state of flux while the new registrar takes over, here are some notes and comments from members etc for the interim. A special thanks to all of you who have assisted in this register while in my temporary hands for the past years.

New members to date are Ernest and Margaret Beckett (Newark) with a 1956 E83W (Ford tractor service van) and Julie Snape (Leyland) with a 46 pick-up. Welcome to the FSOC.

In retrospect ...

From Sandy Glen: In the February mag, in the E83W section, you have a fair bit of space given to E83W tyres, in 500/525 x 16 size. As far as I know, this is the size fitted to E493A Prefects. The normal fitment to an E83W van was 5.00 x 18, or a 4.75/500 x 18, as was commonly available. The Utlecon versions, plus chassis/cab and pick-up version, mostly seem to have been fitted with 6.00 x 16 tyres, on wheels that are wider than the Prefect item. A few years ago, my local tyre wholesaler managed to obtain a set of five Lassa brand tyres in 6.00 x 16 size for my E83W steel bodied pick-up. I'm struggling to remember what I paid, as I also bought six 185r15c tyres for my 400E at the same time, but I think it was £36 each. They are a nice chunky type of tyre, 6 ply rated, suitable for a commercial, rather than some of the more delicate looking ones better suited to saloon cars. I don't know if they are still available, as I am unlikely to wear them out, but it may be worth asking your local tyre supplier. My steel body E83W pick-up is still under very drawn out restoration, whereas the E494C van awaiting restoration. The 300E 7cwt deluxe however is on the road!

Another Patisson tractor

From Robert Boddingtons: I have another Patisson tractor! A Fordson E83W converted by Patisson in 1947 with a tipping wooden body. I bought it from Adrian Shooter CBE, who is the ex-chairman of Chiltern Railways.

He is also the chairman of the Ford Model A Club. It was restored and used for coaling his Himalayan-Darjeeling narrow gauge engine at his Oxfordshire home! (See <http://youtu.be/oy9WTWVJ1pk>; you will see his genuine Indian station in the clip.) It has, however, problems with gearbox and clutch. Second gear is shot and the rest of gear engagement is noisy. He was asking £2600 but in the light of the transmission problems he accepted my lower offer. It may be adjustment, plate sticking on splines, or a lever broken. We will find out soon. Brian Cranswick has recommended a mechanic, near to us both, to fix it up again. I may register it for the road in the future but it only does 10mph top speed! I can't wait for the rallies. (Photos 1-4)

Practical fins

From Ian Maddams: Although I am no longer a member of the FSOC, I saw a copy of the December issue of *Sidevalve* when visiting a member recently. May I add a comment regarding the van at the top of page 14 in that issue? The fins above the windscreen are not an aerodynamic aid, nor purely a fanciful Art Deco decoration. They and the longitudinal slot between them running the length of the van roof are for ladder storage. An essential piece of equipment for a cleaning company offering to attend to windows and skylights. This roof design can occasionally be seen on fire engines of the same era when enclosed fire engine bodies became popular, rather than the open 'hang on the outside' type of appliance. A multi piece extending ladder could be carried on the van roof, easily loaded by just one man from the rear, and requiring minimum restraining clamps, instead of tying the ladders onto a pair of roof bars with ropes etc.

The van certainly looks rather stylish and a smart advertisement for the company operating it. (The suicide doors and horizontally sliding windows must have made reversing in confined spaces rather awkward at times, though?) (Photo 5)

Welcome

A warm welcome to our new E83W Registrar – Steve McKenna, who is also Regional Contact for East Lancs. An E83W pickup owner as well as looking after an early Model Y, Steve will be happy to feature your E83W regardless of condition.



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5

Tony Lloyd

100E Register

A long, long time, ago. In a country far, far, away

1981.

In March of that year I became a Sidevalver again, having just purchased my present 100E. I did not even think then that, 34 years later, I would be writing about the events of that year. I was concentrating on getting my Anglia back on the road after 17 years in storage.

In August of that year there was the second FSOC visit to Holland. A small but intrepid band of Sidevalvers made the trip to Bergen aan Zee. I mention this because I have received an enquiry from George Herbert, who believes that his car took part in the trip. George's car 762 DDV (below) is an Ambassador Blue Popular. At the time of the trip to Holland it was owned by Neil Crook, who was a participant. Other participants included Brian Malin and Linda Perryman (E493A), John Hopkins and Paul Evans (100E), Len Smith (100E), John Candy (103E), and Pat Hemphill and Colm O'Neill (100E).



On the first afternoon they were treated to a procession of 30 fire engines that drove through Bergen aan Zee with lights flashing and sirens blaring. All this was to celebrate Bergen aan Zee's 75th anniversary as a holiday resort. Jan Stroomer was the Dutch organiser and he arranged for the group to assemble, along with vehicles from all over Holland, in the town's car park for a fun day of driving tests and a quiz.

For the next week the party travelled around visiting various places including



Amsterdam. They then made their way to their final destination, Harderwijk, where they joined in the celebration for the town's 750th anniversary. Here they met up with Rod Hawkins who had travelled from Germany in his E04A Anglia.

If anybody has any more information about this trip, please let me know so that I can pass it on to George.

Are you brave enough?

As members of the classic car movement, many of us have restored our cars from a non runner, stored for many years, to a gleaming pride and joy. When you tell people that you have done this, many look at you in wonder. You can see the questions forming on their lips: 'How on earth did you manage that?' 'Are you a motor engineer?' etc, etc. However, there are restorations, and there are phoenixes rising from the ashes of what was once a proud vehicle.

I had a question recently from new member Peter Webb about his 300E van, 893 HAF (above). It turns out that this van was first registered in Cornwall but had spent many years in and under a hedge in Wales. You can imagine what the result of this was to the structure of the vehicle. Peter is now proposing to restore the van to its former glory.

We should all support Peter in his project for it is a very brave restoration indeed! This will definitely be a Phoenix.

New to the Register

New to the register this month is 100E Anglia SVS 219 (above). This car has been owned by Derek Miles since 1992, and in that time it has covered just 8000 odd miles. Derek says that he bought the car from a policeman in Guildford who had bought it so that his wife could learn to drive. Unfortunately the wife did not find the Anglia to her liking so he put it up for sale.

Andy Main

Anglia, Prefect & Pop Register

As promised in the last issue, the following is from the pages of *Ford Heritage*, now part of *Classic Ford* magazine, written by Kim Henson and appearing with kind permission of the editor, Simon Woolley.

Patrick Moore

Well known astronomer Patrick Moore has driven a good number of cars over the years. His favourite though, without doubt, has to be the one he owned for some 41 years – his well-travelled and much loved 1951 Prefect E493A.

Patrick learned to drive during World War II, but on leaving the RAF at the end of the conflict, had to resign himself to riding a motorcycle for several years.

He really wanted a car though, and one day, in 1955 he spied the Prefect for sale on the forecourt of Caffyn's Garage in East Grinstead – and liked the look of it. The sum of £98 changed hands and GPN 924 (a one owner vehicle) was his. The motorcycle, incidentally, was later stolen, never to be seen again.

Until the 70s the car, nicknamed 'The Ark' ('Because it carries everything!') was Patrick's only vehicle, and it served him well in everyday use. The little Ford reliably carried him the length and breadth of Britain (usually carrying bulky telescopes and other equipment), and even travelled to Northern Ireland in 1966, when Patrick became the first director of the Armagh Planetarium.

He made many memorable journeys in the car during the 50s and 60s, including a very long trip to the north of Scotland on an

astronomy expedition, undertaken during pre-motorway days.

Departing from Sussex at the crack of dawn, and cruising at the car's happiest speed (32 mph on the level), Patrick and The Ark enjoyed a trouble-free journey, arriving safely in Dundee, in time for dinner.

Patrick admits that on long inclines the Ford is not fast (on one steep hill he was overtaken by a dog). However, he has found that by always allowing the car to perform 'at its own pace', it has tackled any gradient attempted.

On one occasion, in north Devon, he felt aggrieved that an AA patrol man felt it necessary to warn him of the notorious 1 in 1 gradient Porlock Hill, which he and The Ark were about to traverse. In another incident, a policeman signalled to Patrick to go faster as he and the Prefect climbed a hill – steadily but slowly – to which the response had to be, 'I can't'.

All the same, the car mounted the hill at its own speed and Patrick continued on his way.

On another occasion, in the 50s, the flexibility of The Ark's 1172cc sidevalve engine proved its worth when, on passing through a forest near East Grinstead, Patrick went to the aid of the owner of a Rolls Royce which had broken down. The sight of the magnificent Rolls Royce rolling into town, towed by the humble Ford, must have been a sight to behold.

Patrick has always found the Prefect an excellent vehicle in snowy and icy conditions, the low gearing allowing the car to trickle along quite happily at 5mph in top gear when necessary.

During many winters, including the exceptional one of 1962-63, when snowfall was severe and icy conditions prolonged, Patrick found that where modern cars slithered to a standstill, The Ark simply ploughed on to reach its destination. Just two accessories were found for driving in winter conditions – a heater and an additional driving lamp.

To be continued ...

Ian Woodrow

Specials & Sports Car Register

By the time you are reading this we will be well into the rallying season. The first long trip out for me this year was Drive It Day: I went on a 50 mile road run around the New Forest, organised by the BPPC (Bournemouth and Poole Preservation Club). Touring round the New Forest is ideal for our little cars on the minor roads, all of which have at most a 40 mph speed limit and in many cases a 30 mph speed limit, so you never get the feeling that you're generating a rolling road block. Apart from a couple of the 'newer' cars having problems and one of the roads being closed, it was a very successful event.

On August 9th at the Cotswold Wild Life Park, near Burford, there is the Historic Sports Car and Specials Day, organised by the Fairthorpe Owners Club. Normally the driver of a Special gets in free (even if the Special is brought in on a trailer) and others pay the usual cost. This must be where the largest gathering of different types of Specials occurs in the year. It's a good day, where you can meet up with fellow enthusiasts, and there is always the wildlife park for the less enthusiastic members of your family. I look forward to meeting you there.

Specials Vehicle Registration V5

For old vehicles without a V5C registration document, there are normally there two ways to try and obtain a V5C and a registration number.

1. If the vehicle has been previously registered and you have documented proof (which should normally include the old local authority buff log book and other documented evidence such as old MOT certificate, tax disc, insurance certificate, certified copy from the original local authority record book, petrol coupons etc.) then you can apply for the original registration number using the V765 form. The vehicle must be complete and be inspected by the Club. if the inspection and documentation is satisfactory then



Photos by Kim Henson with permission of Classic Ford

the Club will validate the documents and send them to the DVLA.

2. If the vehicle has not been previously registered, or any documented proof of registration has been lost, the other normal way is to apply for an age related registration number. The vehicle must be insured and have an MOT certificate using the chassis number. The Club can then arrange for an inspection, and if satisfactory issue a 'Dating' letter for the owner to pass on to the DVLA when you make the application for an age-related number. The problem with Specials is that many of the components may be from different vehicles and the body is almost certainly the youngest main component. The DVLA class this type of registration as 'a reconstructed classic', resulting in the original chassis number or VIN being lost and a new DVLA VIN being issued. The new DVLA VIN must be stamped into the vehicle and the original VIN needs to be 'x' out to prevent any confusion in the future. To register the vehicle it is necessary for a dealer/garage to confirm that the new VIN has been stamped or permanently embossed on the vehicle. Be warned, if you are thinking of buying a Special with a home made chassis or body and without a V5 or any documentation supporting a previous registration, that you may not be able to obtain a registration number.

At the risk of repeating my previous requests, I appeal for any one with a Special to register all the details of your Special: not just registration number and colour, but every scrap of information you have – perhaps copies of original receipts for body with body numbers. If you have a Special with a non-Ford chassis (Bowden LMB Halifax etc.) then any manufacturer's identification marks etc. With these details I may be able to provide accurate date information for owners of Specials without any documentation to apply for registration to the DVLA and thus avoid the Special getting split-up and sold as spares.

Ashley Laminates history

In the 1950s a number of small companies set up specialising in making these aftermarket 'bolt on bodies'. Several were based in north London.

One such company that was making bodies for Specials was Ashley Laminates, founded by Keith Waddington and Peter Pellandine in 1955. The name Ashley was derived from the name of Peter Pellandine's house 'Ashleigh' in Woodford Green.

Ashley Laminates' first production premises opened in 1956 in a small garage adjacent to the Robin Hood Public House, Epping New Road, Loughton.

After approximately two years, Ashley Laminates needed to expand and moved the body manufacturing unit to The Potteries, Woodgreen Road, Upshire. The company retained the original Robin Hood premises as a showroom.

In 1962, due to a decline in demand, production of Ashley body kits ceased and the company turned its attention to the manufacture of fibreglass hardtops and bonnets, which they marketed as sporting enhancements for the proprietary MG, Triumph and Jaguar sports cars of the day. The company finally closed in 1972.

During the eight years the company was in production of body kits it produced four models of Ashley bodyshell. These were:

Ashley 750. As its name implies, this was intended to fit pre-war Austin 7s which had a 750cc engine. It was initially built in two sizes to fit 6ft 3in and 6ft 9in wheelbase chassis, but eventually Ashley just manufactured the longer version. According to a price list dated 1 April 1958, it had a length of 11ft 4in and a weight of 85lbs, though a lightweight racing version of 70lbs was also available. The bodyshell cost £78 and the optional 'Gran Turismo' hardtop an extra £25. By 1961 the 750 was virtually obsolete, there no longer being demand for it.

See British Pathe News 1958 for how to build the Ashley 750: www.britishpathe.com/video/car-transformation-aka-rebuilt-cars.

Ashley Sports Racer. This was built for wheelbases from 6ft 11in to 7ft 4in and was produced for a few months from early 1956 until Peter Pellandine left to start another company called Falcon Shells, at which point it became the Falcon Mark II. The body was primarily designed for track rather than everyday road use and could be mated to an Elva chassis. Thus a number of race cars at the time used it as the body for their cars.

Ashley 1172 Coupe & Roadster. This body was available as a Coupe or Roadster and was built for the pre-war Ford Anglia and Popular chassis. The first version of the body would fit directly on to the chassis of the Ford Model 7Y and EO4A; it did so while retaining the original Ford engine, suspension, steering system, road wheels and tyres, petrol tank and braking system, as well as the front bulkhead including the brake, clutch and throttle controls and the dashboard instruments.

In 1960 a slightly longer version of the 1172 body was made available to fit the larger Ford E93A/E493A 1938 to 1953 Ford Prefect chassis, and thus a four-seat version was made available as an option. The Ford Anglia and Popular wheelbase is 7ft 6in long whereas the Ford Prefect wheelbase is 7ft 10in long.

Ashley Sportiva Coupe & Roadster. Introduced in 1961 as the replacement for the 1172 model, the Ashley Sportiva was available as a bodyshell, and with it you could purchase a full Ashley manufactured chassis if required. Like the 1172 it was available in open or closed form and with two or four seats. The Sportiva was an upgrade of the 1172 with a restyled front end. The rear end of the Sportiva was later restyled with moulded bumper and small fins added to the top of the wings, so that it could take Ashley's own longer 8ft wheelbase chassis. Unlike the 1172 hardtop, where the roof was a separate component, the Sportiva hardtop body incorporated a roof. The Sportiva was introduced in 1961; however, it was a victim of the collapse of the Specials market and it ceased manufacture the following year.



Ashley 750



Ashley 1172 Coupe



Ashley Sportiva

Andy Main

Specialist Applications Register

Wickham of Ware: a short history

D Wickham & Co Ltd of Ware, Hertfordshire, known for over 50 years as Wickham of Ware, was founded in 1886 by Dennis Wickham as a motor car and general engineers.

The first rail trolley was built in 1922 for South America and fitted with a Dorman engine. In 1924 the company modified a Ford Model T with a chassis that was shortened at the rear, and with fabricated ramps to accommodate an articulated unit for Tate & Lyle. In 1926 the first rail car was built, again for South America, and fitted with a Model T engine. A Model T engine was fitted to an inspection car the following year and exported to Russia. Railcars were built for British Railways but many more were built for overseas customers. Many specialist rail mounted vehicles were produced plus non railway machinery including passenger hoists, portable conveyors, dumper trucks, and workshop cranes.

Wickham closed in April 1991. The rail business was purchased by the Bruff Group to form Wickham Rail Limited, then sold again to a company called Wickham Rail Cars in Goodyear, Arizona, USA to support old Wickham rail vehicles around the world. However the company failed and in mid 2012 the owner died.

Ford Sidevalve engines

Wickham used a quantity of the E93A and 100E sidevalve engines. In 1950, three air conditioned diesel rail coaches were built and exported to the metre gauge Luanda Railway in Angola. Air conditioning equipment was supplied by Stones of Deptford and powered by an E93A 10hp engine mounted on a sub frame at the front. The majority of the engines were fitted in the trolleys.

Wickham Type 27 Gang and Inspection Trolleys

There was a long association with J A Prestwich & Co (JAP). Their engines, built at their factory in Tottenham, North London, and used in motor cycles and three wheeled cars, were used by Wickham to power their Gang and Maintenance



Trolleys, and sold all over the world. There was a need for a more powerful trolley to carry larger gangs and heavier loads. The Type 27 was therefore produced.

The Type 27 was a gang trolley to accommodate eight/ten men on wooden transverse seats, or as an inspection trolley to carry five in comfortable bucket seats. It was supplied with the options of an open trolley with short windscreens at each end, and a safety rail, or semi open with full windscreens, two fixed safety glass windows and a sheet metal canopy.

It was initially powered by the E93A engine, later succeeded by the 100E engine. However, over time engine types were changed. The Ford three-speed gear box was fitted, to the rear of which was bolted a Wickham bevel geared direction box. The drive from the box was taken by Duplex roller chain to the rear driving axle.

The first inspection trolley was made in 1949 of 2 foot 6 inch gauge for Nigerian Railways. Film fame came for a Type 27 in the 1966 film *The Great St Trinian's Train Robbery*, which was filmed on the Longmoor Military Railway in Hampshire. It was built by the Royal Engineers from 1903 in order to train soldiers on railway construction and operation, and closed three years after the filming in 1969.

Many of these Type 27s are now found on heritage railways in various conditions, with many used on a regular basis to assist the railways' permanent way department or for moving small numbers of staff around to isolated track side locations.

One gang trolley was fully restored and leads a quiet life on The Lavender Line heritage railway, at Isfield station, East Sussex, on the closed section of the Uckfield to Lewes Railway that opened in October 1858 and closed in May 1969. (I travelled on the line in the January.) In 1983 the railway station at Isfield was purchased at auction by a couple that restored it before it was sold in 1991 to the Lavender Line

Preservation Society. The Lavender Line runs for three quarters of a mile from Isfield station northwards towards Uckfield.

The Type 27A Mk111 gang trolley resides in its own shed of wooden construction beside the water tank and just north of the station platform. It is Wickham trolley works number 6936, one of a batch of 22 delivered to British Railways Western Region and given the designation B25W PWM 3951, later numbered DX 68054. It was delivered new to Shrewsbury, Shropshire on 13th April 1955 and fitted with an E93A engine, C838260; purchased in 1986 by the Bluebell Railway and then by the nearby Lavender Line in 2000; and restored by Keith and Nikki to this immaculate condition by 2007. Maisie, as she is called, is now numbered LLPW 01 (Lavender Line Permanent Way) and is now fitted with a 100E engine from a 1953 Prefect which was purchased on eBay. Maisie can be moved from her shed onto the running line by three railway volunteers (see photo, kindly supplied by Peter Baker).

A second Type 27A Mk111 was purchased from the Bluebell Railway: works number 7513, one of a batch of 16 delivered to British Railways Western Region with 7513 again being delivered new to Shrewsbury on 24th October 1956 as B49W PWM 4310, later numbered DX 68057. It was sold from British Rail Western Region at Bangor on 8th January 1986 to the Bluebell Railway, and purchased by the Lavender Line on 4th April 2001 where parts were used to assist the restoration of Maisie. Remaining parts were later removed to Oxfordshire and stolen in early 2011.

Maisie is often locked away in her shed and therefore is not often on public view.

If you are visiting any heritage railways and they have gang/inspection trolleys or other equipment/plant that are powered by the 8hp or 10hp E93A/100E engines then please send me a report and photographs.

Overseas members, please keep a lookout as well.

Letters & Emails

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A restoration tale

Dear Sidevalve,

After reading Tony Lloyd's piece on motivation, I thought I would throw my hat into the ring. Twelve years ago I picked up a vehicle in bits as a work in progress restoration project. I wanted the vehicle because it was exactly the same model as my first car that my father gave me to get me off my motorbike. That car was a 1962 Ford 100E deluxe, a Dove Grey number with red upholstery, 9819 VF. My new purchase was a Lichen Green number, 1960, VYJ 568.



It was a rolling chassis, boxes of bits, no windows and no interior – that was in another shed under a tarpaulin. Most of the bits or important bits were there so I shook hands on £325 and, loading it up onto my nephew's trailer, we carted VYJ 568 from Stanford-Le-Hope in Essex to Soham in Cambridgeshire. On arrival, my wife Sue came out of the house, mumbled something unprintable and went straight back in. I think it was then that she realized that her car was coming out of the garage and for eternity would be replaced with this magnificent piece of British engineering from Dagenham. My two boys, Stuart and Gareth, thought it was fun and asked if I was going to paint it pink like the Roland Rat mobile.

So: 12 years of saving, working, buying compressors, MIG welders and learning how to use them, eBay purchases, Club purchases, and gifts from other enthusiasts for which at the time you are extremely grateful, but I have a suspicion that there is an element of clearing out their unwanted truck that they have collected over the years, as four useless dynamos, six dead starters and a couple of

No to liquid gasket sealer!

Dear Sidevalve,

Last year, in a moment of weakness, I bought a 107E Prefect (below). Some thought has gone into what we should name it. This has not yet been decided, but my suggestion was 'Jaws'; firstly as it is shark blue but mainly because it bit me before we even got home! Without a tool kit or any spare parts the blinking thing broke down, so I started diagnosis and managed to get the top off the carburettor with a flat blade screwdriver. I couldn't believe what I saw. Someone (possible even a garage) had used a liquid gasket sealer instead of a proper gasket. My heart sank. If one of the previous owners was capable of this then what else am I in for! Needless to say the sealer had been melted by the petrol, leaving quite a mess

with bits of silicon sealer floating around and blocking the jets. The car was trailed to work where it lived for a few weeks until I tackled this and a few other problems. I drove it home in November and now I am starting on the engine noise!

The purpose of this letter is to warn other owners of this folly: please do not be tempted to use a liquid gasket sealer on any part of the fuel line; no matter what the manufacturer claims, it will cause problems! For the princely sum of a couple of pounds I would suggest all Sidevalve owners equip themselves with a float chamber gasket or even a carb gasket kit (see spares list in *Sidevalve*) just in case.

Yours,
Liam Cotton



fuel pumps with glass bowls off a MK2 Cortina proved. Oh, and don't forget the radiator that had more holes than a colander. Holidays, grandchildren, deaths in the family, decorating, re-decorating: the list goes on and on.



Finally, last week was the home leg. The car has been insured a number of years but it

got its MOT with flying colours and so I could get it registered as a historic vehicle. Having done so, off we went for a few tentative miles around the Fens. We go a little further every trip (confidence building).

I have also booked it in for a full, down to the metal re-spray and hopefully it will be back to do a few local shows this spring/summer. It won't stop with the re-spray; there will be re-upholstering, re-chroming, re-lining the roof (almost everything expensive starts with a re-). The biggest thing I will miss is reporting on the progress and talking about it, but as you can see 12 years is only the start. If you own a Sidevalve then you can only give up restoring it once you have sold it, like the guy did when he sold it to me; and remember, a Sidevalve is for life, not just for Christmas.

Regards,
Keith Alcock

Stuart Battersby

Going 'Social'

Some of you may have heard of social media and will be thinking "That's not for me!" Well, actually we think you'll find that it is, and so we have decided to take the plunge by setting up an FSOC Facebook site. Actually we are going to create two sites, but more of that later.

A Facebook presence will provide significant benefits for FSOC and its members. It will provide a much better information service for members by sharing knowledge and experience across the whole membership; and it will promote FSOC to a wider, younger audience, and allow us to grow and keep FSOC as a vibrant relevant Club into the future.

Please keep an open mind reading this article, and try and support your Club in this matter.

What is Facebook?

Well first of all it's **NOT** just for teenagers and youngsters to post selfies and silly videos.

Facebook can best be described as an electronic notice board where members are able to post photos, questions and answers. Other members are then able to see the photos, questions and answers, and add comments or answers. The technology is really simple to use, and by using it we will be able to create a system that will allow members to: raise questions (and have them answered quickly by experts); show photos of their vehicles; promote meetings and shows; offer items for sale; and search for parts.

How will it work?

The Club has created two separate Facebook sites: Ford Sidevalve Owners Club, and FSOC Members Lounge.

The first is the public site; this is open to anyone on the internet, with no restrictions. This site will be really focused on promoting our Club. It will contain details of forthcoming events, photos of our cars, and details of how to join the Club. The site will be well monitored and edited, to minimise discussion and generally restrict it to be just an advertising site.

The second site is much more interesting. The FSOC Members Lounge will be a restricted site, available and visible to 'Members Only'. Non-members may know of its existence but will not be able to find the site; it will be invitation

only. The Members Lounge is the place where members will share their knowledge and experience, ask questions, post photographs, place 'Wanted' and 'For Sale' ads, answer questions and give opinions. We are hoping that the FSOC Members Lounge will become an always-open, Club-wide members' virtual meeting room, where members can chat, raise issues and resolve them ... quickly.

How do I use it?

We will be sending out simple instructions to all Regional Contacts and we truly hope that they will embrace and support the new systems. In addition we will send these instructions (less than five minutes to join and post your first Facebook item) to any current member on request.

To give an idea of how Facebook works, Photo 1 is copied from an Australian Club (Ford 8 and 10 Sidevalve Club SA). Gary Dunn has purchased something a little unusual at an autojumble. He has posted a photo and asked a question. Within about six hours he has received seven replies and has gone away happy!

Photo 2 below shows the new FSOC Members Lounge. As we haven't launched yet, there's not much in there, but I've shown this to illustrate how easy it is to use. Just under the top picture there is a box with grey text, 'Write something'. When you have a question, just click on that box and start typing. You can easily add photos or documents to support your question. All members of the Lounge can then see your question and simply click on 'Write a comment' (seen lower down in this example) if they are able to answer or contribute to the discussion.

Security and Privacy

A few years ago there was a lot of publicity surrounding Facebook, with concerns that private conversations, photographs and personal details were being viewed by unauthorised individuals. This publicity has, unfortunately, left some people, especially those of our generation, concerned that Facebook somehow presents a threat or risk to their privacy and security.

There is no need for concern however. Since that early publicity, Facebook has put in place a series of controls on the system that keep all your personal details secure, ensure that anything that you publish on Facebook can only be read by those to whom you have given permission, and prevent anyone asking to be your 'Friend'.

As an analogy you could imagine our planned Facebook sites as a public notice board; your access to that board however is a secure, secret, one way pipe down which you send words or



Photo 1

pictures to post on the noticeboard. Nobody can look back up the pipe; even clicking on your name will not reveal any details of yourself or other activities.

Facebook is used by the US Department of Defense for mission planning; it is safe. Facebook is a technology that is right for today (similar to our old Sidevalves in their day). Facebook as a technology is now tested, proven and secure enough to be the perfect tool for our needs.

Next steps

The main thing is KEEP AN OPEN MIND. We realise that many of you are unfamiliar with this type of technology but, honestly, this is so simple to use and will bring such huge benefits to the Club that we implore you to support this new initiative.

If you are not yet a Facebook user then please go to www.facebook.com and click on the green 'Sign Up' button near the top left. Once you have signed up, search for 'Ford Sidevalve Owners Club' to find our public site. Next, send an email to Stuart Battersby (battersby56@sky.com) quoting your membership number, and I will trigger an invitation to the Members' Lounge.

NB: by default Facebook sends you an email every time a member of our group adds any material, comments, or even just 'likes' something. That's quite useful for the first week or so, but can soon become extremely tiresome. However, you can turn off all these emails very easily. Full instructions with screenshots are given in the Files section of our Groups.



Photo 2

Radial tyre construction

Jim Norman

Radial Tyres for the 100E

This is one that comes up now and then. The last case was former Editor, Laurie Menear, who had 145SR13s on Emily, his 107E. He wanted to know if they were the nearest equivalent size to the original 5.20x13 crossplies with which the car originally came? My answer was long and technical, but can be summarised as "No!" He suggested that the information given might be of use in *Sidevalve*, so the credit or blame for this goes to him.

First, let us examine the differences in construction of crossply and radial ply tyres which, with one important exception, are broadly similar. Photo 1 shows a cut-away view of a radial tyre with all the major features. It is built around a pair of rigid beads, usually made of nylon or steel. Emerging outwards from, and enclosing, the beads are the plies, usually four. These wrap around the beads, then pass under the sidewall, around the top under the treads, and back down under the opposite sidewall to encompass the other bead. The tyre is formed by moulding a synthetic rubber inner and outer skin around the beads and plies.

It is the difference in the direction of the plies away from the bead which decides the tyre type. Crossply does exactly what it says: the plies cross over each other behind the sidewall. The word 'radial' implies a line emanating from the centre of a circle to and/or beyond the circumference, and a brief glimpse at photo 2 shows these situations in both cases. So why have we gone for radials instead of crossplies? Even a glimpse at this diagram shows the crossply's sidewall is much stronger than the radial's, and therein lies the problem. The crossply's sidewall is too rigid; it cannot flex under cornering forces, so tends to lift part of the tread area clear of the ground, reducing grip. This is why radials transform the 100E's roadholding, and once sampled, a return to crossplies is very unlikely.

Generally, it is best to use either crossplies or, preferably, radials exclusively on a car, but if you intend to convert to another type one pair at a time, you need to be aware of the legislation. It is illegal to mix the two types on the same axle, and if you have a pair of each, the radials MUST be fitted at the REAR. There

are no exceptions: front or rear wheel drive or whatever, crossplies on the front, radials at the back.

So now let us look at markings on the tyres, and the sizes in particular. Note that crossply sizes are entirely in imperial units (inches) whereas radial sizes use metric (millimetres) for the tyre itself but inches for the wheel diameter (there have been several attempts to introduce metric wheel sizes; all have foundered as the cost of replacement tyres in the small quantities needed is extremely high, so the system never reaches beyond the first set of replacement tyres).

I'll begin with the radials, so let us take a typical size for a 100E: 155/80R13 79 T. Reference to photo 3 should assist here. 155 is the width of the tyre across the shoulders; the 80 (actually 82 but always rounded down) is the height of the tyre expressed as a percentage of the width. This percentage is referred to as the aspect ratio. 82% is, or was, 'Standard' but low profile tyres with an aspect ratio below 80% are now general, and aspect ratios as low as 40% can be had. In our case, 155mm x 82% gives a tyre height of 127mm. 'R' stands simply for Radial Ply, and the 13 is the wheel diameter in inches.

The next two symbols are '79', which is a code for the maximum weight the tyre can carry, generally of interest only on heavily loaded commercial vehicles. The 'T' is the maximum speed rating, in this case the lowest normally available, except for specialist applications, at 113mph. Some sources state 112mph; neither should concern the 100E owner!

Crossplies, as said, use all-imperial units, and generally use an aspect ratio of 98%, which is why they look so 'skinny': the height and width are practically the same. So if we add the crossply's dimensions together we get 5.2" + 13" + 5.2" to give an overall diameter of 23.4". With the radial, 127mm equates to 5", so 5" + 13" + 5" = 23"; closer than the 145R13's 4.7" + 13" + 4.7" = 22.4", one inch less than the crossply in diameter, and over three inches less in circumference. It might not sound much, but is quite noticeable when viewed from the side.

So there you have it, and now know why Laurie was so keen that you should all share his newly acquired knowledge!

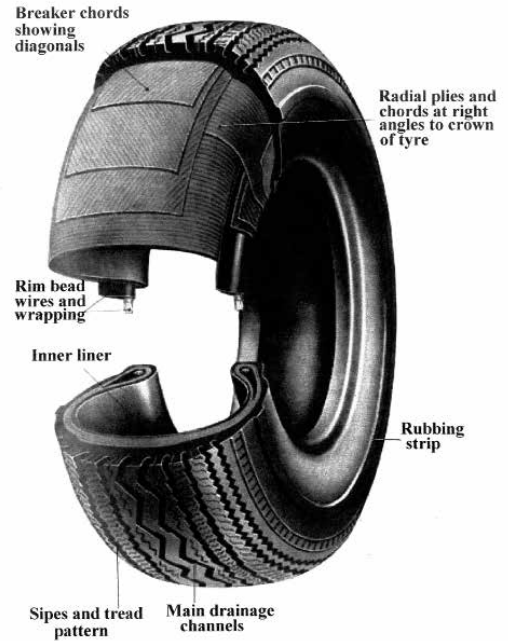


Photo 1

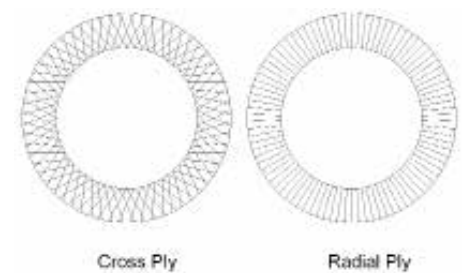


Photo 2



Photo 3

Colin Pudge

Practical Classics Restoration Show 2015

The second PC restoration took place at the end of March, and once again the Club had a stand and presence to promote itself. In two different larger halls this year there was much more to see and do, and several Sidevalves scattered around on other stands as well.

This year we had five vehicles on display. Steve McKenna bought along his brother's under-restoration E83W pickup, which has an unusual steel body fitted; Geoff Hammond bought along his lovely Ludlow green upright Anglia; Brian Kimberly helped out with his immaculate 100E Squire; and Phil Rosario kindly lent us his unusual left hand drive Fordson van, recently imported from Sweden, or was it Norway? The loan entailed John Porter collecting it with his trailer from Snitterfield on Friday afternoon, and Steve and I met up with him there to show where it was and help load, after setting up the stand at the NEC in the morning. On arrival at the show first thing and finding our stand space easily – due to the fact that Steve's pickup was sitting there all on its own – I soon realised the space available was much larger than we could fill, so enlisted Steve to shoot back over to Coventry

with me and pick up my 56 Pop to fill up a bit of room. So, with all the cars there and everything set up, there was time for a quick wander around to check out where things were and still be home for about six.

The show was busy right from the doors opening, and there were people on our stand all day chatting, asking questions and talking widgets, sprockets and all sorts of things. Lots of membership forms were handed out and as Robin and Jennie Thake were there, at least five lucky new members were persuaded to pay up and join over the weekend, and loads of promises were made to do so soon.

Steve McKenna had already asked to be our victim, sorry, candidate for the interclub challenge, which was supposed to be a head gasket swop, but ended up being a valve removal and refit again. We didn't hear the results but I'm sure he did better than I did last year.

During the Sunday we decided to try out Paul Redell's new tool which he took upon himself to make, after my request for an easy way to remove shackle bushes. I just happened to have a spring and workmate with me, so

with an audience of Club members gathered round we tried the tool out. The first one came out really well and easily, and the second one came out as well; then it all went pear shaped and we sort of broke the tool a bit – well, a lot actually. The threaded part seized solid, but luckily we were able to split the tool to remove it from the spring and assess the damage. Now, I thought I had plenty of witnesses to show exactly what went wrong and explain to Paul it wasn't really my fault, but they all appeared to be looking the other way at the crucial moment. Strange that. Still, Paul took it quite well really and at Drive It Day presented me with the new, improved, whizzy Mk2 model which I have yet to try out.

An excellent weekend and show, and my sincere thanks to all who supplied vehicles and helped out.

I really must figure out a way of driving two cars at the same time, as I once again had the Pop and Volvo full of show stand to get home. Luckily Neil Campbell from *Practical Classics* was on hand again to help out and take the Volvo back for me. Thanks, Neil.

