

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

NEC Classic Car Show 2015 |

A Reversal of Customisation Trends | Is the Future LED? |

The Tor des Cols in a 103E Pop



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Cover photo: Alan Chapman's 103E: see North Midlands and Welsh Borders report. Photo was taken at the Transport Festival in Audlem, Cheshire.

John Porter

Editorial

After the DVLA local offices closed, the Swansea headquarters appeared to have a rethink of their registration procedures for older vehicles without a logbook. Both the V765 (applying to retain the original number) and age related procedures have been tightened up. DVLA realised that each of their offices interpreted the rules in a variety of ways. So, now there is what amounts to a more restricted and stringent set of unwritten rules for getting a registration for a classic vehicle.

In effect, the only way to apply for the original number successfully is with an old logbook (RF60/VE60). The previous evidence of an old tax disc or MoT certificate is now not going to support an application. DVLA apparently will 'consider' evidence supplied with an application, such as an entry in the issuing authority records when the vehicle was first registered.

If there is absolutely no documentary evidence then an age related application has to be made. In the past this could be done before a restoration was started. A few years ago the rules changed, which meant that the owner would have to make the vehicle roadworthy (proved by a voluntary MoT), insure for the road, get the vehicle inspected by the FSOC and then apply for the age related registration. Quite a risk to renovate the vehicle with all of the expense being involved before applying for

the registration, especially if the application is later rejected.

The advice really is to buy a vehicle with a V5C in the first place. You can check online if a vehicle is on the DVLA database. If you are contemplating buying without a logbook then be prepared for a more difficult time getting your purchase registered. In light of potential problems it would be prudent to not pay too much. It is usually advisable to consult with the relevant FSOC registrar rather than getting involved with DVLA and getting into a long drawn out wrangle.

Recently our registrars have been approached only after the owner has got into difficulties with DVLA. The resulting extra administration effort really does add to the registrars' workload and often will have to be referred to the Federation, which causes an amount of frustration for the owner.

Apparently DVLA receive over 2500 applications a year from classic vehicle owners while having to implement budget cuts from central government. They have also said that they now have a specialist team to process our applications. In addition, spot checks on vehicles are carried out by an independent inspection company with the cost to be borne by the applicant. This is presumably to prevent fraudulent applications.



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Brian Cranswick

Events

Winter is on its way, and many members have tucked away their Sidevalves for the next three to four months. However, Richard Healey is looking well ahead to next summer and has already planned the Three Counties Group Ford Sidevalve Annual Holiday. What a great way to test your old Ford's reliability, on a nice long run to Hayling Island.

24th April, Drive It Day. Area groups event. Details TBA.

3rd to 10th June, FSOC Holiday, Warners Lakeside Village, Hayling Island. To book a chalet you can contact Warners direct on 023 9246 3976 (booking ref. is 4133228). You can stay the full seven nights or less: prices are for full board and entertainment. For further information contact Richard and Shirley on 07881 623619 or email richard.healey@talk21.com.

Steve McKenna

East Lancs

13th September saw a group of friends visit the East Lancashire railway. I was in my Popular; Ian with wife, sister-in-law Barbara and Ron in his E83W van; and Allen with his Prefect. A great day out. On arrival we were given day passes to travel on the trains. We stopped at Ramsbottom and had a nice meal in a posh

restaurant, and watched a black pudding throwing competition. Ron popped into the church to see their bells and we all looked in the antique shops. Ron's van is the only one seen out and about in these parts, and is used a lot as a runabout. Good for you, Ron.



Stuart Battersby

North Midlands and Welsh Borders



Alan Chapman's stunning 103E

Firstly and before I forget, let me welcome two new members to the group, 'Nol' Cheadle and Julian Heath. Nol has a very original Black E493A and Julian has a similarly original black 100E Prefect. Julian has already been out and about to a few small shows in the area, whereas Nol is working through the V5 recovery system, but hopefully that will be all sorted by the time we go to press. Welcome both!

Regular monthly meeting attendee Alan Chapman wrote to me recently, delighted he had returned back from his 51st successful trip to the MoT testing station with his 103E (photo above, and front cover). Alan is a highly skilled historical/antiques restorations expert by trade. It comes as no surprise, therefore, that he does all the work on his car, including multiple restorations to support the 158,000 miles he's done since he bought it in the early 1960s. I suspect he views the car as a 'Keeper'!

So, it's the allegedly quiet time now, when all the season's shows have finished and the weather begins to close in. That of course gives time to start the winter maintenance and refurb work. I still have a long list, including

refitting the re-cored radiator and getting all the Aquaplane gear installed and fettled. In preparation I have purchased a powerful garage heater from Machinemart (other brands are available) to make the wooden garage more comfortable in the colder weather.

Shrewsbury based, Les Banks' restoration of his 100E took two steps forward and one back recently as he found out the hard way why an air extraction system is needed when spraying with 2-pack paint. Using all the appropriate breathing equipment (a mandatory when using 2-pack) Les sprayed his restored 100E in a home-made booth inside a barn. Les was delighted with the finish he had achieved and left the car to harden off. When he came back three hours later, the super finish had turned dull. Without an air-extraction system the micro paint particles in the air from spraying had settled back on the wonderful finish! About 15 hours polishing later, Les is now happy again with the paint finish. Lessons to be learnt, but Les's attachment to the Prefect has grown stronger.

Normally I like to add a few photographs of

recent shows in my piece, so here's a little rarity from this year's AGM (below). These two plates show a comparatively common Briggs Number (the 451E denoting a 100E Prefect Deluxe). The real rarity however is the Trim Code (TC) plate with the last two digits showing a colour code of AN for Rougement (aka Monza) Red. Very rare indeed, and we currently only know of two in the UK.



Finally, just personal best wishes for Christmas and the New Year, especially for all the local members who have supported me throughout the year.

Colin Pudge

Coventry and Midlands

At last things are starting to calm down a bit on the show front, as I'm totally worn out after a very hectic four days at the NEC. You can read all about this in the separate report on page 30.

The end of October saw us at the one-day Carole Nash Restoration Show near Coventry. We had three cars on display: Neil Bannister's lovely Tan coloured 103E Popular with a

freshly built engine; Brian Kimberley's 300E Squire; and Jonny Willett's black 103E. Dave Carden supplied the engine destined to go into his 300E van, to which we were supposed to be fitting and adjusting new valves. Unfortunately for Dave the reconditioned engine he purchased needed more work as we discovered that the valve guides were worn, the little end bushes need replacing, and the cam bearings were totally worn out and badly scored, so the semi-complete engine that I took came back completely disassembled. He took the news quite well, considering.

My Pop is back on the road with new motor running well, after a small problem when I noticed water coming up one of the head studs when filling with water. I decided to run the engine up to temperature and then re-torque the head, but this made no difference. So,

with thoughts of cracked block or split head spinning around, I pulled the head off again for inspection and found nothing at all wrong. The only thing I could see that may have caused it was that the holes in the gasket for the studs were a tight fit, so after a rummage through the garage a useable head gasket was found and everything reassembled. With fingers crossed, water was poured in and this time it all stayed where it was supposed to. After a celebratory drive around the block with no bonnet or floor fitted, all was good. It's a lot livelier than it was with the old engine already.

The group is holding its Christmas meal this year along with Liam Cotton's group, so we're all looking forward to that.

May I end by wishing you all a very Merry Christmas and a Happy New Year.

Brian Cranswick

Cambs, South Lincs & Norfolk

I am pleased to report that Norman Wedley now has his 100E Anglia (Annie) running really well after his continuous spate of problems. To celebrate his recent 50th wedding anniversary he took his wife Jeanette out on a run in the Anglia to the Norfolk coast. The first owner of Norman's car kept a log book of every journey that he completed (which Norman has continued), and often took his wife on a drive out to Hunstanston and Sandringham, and those places appear often in the book. So Norman decided to take Jeanette there to mark their special day, and on the way home to the church where they got married. So it was really good that Annie's history now includes her involvement in marking their golden wedding anniversary.

Converting Uprights to 12 volts has become a very popular upgrade, with Jim Hodder



recently changing his 103E, and Trevor Caftan also gaining some more volts when his E494A was professionally converted by our local classic-friendly mechanic. The extra reliability is soon evident, as I can vouch, with easy starting and much better lights (they actually work – compared to the old 6 volt). Guy Wakelin's E494A has recently been into the workshop, as the kingpins and wheel bearings needed replacing. His Anglia is undergoing a transformation / more vintage look, with a

custom set of stainless steel bumpers just fitted (see photo). Watch this space as he is about to add running boards and a steel sun visor as well.

I would like to wish all the members and their families a very happy Christmas and New Year.

Dela Bandara

Sri Lanka

In Sri Lanka there are no Ford car clubs, unlike in your country, and actually to my knowledge

there are only very a few cars in running condition. Here it is very difficult to collect Ford cars, as in the UK.

A former member of the FSOC has an E93A Prefect, a 105E Anglia, and a 100E early model Prefect in very good condition. However, I am now the only member for the FSOC in Sri Lanka.

Another E493 Prefect is owned by one individual in Sri Lanka who is very rich and most of the time travels long distances with his

car, but does not participate or exhibit his car in motor events here.

I am also a member of CCCC (the Classic Car Club of Ceylon: www.classiccars.lk). I have participated in a few events organised by the Club. In 2014 and 2015 I participated in the British Car Day rally, and I participated at the CCCC's Motor show in Colombo in 2007, 2008, 2009, 2010 and 2015. I went to all these with my 107E Prefect.



Robin & Jennie Thake

Three Counties

With the end of the show season here and the car under covers, battery on the smart charger and car jacked up to keep the tyres off the ground, it is now that, after a rest, thoughts of jobs to do before next season start.

The first of the last shows we attended in September and October was the local show at St Mary's School. This was well attended and we had seven cars on the Club stand; Andy Westwood won the award for the best commercial with his 300E van. The following week Jen and I went on our own to the forties weekend at North Norfolk Railway, which is a very good event with most visitors dressed in period clothes and uniforms, and the shops all decorated in 1940s gear. The weather was brilliant, better than we have had during the summer. There was quite a stir on Sunday when one of the locos hit the buffers very hard when it was running round at Holt; it demolished the buffers and the fence behind, and raised the platform up. Fortunately no one was injured, just a crew member suffering from shock, and the railway soon had trains running again within two hours on a limited timetable.

Our next show was at Ramsey Rural Life Museum. This is a good event with a pleasant drive through the Cambridgeshire fens, and the stalls have rural crafts and produce. Our final show of the season was at Canvey Island Bus Rally, another interesting show with classic buses taking passengers the couple of miles to and from the bus garage to the seafront. The field where we parked was full up due to the nice weather.

1st November was my annual trip as a passenger in a 1903 Darracq on the London

to Brighton Veteran car run. This meant a 2am start to arrive at Hyde Park in time to get ready for the 7am off for the 65 miles trip, on a very foggy morning. Travelling over the Sussex Downs in a 8hp single cylinder car makes one realize the advances made over the years: some of the hills would be a slow second gear crawl in my 8hp Anglia but in the Darracq it is a slow walking pace. We arrived in Brighton to bright sunshine and a temperature of 22 degrees (better than some of the Sundays during the summer). Then it was load the car on to the back-up vehicle and then home – great day out!

By the time you read this, the Three Counties Group will have had their Christmas meal at the King William, so it gives me the opportunity to wish all Club members a Happy Christmas and to thank our group for the support you give during the year.

Finally, just a note to be beware of fraudsters. One of our members needed a part for one of his classics (not a Ford), so advertised in the wanted pages of the relevant club magazine. He received a call from an individual saying he had the part, so a deal was struck. Then came the trouble when the individual would only take bank transfer. The goods did not arrive and, after many excuses, he got the police and bank involved. The individual was arrested and put back in jail awaiting trial. This individual had just been released from prison after serving two years of a four-year sentence for fraud – about 100 cases – involving car clubs, antique dealers and many other organisations. BEWARE!

Chris Lambert-Dowell

East Yorkshire

I'm very sorry that we haven't managed to get the East Yorkshire group up and running this year. We started with the best of intentions but then decided to move house. This has ended up as a large project and, as I type, the joiners are still building the garage for our Pop, Henry, to move into. Hopefully he can move over shortly.

So, we haven't managed any runs this year, other than acting as a wedding car for our friends Greg and Stacey. This was in fact only a few hundred yards, although I did have to give Henry a good run first to ensure that he was working well.



I'm hoping that we can do better next year and aim to be in contact with the local list sometime in the early Spring.



Club stand at St Mary's School, Bishop's Stortford, taken by Mrs Pippa Forth.

Nigel Hilling

Yorkshire

General info

The end of another year approaches, during which we had mixed weather in summer but a dry and mild autumn.

Our monthly meetings continue at the Reindeer on the last Tuesday of the month, except for December when we will have had a Christmas meal at the Reindeer on the 9th and there will not be an end of month meeting. The Christmas meal was fully booked, but if you would have liked to have attended then let me know in case I need to consider a larger venue for next year.

Compliments of the season to everyone – don't forget to renew your subscription, and I hope to see many of you in the New Year.

York Racecourse

This event, run by the York Historic Vehicle Group at the Knavesmire, is usually one of the last outdoor events of the year. This year we were only allocated three places on the Club stand, presumably because very few people pre-entered under the Club name. Fortunately we managed to park six cars together on the day, some of which were late 'on the day' entries. Five of our number can be seen in photo 1 with Paul Horrocks' Prefect on its first show outing in the foreground.



Photo 1

Edinburgh Trial

With two of the most famous Edinburgh hills, Bamford Clough and Litton Slack, still off the agenda I decided once again to put a bit back and marshal on the trial this year (no motorsport is possible without volunteer marshals). I was assisting on the first section of the trial called Haven Hill, a few miles north of Ashbourne. This is a track through fields which had plenty of grip due to the dry weather preceding the trial and we weren't expecting any problems.

The first entry was due at 2:52am so I needed to be at the section before 2:00am to help set it up – so much easier than a rally stage! As this was the first section in the trial, everything ran near enough to time and we only had one breakdown and one failure to deal with. The closing car appeared about 7:00am and that was us done.

The early finish meant that I had plenty of time to get to the Bull i' th' Thorn at Flagg Moor for a full English before heading to Putwell, near Monsal Head, to spectate. Putwell is split

into two sections, both having been very rough in the past. Putwell 1 remains rough but was drier this year so will have caused very few problems. Putwell 2 has had its rocky terrain filled in so is now not much of a challenge, even for those classes with a restart.

There were three Sidevalve entries: a Dellow in Class 0, Paul Clay's Austin Ford Special in Class 5 (shown on Putwell 2 in photo 2), and David Child's 103E Pop in Class 3. David just missed out on a Gold (clearing all the hills) in the same car 28 years ago because he stopped at a restart when he shouldn't have. After many years trying he finally got that Gold award this year. Photo 3 shows the car at Monsal Head during that trial 28 years ago.

It's back to the serious business in January, with an entry for Stan on the Exeter Trial. Let's hope I get a bit further than last year when I lost some teeth from the gearbox input shaft on the fourth section and had to retire.



Photo 2



Photo 3

Joe Wheatley

Merseyside

I was saddened to read of Yvon Precieux's experience with the avaricious club member in his report in the October issue of *Sidevalve*. I'm pleased to say I can only think of one instance of someone making a significant profit after purchasing one of our member's cars. This was several years ago when a long standing member sold his beautiful, original, low mileage 103E. The new owner did subsequently bring it to a few shows but within a year had sold it on at a considerable profit to someone in Ireland. The member was philosophical enough to realise that once we have parted with a pride and joy, we cannot control what happens to it, and can only hope the future owners enjoy it and look after it.

I'm pleased to say that over the past fifteen years we have built up a very supportive group in the North West. Members are always willing to help each other out, sharing spares and expertise whenever necessary. We are very fortunate to have our own resident Sidevalve finder, restorer and mechanic in our friend Dave Rothwell. He has an uncanny ability to find interesting cars and bring them out into the open. (Amazing when he does not own a computer!) He has contacts in Southport who can fix anything from an expired dynamo to a cracked engine block, and many of us rely on him to help us maintain our cars. As you will know from my reports, he is a regular at our shows where he can often be found under car or bonnet putting something right for one of us. Since we met back in 2006 he has found and sold dozens of Sidevalves, and many of their new owners have subsequently joined the Club. Of the 28 cars that attended our stand at Tatton Park in August, seven had been bought from Dave and a further three had been restored by him and his contacts in Southport. We would not have such a thriving group without him. Thanks, matey!

Where did that year go? We did manage to get out to a few more shows after the Tatton Park do at the end of August. Dave Rothwell, Jeff Tattersall (new member signed up by Dave), Arthur Speakman and Peter Tinsley attended the Ormskirk Motorfest on 30th August. A good day weather-wise, and the whole town seemed to be out and about to watch the competition cars and look at the



Southport

classics. Monday 31st August saw seven brave souls meet up at Dave's before going to the Town & County Fair at the Leisure Lakes in Southport. I don't think we will be bothering again! It is always wet and windy (obviously! It's a Bank Holiday!) and such a wash out that we were all home by midday.

There were several events the following Sunday (6th September). Mike Brocklehurst and some others went to the Trans Lancs show at Heaton Park in Manchester; Julian and others to the TVCCC show in Uppermill; and Dave R, Bernard Ellicott, Arthur Speakman and myself to a new show organised by the NW Casual Classics at the United Utilities site in Lingley Mere in Warrington. The show was to raise funds for the St Rocco's Hospice in Warrington and, for a new show, was very well attended. I hope this one manages to grow and properly take off.

Saturday 12th September saw Dave R, Bernard, Kevin Appleby (black E493A), myself and another E493A go to Leigh for All, just down the road from Culcheth. A nice little show in the old market area with plenty going on, though the brass band got a bit rained upon! I

sensibly went to the organ recital in the parish church while it rained! Sunday 13th saw Steve McKenna, Ian Sidebotham, Ron Taylor and Alan Tomlinson go to the transport day at the East Lancashire Railway in Bury – free pass to ride the steam trains all day and a café to hand as well. There are some good pictures of this on Facebook (and see the East Lancs report).

Steve McKenna organised a Club stand at the Footman James show at Event City (almost on the site of Ford's first factory in Trafford Park) on 19th and 20th September. I'll not steal his thunder by writing about it except to say a good time was had by all, and there were some very interesting exhibits around the various halls. Lots of pictures in the FSOC Members Lounge on Facebook. Our final show this year was in Warrington town centre, but I'll save that for next time.

Finally, can I please encourage all members with a computer or iPhone to get set up on Facebook so you can follow the events and discussions on there? It is a painless way of seeing what others are up to, and you may get to know more about your particular model.

Happy Christmas!



Southport

Fred Tutt

Surrey

A progress report on the plans to establish an active Surrey Region group for FSOC members, as described in the last couple of editions of *Sidevalve*.

As the owner of a 1954 Ford Popular 103E I have put myself forward as the Regional Contact, supported by Club member Tony Croxall. The aim is for me to look after the planning and administration for the group and for Tony, who has a background in restoring historic cars, including Ford Sidevalves, to help to develop a framework of practical help and advice for any Surrey member who contacts him.

It is encouraging that Martin and Kate Doughty and new members Nick and Shirley Harding have already been in touch to express an interest in the launch of a Surrey group and, in preparation for this, we will be contacting all of the 30 or so Surrey Club members (and those with SW London postcodes) in the next few weeks to see what support there might be to get something in place for in the new year.

Tony and I attended the Club's Regional Contacts meeting on 10th October in Coventry, and the feedback and encouragement from the other regional contacts and the Regional Coordinator John Duckenfield was very helpful. We have also had lots of tips and ideas from Richard Greenaway, who has led the development of our next door neighbours in Kent into a very active and healthy regional group.

Let's hope we can do the same in Surrey.

Liam Cotton

East Midlands

Our regular monthly meeting is continuing throughout the festive season, so please come and join us if you get the chance. It was nice to see a couple of prospective new members at our last meet with an interesting 103E project. Currently we are working hard to join Colin's group at the NEC show; after this we have the Christmas meal to look forward to; and before you know it we will be into 2016 and next year's show season.

Merry Christmas and Happy New Year.

John Duckenfield

Regional Report

Northern Ireland

I am pleased to report that, as expected, Rodney Cowden had his appointment as Regional Contact for Northern Ireland unanimously endorsed by members of the Committee at their last meeting. There are currently sixteen FSOC members with BT postcodes, so if those members would like to meet up from time to time, or on a regular basis for those living relatively close to each other, please contact Rodney who will be delighted to hear from you.

All contact details can be found on the centre coloured pages.

Annual Regional Contacts' Meeting

This year's meeting was held at Coventry Transport Museum – an excellent venue in the heart of the country. The meeting afforded the opportunity for Regional Contacts from all over the country to meet each other, discuss common issues and consider matters relating to the continued success of the Club.

It is a forum for raising matters to draw to

the attention of committee members – often issues that are of concern to Club members within the Regional Groups. It is therefore an important link between Club members and Club officials, and another means by which the voice of the membership can be heard. Conversely, it is also a valued sounding board for Club officials whereby they can seek opinion from across the country about future decisions or current practices. This year, for example, much of the discussion was focused on the Club's Five Year Development Plan, the retention and recruitment of members, and the Club's Facebook initiative.

The meeting is an extremely informal gathering of like-minded and dedicated members of the FSOC. As the new classic car season rapidly approaches, there is still the need for more Regional Contacts in several parts of the country. If your circumstances have recently changed, or you are a new member who would like to establish a Regional Group where you live, please get in touch with me to find out more.



Merry Christmas
and a Happy New Year!



AN INVITATION TO BECOME A REGIONAL CONTACT IN 2016

Any member interested in becoming a Regional Contact
is invited to find out more by getting in
touch with John Duckenfield on 0114 2341550
or at regionalorganiser@fsoc.co.uk

Richard & Trish Greenaway

Kent

Recent shows

Eight of us ventured down to Quex Park in Birchington for the Gears of Change show. Of the eight it was nice to see new Kent member Steve Bannon out for his first Kent group show since moving down from London. One Kent member who was hoping to join us for the day was Chris Whittingham who lives in nearby Margate. We first met at the 2012 AGM and he's always said he'd love to come along to a Club stand event with his E493A, but as he didn't travel great distances anymore it would have to be a show close to home, so when he heard we were attending this event he was all set to join us for the day. He even took it around the block on the Saturday to make sure it would be okay for the Sunday morning. Guess what – come Sunday morning it wouldn't start, so as yet he's still not attended a Club stand event, but it was still good to catch up with him, even if he was without his E493A Prefect. One day, Chris.

Next up was our annual trip to the Kent Classic. We had our usual band of regulars along for this one, 12 in total including Martin & Kate Doughty who came down from Surrey to join us for the day. Our next event was our 2015 away day, which was a trip to the Rural Life Museum in Tilford, Surrey. When we heard during the summer that Surrey had a new Regional Contact, I thought this would be a good opportunity to build bridges with a neighbouring county, but unfortunately Fred Tutt had a prior engagement for that weekend so was unable to join us. Never mind, I'm sure we can arrange a couple of shows for next year. It would be great if we could get the Kent, Surrey and Sussex groups all together at some point in the near future – something for Fred and Dave to ponder over the winter months. Although Fred was unable to attend and with only one other Surrey member booked in, we still

had seven members booked in with a week to go but come the day only three from Kent attended, which was a bit disappointing. Saying that, we did have an illness and a couple of mechanical problems amongst those that didn't attend. I must say the three of us that did go thoroughly enjoyed the day as there were plenty of cars and other things to look around.

After me saying in previous magazines that we would like Surrey members to join us, it was very disappointing that only one did so and he has joined us on several occasions in Kent over the last few years. I do hope that all you Surrey members support Fred in his role as Regional Contact. Speaking from a personal experience, it only needs five or six keen members to support him from the beginning and then it's surprising how quickly others come forward. Before you know it you've got a good number of members together to attend shows etc.

Our final event of the year was the End of Year Gathering in Offham village. Once again the weather was good, which always amazes me due to the time of year it's always held. Although it's not a Club stand event and everyone turns up at different times of the day, six of us still managed to park up together (see photo) which made a nice display of Sidevalves. Also dotted round the village we had Tony Young and Andrew Shirley parked up opposite under the trees, both in their 100Es, as well as two other members along in their newly acquired Sidevalves – see below.

New vehicles on Kent scene

The first of the newly acquired vehicles at the Offham event belonged to Mick Davis, who owns several old Fords. He brought along a Model T taxi which he had only bought 10 days previous. When he bought it, it had been off the road for many a year. Mick said he'd been working on it continuously throughout the 10 days to get it ready to bring to Offham. Amongst the many jobs he had done in those 10 days to get it ready for the road was a complete rewire (as Mick would say, why should a restoration take months or years?). Apart from a quick trip to the petrol station on the Saturday the Model T had its first real

road run in many a year: in total, Mick had a 45 mile round trip to Offham which went without a hitch. He was heard to say he had tools on board just in case, which is something he doesn't normally do.

The other member with a new vehicle was Ray Perkins, who brought along a very nice looking Model Y. Ray first joined the group a couple of years ago when he had a 107E. He has since sold the 107E and brought himself an E493A, which he couldn't get on with. He then sold that and brought a Model T, which he didn't like, so he once again sold and brought an old Humber. Guess what, he didn't get on with that either, so he sold that and brought himself a very nice Model Y which he tells me he likes driving and is planning on keeping. So let's hope that next year he becomes one of our regulars again, as he was when he had the 107E.

Moving away

One of our most loyal members over the past few years has sadly moved to pastures new. Bernard & Pauline Gardiner have decided to move to West Yorkshire to be nearer their children. When Bernard joined the club he owned a 103E but then decided to sell it as he needed a car with a bit more room, so bought himself a Ford Consul MK2. After buying the Consul he asked if he could still be part of our group as he thought we were a great bunch of people. Unfortunately Bernard hasn't been in the best of health in recent years, so moving nearer the children seemed a sensible thing to do. May we take this opportunity in wishing Bernard & Pauline all the best in their new home.

Christmas meal

Just to let any of our non-regulars know there will be NO monthly meeting in December as we will be having our Christmas meal (pre-booked only) on this Wednesday. At time of writing, numbers are already above what they were in previous years, so a big thank you to all those who are coming along for the first time.

Looking ahead to the New Year

Although I hate to say it, car numbers at shows this year have been very slightly down, but with at least four restorations nearing the end and four new members joining the fold in the latter part of the year, here's hoping we can do even better next year. On a positive note, numbers for our monthly meetings are up on previous years, so things aren't all bad. All I can say is, let's hope for a good 2016.

May we wish you all a Merry Christmas and a Happy New Year.



Yvon Precieux

Pre-War Register

Registrar's comments

It's been a good year, but register forms are still not being submitted; and those that are, some have very little detail or history. In fact, on a few I have had no information other than a message 'information to be forwarded'. It's a shame that some members cannot make the effort, so we will see what happens next year. I thank those who have contributed to this register, and wish all a good Christmas and New Year.

Technical notes

Wiring harnesses regretfully do not stand the test of time, and after 30/50 years use or disuse, one should seriously consider renewing this basic but vital lifeline of the vehicle. Here common sense usually prevails, and the majority of owners I know have replaced the old loom with the modern equivalent. Ancillaries such as gauges, however, tend to be overlooked, the tendency being to think that it worked well before, so it should work now.

The two basic problems which occur with the two gauges in question, the ammeter and petrol gauge, are erratic behaviour or non-performance. A poor earth is the usual problem with the petrol gauge: the remedy being to slacken one of the petrol tank bolts from the chassis, wire brushing the chassis/petrol tank location to provide a decent earth, and spraying with WD40 periodically to prevent corrosion.

Erratic behaviour from the ammeter is a sign that a burnout of the wiring could result. With your fingers on the casing of the instrument, rev the engine to build up a charge. If the casing becomes warm, eventually too hot to handle, then it is the wired connections and you will eventually burn out the ammeter, the wiring loom and eventually the car. Remedy: disconnect the ammeter from the dash; disconnect the wiring; tighten the base nuts against the insulation washer at each terminal (ensuring first that the insulation washer or tab is still fit for use); reconnect the wiring; and place the unit in position on the dash. Test

again with fingers on the instrument base: no heat build-up should be experienced, regardless of the amount of charge.

Any heating of the ammeter is due to arcing/resistance at the slackened connection. We must not forget that the insulating materials used some 50 years were quite different to the materials we use today.

Despite the longevity of the Girling braking system fitted to the post-37 Fords, parts do wear, and the fact that the brakes seem to work well with little maintenance has a lot to do with the quality of parts used but after some 50 years. Common sense deems that just looking at the clevis pins is just not good enough. How many of you have checked the handbrake, as this component part is prone to kink on some of the earlier pre-war Dagenham styled models that retained the earlier braking mechanism using the less robust compression tube and no adjustable link. Fitting the post-war item resolves the problem. The longitudinal rod that goes back to the rear brakes does wear from the constant backward and forward motion via the rubber bush midway along the torque tube, and although the rubber can perish over time, it gradually rubs away a notch of metal from the rod. Similarly the brake actuators inside the brake drums do need to be checked as the hardened pin inside wears in the same manner as the clevis pins. Rubber dust covers for the front and rear are very necessary as they prevent dirt and debris from entering the working parts.

I do not believe in reaming to input larger clevis pins, and cables when frayed should be renewed and rods checked for stretching. If the UJ is not properly tightened up to the special washer, then the bolt/washer comes free, and the first motion shaft will bang backwards and forwards against the flywheel under acceleration and braking. Such action will lozenge the front end of the shaft with the flywheel bearing, besides elongating the bolt holes of the gearbox rubbers. Splitting the engine from the gearbox may then require a lever to budge the gearbox from the engine, after which the first motion shaft will require some frontal rubbing down to fit the new bearing. A tingling noise from below at the gearbox is usually due to the loosening of the UJ washer and bolt or, at the back, a sheared rivet at the rear of the prop shaft.

The Ford Prefect

In October 1938 the Ford Motor Company released the E93A model onto the small car-market with the slogan 'Ford Prefect: Ahead

of its Class'. Historically the first Ford to be issued with the Prefect name, the name was to be later applied to the E493A and 100E models in 1949 and 1953 respectively. The E93A name tag remained in use well after the vehicle's demise in January 1949 as an often misquoted reference in describing all models of the 'sit up and beg' or 'upright' variety, and regretfully is still incorrectly applied to this day by those uninitiated in small Sidevalve Fords. Unique to small Ford practice is its initial use of the one piece alligator style of bonnet, differing somewhat to that of its earlier counterpart, the 7W. Gone were the dipped front bumper, established on the 8hp Model Y and the peculiar bulbous headlamp lens. In their place the Prefect sported a chrome straight bumper and a more conventionally shaped lens.

Oddly enough, Ford's publicity literature of September 1938 (see page 12) does depict the vehicle with the 7W features of dipped bumper and bulbous lens. The all-steel saloon body was available in both 4-door and 2-door form on chassis lengths of 7ft 10ins and 7ft 6ins respectively, with Tourer and Coupé and Utility models being available, the Coupé version being released during the early part of 1939 to 1940. However, with the phasing out of the 4-door saloon and Coupé models during the hostilities, the 2-door version continued to be built by Briggs Motor Bodies until 1942, the majority being purchased and used by various government departments. After this date, no further Prefects were built until 1945, by which time the price for the 4-door model had increased from £152 10 shillings when first introduced to £352.

Ford's policy was always that of continual assessment and improvement. Changes intended prior to the war and brought to fruition during and after the war were incorporated on the Prefect as and when production allowed, the Sidevalve engine especially undergoing significant modification during the 1939/40 period with the introduction of the chain driven camshaft and the one water inlet at the engine block, as opposed to the fibre gear driven camshaft and two inlets of the earlier units. Ford's indecision at arriving at a final standard 10hp compression ratio of 6.16 was finally resolved with the new E93A engine. Previous to this the 7W engine had received a lowly 6.03 compression ratio, and prior to this the E83W 6.06 with the Model C engine a massive 6.6. The new design of engine eventually lasted until 1959 in most of its entirety in the 103E Popular, with the final engine block incorporating core plugs.

Not surprisingly, in contemporary road tests

the E93A was regarded as a sprightlier car than its predecessor the 7W. Progress however was not without its difficulties, the Ford Motor Company finding itself in a quandary in late 1947, when in order to conserve supplies of new chain driven camshafts, it was found necessary to manufacture oversized sprockets to permit the use of timing chains with limited wear within the tolerances demanded for its reconditioning engine service. Eventually in early 1948 Ford had to revert back to the use of the earlier fibre gear driven camshaft introduced on the 8hp Y in 1932. Of the total number of E93A Prefects built for the home market, 812 4-door saloons with special white finish were manufactured together with 1,028 Tourers, 667 drophead Coupés, 10,163 two door saloons and 74,845 4-door saloons. This includes 16,940 with bench front seats, although a number of chassis with complete E93A front were made.

An introduction to the 1939 Ford Prefect DHC. A Smart Car with Three-Position Hood

An interesting addition to the range of bodywork available on the 'Prefect' (10hp) chassis is announced in the form of an attractive drophead coupé. One of the marked tendencies of recent years has been the growing popularity of convertible bodies. There have been relatively few bodies of this class offered on popular medium-sized chassis, however, and therefore the Ford development is likely to be particularly welcome. The price of the 'Prefect' drophead coupé – £185 with leather upholstery – represents good value for a smart convertible car. The car seats four comfortably, and the spaciousness of the rear compartment is a good point. As is usual with coupé body styles, a wide door on each side gives access to both compartments, the

backs of the front seats tilting forward. The head folds flush with the body, and is easy to raise or lower. It can also be adjusted to an intermediate, or coupe-de-Ville, position. Rise-and-fall windows are fitted in the doors. They are metal-framed, and with the hood and windows raised the coupé has all the warmth and snugness of a closed car. External hood irons, of attractive design and chromium finished, are fitted. The interior of the car, with leather upholstery finished to tone with the body, strikes an attractive note. The instrument panel, steering wheel, window and door frames, and other fittings harmonise in colour. Equipment includes dual wind screen wipers with a reserve vacuum tank, a clock and concealed ashtray in the dash, an enclosed glove compartment, a pocket on the left-hand side of the front compartment, and ashtrays for both rear passengers. There is a large luggage compartment in the rear of the body, reached by an outside lid. The spare wheel is housed in a separate locker beneath the luggage compartment.

Comment: The DHC was introduced in April 1939 and just a half dozen or so survive. Certainly more than the two Anglia DHCs that were built. Interestingly Ford's publicity featured the 2-door more often than the 4-door. During the introduction of the DHC, a British film *A Yank in the RAF* was made with Betty Grable and Tyrone Power, with the Prefect DHC used as pictured. Also featured is the E04A DHC. (Photos 1-5.)

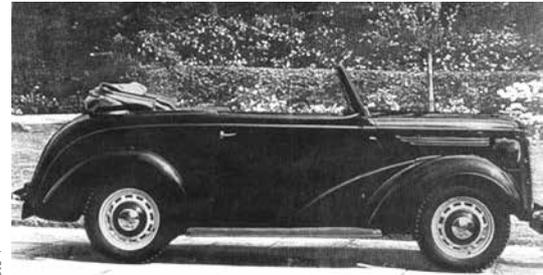


Photo 1

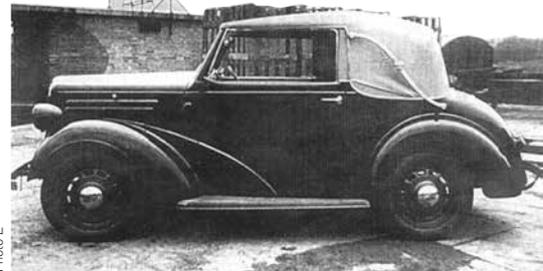


Photo 2

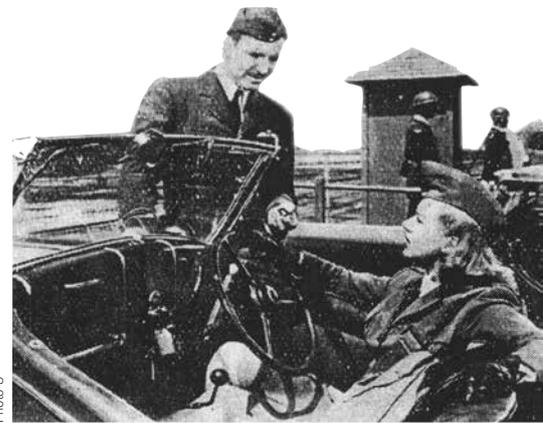


Photo 3



Photo 4



Photo 5

Steve McKenna

E83W Register

Robin Shackleton thought we might like to see some pictures of his 1955 Ford E83W which was taken to the Goodwood Revival this year as part of the 1955 Cooper Works Team. Mike Cooper was the team manager of the two Cooper 500 race cars which were entered into the Earl of March Trophy. It was a recreation of the Cooper team of 1955.

Robin writes: "We found our E83W in Chiswick, stripped the car, and had the engine rebuilt by Tim Brandon. Then it was repainted in its original green and the correct signwriting was done by friend and signwriter Tony Beale. We fitted a tow bar to tow the original Cooper T7 trailer with our 500cc Cooper Mk 11 car."



Mike Cooper.



The outfit, Cooper trailer, 500cc Mk 11 Race car and the van.



Tony Beale signwrites the van.

Tony Lloyd

100E Register

Festive Fare

To help you overcome the results of all of this festive fare, and to keep the mind active, here is a piece by Jim Norman about the merits of the 100E engine and the introduction of the 105E/107E engine. This engine was pretty revolutionary at the time and was to stand the Ford Motor Company in good stead in its various forms throughout the 1960s and 70s.

The 100E Engine

Jim Norman: The 100E engine is not, by modern standards, a particularly long lived piece of kit. Generally, engines fitted to new cars at the factory would give roughly 50,000 miles of use before needing overhaul; some could last much longer, but others lasted far less. To be fair, this wasn't a problem with the engines as such; other manufacturers' products were about the same.

By today's standards, quality control was very lax, despite anything you might have seen in the Ford publicity films. But a major problem applying to all British manufacturers was the early taxation system, which took the bore of the cylinders as its base point, not the engine size in cubic centimetres. This meant that the owner of, say, a 1200cc engine with large bore size would pay more in tax than the owner of a small bore/long stroke engine of 2000cc. This led to the universal development of small bore engines in

	Bore	Stroke	Piston speed at 1000rpm
100E	63.50mm	92.50mm	593.33 ft/min
105E	80.96mm	48.41mm	317.00 ft/min

Britain, a situation not altered until the 1960s, although previous small bore engines – such as the BMC 'A' Series unit – would remain with us for far longer.

The problems with the small bore/long stroke combination were many, but an obvious one was the limited area of the combustion chamber to accommodate valves of adequate size, restricting gas flow rate into and out of the cylinder, and therefore potential power output. This was further restricted by the long stroke: for a given rpm the piston had to travel further, giving rise to high piston speeds, which in turn limited maximum rpm. And since power is a function of torque multiplied by angular velocity (rpm for our purposes), the lower attainable rpm placed an upper limit on the power that could be produced.

So what effect, in real terms, did this have on the 100E engine? Firstly, it must be understood that it was a development of the 933cc Model Y engine of 1932, although there were no parts common between the two types. But the Y was developed at time when even dual carriageways were comparative rarities, and even the German *Autobahnen* were still in the planning stages. The first motorway in Britain, the Preston Bypass (now part of the M6), was still five years away from opening when the 100E was launched. So the Y – and 100E – engines were designed for low overall speeds with the constant changes of throttle position and speed which the A and B roads of the time imposed. Constant high and even medium speeds were not contemplated.

The 100E's replacement was of course the new 105E Anglia, with its completely new engine. This was more robustly built than its predecessor, but it also reversed the small bore/long stroke velocity, being an 'over-square' design: very much so, in fact. These dimensions as applied to the two engines are interesting (see table above).

A stroke of little over 52% of that of the 100E reduced piston speeds by the same ratio, allowing the new Anglia to maintain speeds well in advance of those of its sidevalve forebear – in comfort and relative silence, without straining the engine itself.

But motorways became facts of life from

1958 onwards, ever more so as mile after mile of new ones were built in the 1960s through to the 1980s, and older A roads were converted to motorway standard, so a 100E on the motorway would become a common sight. How did the little Sidevalve unit stand up to this sort of usage? To be frank, not very well.

For whatever reason, I found that the 100E engine objected to the constant speed/constant throttle opening now available – even needed – on these new roads. It wasn't high speed that was the problem: short bursts at 70 mph were taken in the engine's stride, but several hours at 50 mph, well within its nominal cruising range, caused breakage of one or even all the top rings. Of itself, this is not disastrous to a 100E; it will happily run, if rather noisily, in this condition with little effect on its performance. The problems arrive when a second ring, on any one cylinder, breaks. All compression on that bore is now lost into the sump, the oil therein leaving by every available orifice to make room for it. Not only do you have poor performance, since you are effectively down to only three cylinders, but you are getting through oil at the rate of about one pint per twenty miles. This works out as a tad expensive! The problem I had was that this would occur – repeatedly – at about 16,000 mile intervals, and with an annual mileage of around 18,000 it wasn't a sustainable situation.

Today, this isn't the problem for most owners that it once was: most 100Es are now weekend or shows only use, most of which involves little motorway work. But if you do like to travel to more distant destinations and a convenient motorway beckons, you might do well to consider an alternative route. The problem was sufficient to force me away from a 100E and into a 107E for daily transport, and despite having the same gearing as the 100E, so the same rpm per mph in top gear, the problem of broken piston rings instantly vanished.

More festive fare

The two photographs (left) show two very different aspects of 100E use. The first is a model posing on the front wing of a 100E. This is unusual in that the 100E is not the car that immediately springs to mind when the talk is of models and cars.

The second is of saloon car racing in the 1950s at an unknown venue. The 100E is an early Prefect, registration 760 CMU. This is one of a series that dates from September 1954. However, the chasing Hillman Minx is from 1957, so the photo is later.





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

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

Regalia List

Books

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

Stickers

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

Magazines

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

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 FSO C 30th Anniversary Model	£22.50

Badges

Enamel Lapel Badges: FSO C, 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
<i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL;</i>	
<i>Navy in Med/XXL; Sky Blue in Med/L/XL; Red in Med/L/XL/XXL; Black in Med/L/XXL</i>	
FSOC Polo Shirts embroidered in script	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
FSOC Sweat Shirts embroidered with FSO C logo	£19.50
Royal Blue only in Med / L / XL	
FSOC Polo Shirts embroidered with FSO C logo	£14.60
<i>White or Royal Blue in Med / L / XL only</i>	
FSOC Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White)	£31.00
<i>Embroidered with FSO C logo Med / L / XL</i>	

T-Shirts

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

Other Regalia

FSOC Licence Disc Holder	£1.05
Blue FSO C Mug	£7.95
DVD of Ford Archive material and FSO C 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)	£70.60
Front wheel bearing (per axle set, not E83W)	£137.90
Front wheel bearing (per wheel, E83W)	£56.50
Front wheel bearing (per axle set, E83W)	£107.00
7W-1225-B Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.50
68-1225-A and Rear Hub Bearing including outer race (fits E83W only)	£66.50
68-1236-A Rear Wheel Bearing Kit (fits all models except E83W)	£160.00

Braking System

YE-2019A } Brake Shoes (set of 4 – not E83W – return old shoes with order)	£59.95
CE-2019B }	
7W-2019 }	
YE-2019A }	
E83W-2019 Brake Shoes (set of 4 – E83W only, return old shoes with order)	£69.95
Y-2035 Spring (brake retracting)	£6.05
Y-2035 Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035 Spring (brake retracting) not E83W	£5.15
7W-2035 Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035 Spring (brake retracting) E83W only	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036 Spring (brake retracting) short	£6.50
7W-2116 Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model	£10.20
7W-2205 Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£13.75
E93A-2248 Rear axle brake plate securing bolts, long (each)	£6.60
7W-2249 Rear axle brake plate securing bolts, short (each)	£6.60
Y-2454 Brake Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
Brake pedal return spring	£6.90
E83W-2498A/B Rear brake cables (Pair E83W)	£79.95
E83W-2580/1B Front brake cables (Pair E83W)	£34.00
7W-2580-C Front offside brake cable (E93A)	£28.75
7W-2581-C Front nearside brake cable (E93A)	£28.75
7W-2580/1 Pair front brake cables (E93A)	£53.98
7W-2584-B Rear offside brake cable (E93A)	£28.75
7W-2585-B Rear nearside brake cable (E93A)	£28.75
7W-2584/5 Pair rear brake cables (E93A)	£53.98
7W-2580/1/4/5 Set of brake cables (E93A)	£104.66
YE-2793 Spring (handbrake lever pawl)	£2.95
7W-2853C Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95
Hand Brake Cable Clevis Pin	£3.00
E83W-2853B Hand Brake Cable (fits E83W)	£27.40
119276 – ES2 Set of four ¼" Thackery (double coil spring) washers (not E83W)	£2.55
119290 – ES2 Set of four 5/16" Thackery (double coil spring) washers, E83W only	£1.90

Steering and Suspension

CE-3030B Bolt (front axle to radius rod, not Model Y & E83W)	£38.50
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Please note that all our prices include postage and packing! (for UK members only)

105E-1190	Hub seal 1".....	£7.00
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£18.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
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
	Wheel bearing set (per wheel for 0.0983" diameter stud axle).....	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle).....	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	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 housng 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
EO7A-8620-C	Fan belt, 100E only.....	£7.00

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

EO7A-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
EOA-10505-D	Voltage regulator (screw type terminals).....	£42.00
100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
105E-11057	Brush set starter motor.....	£4.75
EO7A-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.....	£12.95
50563-S	Pair of rear red tail light lamp lenses.....	£22.60

Ignition System

	Set 100E ignition leads.....	£14.95
100E-12029	12v Ignition coil.....	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5).....	£4.00
	D type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type).....	£17.00
100E-12199	Contact set (D type distributor only).....	£17.20
EO7A-12199-C	Contact set (round type distributor only).....	£17.20
100E-12200	Rotor arm.....	£5.85
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
EO7A-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

1955 Ford Popular 103E. Less than 14,000 miles recorded since leaving Dagenham, verifiable by countless MOTs and garage based repair and service records. Only 3 owners since new, and the present (3rd) owner acquired the car in 1985. Soon after, it underwent a professional re-spray, with renewal of inner headlining, window seals, re-silvering of headlight reflectors, under sealing and stainless steel exhaust. Later a brake and fuel pump overhaul, and since then, re-con steering box, new kingpins and drag link, and recent radiator rebuild. Comes with original buff coloured log book and owner's handbook. Mint condition £5800. Colchester, Essex. Tel: Michael Vernon on 01206 853318 or email michael.vernon61@uwclub.net.

1956 Ford Popular 103E for sale. Green. 6 volts. Garaged. House move forces sale. Five new tyres. Professional restoration of complete interior along with new roof. Few minor paint blemishes. Some spares. £4000 ono. Kent. Tel: Mr Watts on 01959 573757.

1954 Ford Popular 103E. Red. Needs restoring. Kent. Tel: Catherine O'Donovan on 01322 520244 or

email codonovan42@aol.com. (Non-member)

100E

1953 Ford Prefect for sale. Black. 90k miles – believed genuine. Last owner 35years. Good condition. Belcher shelled engine, panhard rod, complete new leather interior to Ford design include door panels, carpets, roof lining and outer roof panel. New window seals throughout. New tyres. Good chrome and the paint has a lovely patina. £4650 ono. Burnley, Lancashire. Tel: Brian Nutter on 01282 437234 or email brian.nutter@virginmedia.com.

Wanted

Panel beater etc. I have owned a 1956 E83W van for more than 30 years! I am a body panel beater and refinisher by trade but unfortunately I have never had the time to sort out my own vehicle. Now I am in to my sixties and I still don't have the time but more so the effort to put into the restoration. I am therefore looking for a good business/restoration company who could do this for me. It would mean a body-off project with some parts finding to finish. 90% of the van is complete. I can supply as many pictures as required to show current condition. I am based in Cheshire but willing to trailer to a good shop to carry out this restoration for me. Cheshire/Lancs. Tel: Jeremy Dennison on 0161 449 9819 or email movie885@aol.com.

Door pull for 100E. Condition does not matter as it will be re-trimmed but does need to be complete. Cambridgeshire. Tel: Keith Alcock on 07534 526215 or email keith.alcock@maintechpower.co.uk.

10hp Upright engine. Looking for a 1946 Fordson E83W engine. Denmark. Tel: Pedersen on 004528925338 or email sylvesterstruckmann@gmail.com. (Non-member)

Spares

100E front seats for sale. Pair of front seats for 100E. No rips or tears. Red and beige. Excellent condition. £50 – buyer to collect. Hereford/Glos. Tel: Brian Bedford on 01432 820004.

Various Sidevalve spares for sale. Set of three E83W stainless grill trims good condition, £50. Prefect bonnet in sound condition, £50. Offside front wing in primer (plain edge type) with high headlamp mount – 7W/7Y?, £200. Pair of new genuine Ford front wings for E93A/E04A with integral inner wings, £500. New offside running board, genuine Ford, no rubber, for 7Y/E04A, £45. North Shropshire. Tel: T Bubb on 01691 657218 or email albertbubb326@btinternet.com.

Ford Prefect E493A rear lamp. Part no. 13407B and from my Dad's old spares box. It's New Old Stock (NOS), brand new and still in the box with all wiring etc. I am not an owner so not much knowledge in Ford spares, I am therefore open to negotiation on the price – just drop me a message! North London. Tel: Dan on 07952 951740 or email danielopie.jeep@gmail.com. (Non-member)

100E bumper for sale. I have a new 100E 1956 (circa) bumper bar for sale. Price £25. Buyer collects. Ferndown, Dorset. Tel: Michael Ward on 01202 896719 or email msward99@tiscali.co.uk. (Non-member)

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

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



Sidevalve

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
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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.

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Regional Co-ordinator: John Duckenfield, 75 Oldfield Road, Stanington, 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)

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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 Buckleigh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 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.*

Northern Ireland: Rodney Cowden, 1 Riverdale Drive, Kilkeel, Co. Down, Northern Ireland. Tel: (landline) 028 41763188 (mobile) 07778 168797. E-mail: rodneyc@easynet.co.uk. *Please contact for details.*

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 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. E-mail: gslittle@aol.com.

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

South Gloucestershire: Peter Asquith 01453 759453. E-mail: peter.g4ena@btinternet.com. *Please contact for details.*

Surrey: Fred Tutt 01372 453943. E-mail: fred@tutt88.plus.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. E-mail: salitherland@hotmail.com.

Yorkshire: Nigel Hilling 01484 843115. E-mail: nhilling@tiscali.co.uk. *Last Tuesday at the Reinder Inn, WF4 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. E-mail: fosterlesliew@gmail.com.

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

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Scandinavia: Håkon B. Øverland. Saupstadrिंगen 43 A, 7078 Saupstad, Norway. E-mail: hoverl@broadpark.no.

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

Tony Lloyd

107E Register

What do you do if you find it difficult to operate the clutch pedal on your 107E? The answer is to fit an automatic gearbox, which has a lever, and do away with the clutch pedal!

This is exactly what Brian Nutter did when his wife had difficulty operating the clutch on their 107E. Here is their story:

A lever for all reasons

My name is Brian Nutter and my wife is Carol. We live in Burnley, Lancashire, and I have been a member of the Club for quite some time. Between us we own a CX, 7Y, E04A, E493A, a special E494A (nicknamed Popfect), and finally a 107E.

My wife purchased the 107E last November, and much as she loved the car she had difficulty with the clutch due to medical reasons with her left foot. Her everyday car is an automatic and she decided that the 107E would have to go. However, when she asked if they made it in automatic, the seed of an idea began to form.

I knew that they made automatic Cortinas, so could we find an auto box from one of these and fit it? We searched for one but it was fruitless, but I then thought of perhaps an Escort engine and auto box. I knew that fitting this would throw up problems, but a 1980 1300 Mk11 Escort 1300 engine complete with auto box was found and purchased.

The engine had some problems but these were quickly sorted. The original engine was removed and the transmission tunnel cut out to take the new gearbox. With the new engine and gearbox installed, it was time to really get started, and fitting all the ancillary parts really took the time. A new prop shaft was made together with a stainless steel exhaust. Lots of other parts had to be adapted and the cover for the transmission tunnel had to be made wider. This now bolts on and new carpets were made to cover this.

The whole project took around 12 weeks to complete. It is amazing what you can accomplish when you are retired.

As I am writing this we are road testing the car tomorrow and I hope that it is ready for the next Club night.



202MKN



Escort engine installed



New interior

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

This year I only collected one rally plaque, organiser's costs having increased over the years, and one cost cutting measure has been plaques, with some now only given out if attending on both days. Many gave out horse brass plaques which depicted a different vehicle each year – not only quite heavy but must have been at a considerable cost. Many owners would then mount them on a display board in front of their vehicle. Anyone that attended a good few rallies each year and received this type of plaque must have a fair weight sitting on the shelf or up in the roof, unless now sold off for scrap. Some organisers then started to charge for them at a pound or two before rising to five pounds, with few takers. If not in a hurry, those remaining over from previous years were sold off cheaper.

The rally programme was given out free, sometimes charged at a reduced price or sometimes at full cost. However some organisers now don't bother as it is perhaps looked at once, then put on the pile with the many others or recycled.

Most of us would enjoy a hot drink, and what better welcome than to be offered one when arriving at the rally. There were even vouchers for sandwiches and cake too. These disappeared years ago: the cost and logistics with the catering must have been quite time consuming, let alone more stringent food and hygiene regulations.

Talking to one rally organiser, he said that it was "most important to make each exhibitor very welcome as without them there would be no rally". That costs nothing and probably you will return another year. Whilst organisers need to set boundaries around attendance times, so that the paying public don't find a field half full of exhibits because they have either not arrived or gone home very early, I sometimes find some rules rather draconian due to so called health and safety or insurance clauses. One is that all vehicles must be on site by 09.30 and not move around the site or leave before 17.30. Those arriving after 09.30 will be directed to the public car park. However, when the arena events take



Photo 1

place, vehicles' owners are often expected to participate, which involves moving around the site!

It has been a good year for petrol prices, but will petrol reduce further to a £1 a litre?

New members

We welcomed this year four new register members: Richard Crossley from Newcastle Upon Tyne with his 1953 E493A Prefect; Fred Tutt, the Surrey Regional Contact, with his 1954 103E Popular; Steve Edge from Cheshire with his 1954 103E Popular; and James MacKinlay from Elgin with his grey 1955 103E Popular. Three vehicles changed owners: Mark Tolman from Bedford's Ludlow Green 1952 E493A Prefect, whilst regular Kent group attendee Mick Davis has added to his collection a Channel Green 1951 E493A Prefect and a blue 1959 103E Popular. Welcomed back to the Club and having updated both their register forms: Charles Dodd from Lancashire with his 1946 E04A Anglia, and Alex Salour from St Neots with his 1954 103E Popular.

The register now totals 1597. Whose vehicle will be number 1600; it could be yours?

Colchester Bus Station

We have all probably seen the 1963 film *Summer Holiday* starring Harry Webb – sorry, Cliff Richard – when he drives an ex-London Transport RT class bus on an overseas holiday.

Three RTs were sold by London Transport to the Associated British Picture Corporation at Elstree in April 1962. These were all used at varying times in the filming, all posing as RT1881 with a fake registration number (WLB 991).

The prototype RT was built in 1938 and when production finished in 1954 over 4,600 had been delivered to London Transport, with a small number going to operators outside London. Following much hard work in London, many RT buses were sold to other operators for further service both in the UK and abroad.

MXX 186, a former green country bus RT 3671, withdrawn in 1964. As these roofbox buses were susceptible to tree damage they were removed from the London Transport Country Area use. In 1964 Osborne's of Tollesbury, Essex purchased it and it was photographed in a smartly presented condition in Colchester Bus Station amongst some other classic vehicles (photo 1). A 1953 green E494A Anglia with an Essex registration, VTW 483, has driven into the bus station to perhaps drop off or collect from RT 3671?

The photograph is reproduced by kind permission of the photographer Richard Cripps. It appears in the book *The RT Family 1939 – 2014* with permission of Peter Osborn, one of the co-writers, and published by the London Bus Preservation Trust. On display at the London Bus Preservation Trust Museum at Brooklands in Surrey is a Ford Thames 300E, new to London Transport in June 1959.

Peter informed me that his family's first car was a 1948 Prefect, MPH 551. His father was always very rude about the sidevalve engine. "The Prefect was about 13 years old when he bought it and it used to leave a car shaped rust stain on the garage floor after it had been raining, but it got us to Devon for holidays and boiled on Porlock Hill, even if it did take all day."

VTW 483 and MPH 551 are both unknown to the register.

New Zealand 1966

Photos 2 and 3 were taken in Mamaku in 1966 by David Halfpenny. Mamaku is a small town in the Bay of Plenty region of the North Island. The main industry was originally timber logging and also farming, primarily milk and sheep. Mamaku used to be at the highest point on the 31 mile single track Rotorua branch railway line which opened in 1893. Part of the branch closed in 1989 with the complete branch mothballed in 2001. The standard gauge for railways in New Zealand is 3foot 6inch.

An E93A Prefect was found with rail adapted flanged wheels (photo 2), whilst found nearby on rails and maybe Australian built was the car in photo 3. It is assumed that both Sidevalves were used as inspection cars.

Conversions of Sidevalves to run on railway tracks have been carried out at various times to provide low cost rail inspection vehicles. The Zambezi Sawmills Railway in Zambia used a selection of Sidevalves, some rebuilt with railway running gear and axles, and other simply fitted with flanged wheels bolted to the existing hubs. The gauge again was 3 foot 6 inches.

In the BBC documentary *Last Train to Mulobezi* about David Shepherd, wildlife artist and steam engine owner, efforts are made to bring two of the engines from the railway back to Britain. In one scene the last 103E Popular fitted with railway wheels is shown being push started by a steam engine!

On 6th August 1976, Ford Chairman and Managing Director Terry Beckett (later Sir) handed over to David Shepherd at Whipsnade Zoo, Bedfordshire a 1938 Ford 7Y. It was fitted with railway wheels manufactured by 27 Command Workshops REME, Warminster as a replica of one of the Fords used as inspection cars, in an exhibition with a steam engine and sleeping coach from the railway.

Cosmetically restored but as a static outdoor exhibit, it deteriorated and it left Whipsnade to the East Somerset Railway, which David Shepherd was a major funder of, in 1988, and quickly disappeared.

On Monday 22nd June, following six months design and conversion, Mercedes Benz launched its new four seater Smart Car, fitted with solid steel wheels and driven between Sheffield Park and East Grinstead, East Sussex for publicity filming.

British standard gauge is 4 foot 8½ inches.

Register 25 Years Ago – Sidevalve News December 1990

1990 had been a good year for the register, now



Photo 2



Photo 3

in its tenth year with a record number of new vehicles. As usual the feature was a selection of new members from overseas.

A cross channel connection is Ken Hibbard, who lives and works in France, but his 1953 E493A Prefect – purchased in 1959 and used daily until 1965 – is garaged at his brother's home in London, and kept in running order for use during his visits to England.

Stefan Huppertz from Stolberg, West Germany, owns a 1954 104E Popular purchased in July 1988, exported originally to Denmark and imported in 1979 by the previous owner. It was awaiting the start of a restoration. Is it finished now?

Daryl Davis from Wichita, USA, owns a 1948 E93AF/A Prefect and the 3,258th North American example. Painted red and photographed with a non-original grille, Daryl is considering painting it two tone brown. Was this ever done?

From Paradise, South Australia, Colin Greene owns a 1948 A54A-75 Anglia tourer purchased in 1981, stored for six years and purchased from

a young man that had inherited it from his father. Colin started it with 12 volt jump leads! Then he drove it home some 15 miles after pumping up the tyres and adding some fresh petrol. Brakes and light were almost non-existent and Colin says it was a very interesting trip, to say the least. The tourer was then stripped down to the chassis with the body removed.

Greetings

I would like to thank the following Regional Contacts and Club officials for inspecting vehicles for me this year as part of the process to obtain original/age related registrations and giving up their spare time to assist: Stuart Battersby, Tony Lloyd, Neil Patten, John Pole and John Porter.

May I also take this opportunity of wishing all Club members and families season's greetings and a good New Year, along with enjoyable Sidevalve motoring in 2016.

Ian Woodrow

Specials and Sports Car Register

I seem to have spent most of the year getting a new garage for my Super Two. Although it didn't take long to put up the garage, the planning process took ages, mainly due to living in a national park and wanting to build the garage near some trees with TPOs (Tree Preservation Orders) on them. I had to get an Arboricultural Impact Assessment, provide a Method Statement, and even install temporary fencing to protect the trees whilst the garage was being built. Now that it is finally complete I'll have plenty of room to work or room for another Special!

Welcome

—to two new members, Ross Walters and Philip Parry-Jones.

Ross has owned his Watford Cheetah since 1971. In the summer of 1971 the sidevalve engine had a major mechanical failure, so Ross bought a 105E Anglia and robbed it for a new engine and drive train for the Cheetah. Also in 1971, Ross fitted hydraulic brakes. The car was taken off the road in 1973 after various things went wrong and has been stored in various relations' garages; Ross has now commenced its restoration.



Ross Walters + Cheetah

Philip has just acquired a Ford Special. It has a Ford Chassis shortened by 8 inches, an alloy body, and SU carburettors with a Ford 8 head. The front brakes are hydraulic from a J2 van and the rear brakes are from a Ford Pop with an A35 hydraulic cylinder mounted on the torque tube.



Philip Parry-Jones's Special

Early glassfibre car bodies

Fibres made from glass can be traced back to the earliest Egyptians, who used the glass strands to decorate fine glassware. It was not until the 1930s that commercial production of glass strands began. These could be woven into tapes and cloths, which could then be used for electrical insulation, particularly for insulating electric motor windings. During the 1940s in Germany and America, catalysed polyester resin was developed which when applied to glass strands produced GRP (Glass Reinforced Plastics). The early polyester resins required heating to cure them and were often too runny to be used on the vertical side of a mould. With further development of polyester resins which would cure at room temperatures and were viscous enough to penetrate the glass fibres but not to run out, the easier production of GRP items was possible.

Who produced the first glassfibre car bodies?

RGS

In 1949 Dick Shattocks bought the remains of the original Atalanta Company and, operating from the Brookfield Garage, was offering a complete rolling chassis by 1952; this was priced at £500 in unassembled form. Dick then got the North East Coast Yacht Building and Engineering Co. Ltd, Beach Road, Blyth, Northumberland to build the first glassfibre shells for him in early 1953. By October 1953 the RGS advert in *Autocar* stated that they had already delivered over twenty shells to customers. These early shells were available for wheelbases from 7'6"–9' and were priced at £112 for the open version. One of his sports cars was on view at the 1953 Plastics Exhibition; it was displayed on the Bakelite stand, because their resins were employed for the bonding process. The North East Coast Yacht Building and Engineering Co. Ltd may have changed or shortened its name to Necolam Ltd, in about 1954.

Rochdale

After many years producing aluminium bodied cars in 1954, the Rochdale MkVI was born using glassfibre.

Galt-Glass

On 1st May 1953 the Galt-Glass Division of Durasteel Ltd produced, at Greenford, the first British car body entirely consisting of Galt-Glass mouldings. Of modern streamline form, these Galt-Glass panels were fitted by Mr Stewart Galt to his personal sports car. His car had the Buckler alloy steel sports chassis of all-welded tubular construction, specified because of its extreme lightness, great strength and rigidity. Glass fabrics developed by Messrs Fothergill & Harvey Ltd of Manchester, for aircraft use, were embodied in this latest development of resin-bonded glass moulding. Advantages of particular value to the motorist are conferred by the Galt-Glass principle, which allows great reduction in weight (one-fifth of equivalent steel) with consequent fuel economy, great mechanical strength and resistance to minor abrasions, elimination of corrosion and added silence.

Peel (*Isle of Man*)

The Peel Mk1 was produced in about 1952 or 1953. Peel also produced glassfibre boats as well as fairings for motorcycles, and then went on to make the world's smallest car, the P50 microcar.

Jenson 541

In February 1953 a new development was underway at Jensen Motors for a new four seater GT saloon using the DS4 Austin 4-litre engine in a Jensen-designed and -built chassis. Not only was the chassis a first for Jensen, as they had previously used other manufacturers, but use of new materials for body panels in the form of glass strands and polyester resin was new for motor manufacturer production. The first prototype shown at the Earls Court Motor Show in October that year was received well by the public, and was also drawing the attention of other manufacturers interested in the new bodywork technology. October 1954 saw the car in full production and on display at the Earls Court Motor Show.

Turner

In 1954 Turner is also reputed to have made the first production glassfibre bodied sports car available on the open market.

2016

I look forward to receiving your Special restoration and exploit reports; if you have sold, bought, made changes or not registered, please email or write for a registration form. Merry Christmas and a Happy New Year.

Andy Main

Specialist Applications Register

Stapleford Park Sidevalves, Part 1

Stapleford Park is a Grade 1 listed country house near Melton Mowbury, Leicestershire. The house has developed to its present form in stages, following the sale in 1894 to the brewer John Gretton from Burton upon Trent, who carried out much alteration and new building. His son, John Gretton MP, who succeeded him subsequently, became Baron Gretton. The second Lord Gretton opened the house and park to the public in 1953 to become a major tourist attraction through the 1960s and 1970s, which also included a drive-through lion reserve.

On 18th May 1958, the 10¼ inch gauge Stapleford Miniature Railway opened between the car park and house to carry visitors. The railway was extended in the autumn of 1958 and again in May 1959, to a length of nearly two miles over an extensive heavily engineered scenic line through the parkland, through a 260 foot tunnel, around the lake and crossing the River Eye on various bridges.

The railway featured in an episode of the television show *The Avengers* called 'The Gravediggers', where Emma Peel (played by Diana Rigg) (now Dame) was tied to the railway track, before Steed (played by Patrick Macnee) rescued her just in time, as one would expect so that another episode could be made. An ABC Television plaque records the location for filming on 4th April 1965. Point work was installed to divert the train at the last moment into a siding. *The Avengers* was compulsory viewing for my father and me at the time, and is now available on DVD.

With ever increasing passenger numbers, the railway needed an extra locomotive which could be brought into service at short notice. David Curwen of Curwen & Newbury, Devizes, Wiltshire was approached to design and manufacture an internal combustion locomotive. The result was a scaled up version of a British Railways Western Region 'Warship' built for another railway. Leaving Devizes on 18th April 1962 in primer, it



Photo 1: The White Heron.



Photo 2: Steam loco and 103E Popular.

was painted by Lord Gretton in Royal Blue with yellow piping and white roof, and was named D100 'The White Heron'. Despite the name it has remained blue ever since! Six carriages were purchased at the same time.

Locomotive Specifications

- Length overall 12' 6"
- Width 22"
- Height 36"
- Wheel arrangement B-B
- Electric 12 volt starter
- Hydraulic brakes, operated by hand lever

The White Heron was fitted with a 100E engine with a drive-through universal coupling and totally enclosed gears to all eight wheels, and had a top speed of 12 mph in forward and reverse. The maximum load that could be pulled was five tons. I visited the line in the mid 60s and photographed The White Heron then (photo 1). In 1972 the 100E engine was replaced by a Vauxhall 1200cc engine.

The estate closed to the public at the end of the 1982 season on the death of the second Lord Gretton and the railway was mothballed. The

house was sold in 1985 to become an exclusive country hotel. In 1989, at an early age, the third Lord Gretton died.

The railway and estate is still owned by the Gretton family. Following the formation of a friends supporting group under Jennifer Gretton (widow of the third Lord Gretton) the railway re-opened to the public again in 1995. By now The White Heron had changed engine for the third time to a Ford 1600cc Cortina engine.

Many modifications to the running gear have been undertaken over the years, and despite being 53 years old she is still the workhorse of the railway.

In photo 2 a secondhand David Curwen 4-4-2 steam locomotive is seen on the train-operated level crossing whilst a 103E Popular waits as it passes in the early years of the railway.

The railway opens twice a year in aid of the Leicestershire and Rutland Organisation for the Relief of Suffering. The next public running will be Models and Miniatures on 11th/12th June, followed by three days on 27th, 28th and 29th August 2016.

To be continued in February 2016.

Mike Brocklehurst

1172 into 2020

Thank you, thank you! Whether it was my rant in the last edition of *Sidevalve* or the fact that we included a further copy of the questionnaire on the reverse of members' address labels, your response has been a lot more than was expected; over 200 replies received to date, which by any yardstick must be considered excellent. With such a good response it has been much easier for me to judge the responses to the questions as being a true reflection of the whole membership, and indeed some carefully thought through and constructive suggestions have been received.

Firstly, some statistics taken from the first few questions: we are an ageing ownership, which the committee knew full well and was one of the reasons for embarking on this project in the first instance. 45% of members are aged between 60 and 70 years; 28% are over 70; 23% between 50 and 59; with just 4% of you under 50. We had hoped that there were more members under 50 as you are our hope for the future in taking forward the delights of Sidevalve ownership.

Those replying owned between them some 251 Sidevalves, broken down as to 96 post-War uprights; 74 100Es; 26 commercials of all vintages; 22 specials; 21 pre-war types, and 12 107Es bringing up the rear.

Members were asked to rate their preference for being in the Club. 50% are there for the spares service, 30% for the magazine and 20% for the social interaction in the regional groups.

Generally speaking, members are happy with the spares service, both in content and delivery, with a number of members thanking the spares officers for their dedication, bearing in mind that their work is carried out on a voluntary basis. Quite a few respondents advised that they only went to outside suppliers in an emergency or when they had not ordered spares in time, and obviously the Club cannot compete in these circumstances. There have been a few requests for the Club to stock repair panels, particularly sills and front and rear wing sections for 100Es, and we will follow this through, but probably on the basis of carrying adverts from suppliers in Sidevalve and taking a commission on any parts supplied, thereby

boosting Club funds. The major drawback is quality of the parts, and we have heard horrendous tales from members who have spent considerable sums on body parts only to find that they were of poor quality and did not fit. It will therefore be necessary for the Club to inspect the items before we move this forward. We are in the process of putting together a set of floor nuts and bolts for Uprights, which have been mentioned in the survey, but again quality is always a problem and trying to find a supplier / manufacturer can be frustrating.

A constant request from members – mentioned in general correspondence, in the survey and also at the last few AGMs – is access to the multitude of second hand spares at the stores. At present you will be aware that if you are looking for a particular part then a letter or email to the appropriate spares officer will trigger a search at the next visit to the stores to ascertain if we have the part, and then arrange a price and for payment and despatch, or an agreed date to visit the stores. The system works well but I gather that there are a number of members who have no specific requests in mind, merely that they just want a general rummage. The condition of the access to the stores has been a problem in the last couple of years in respect of drainage, and it has taken time to negotiate with the other tenants of Sidevalve Mews before repairs could be affected. All this falls to the spares officers to sort out, over and above their existing commitments, and they are quite often in overload.

It is hoped to hold an open day at the Club headquarters in 2016 but again manning (or womaning!) is a perennial problem. A round trip to Abingdon for me involves a 350 mile drive and I am not on my own in this respect. I should remind members that an open day will only allow members to purchase spares from a counter service and there will be no opportunity to browse through the stores. If you wish to view the full extent of the spares then please arrange an individual visit to the stores with the appropriate spares secretary.

As far as the Internet and social media are concerned there appears to be no middle ground: it is either fully embraced or hated with a passion. The majority of our over-70s do not possess computers but nevertheless confirm that they feel this is the way to attract new younger members. Perhaps surprisingly, many members feel we should open up to modified vehicles, and a number of long standing supporters have reminded me that one of the

reasons our forbears formed the 100E Owners Club was to help owners of these modified vehicles. Whilst we may not all wish to follow the hot rod fraternity, this is something that the committee are pursuing.

It has also been suggested that we are too precious with our cars at shows, locking them up and standing guard as if they were the crown jewels. Allowing punters to sit in our cars and poke their heads under the bonnet may just get them interested enough to sign up.

Many of you believe that we should go down the avenue of carrying appropriate advertising in *Sidevalve*, providing these relate to motoring matters, in order to create another income stream. However, for our Club to advertise in the classic car press would not be cost effective, but we should contact the editors with notable events, anniversaries, unusual usage of our cars (as in "le jog") and interesting ownership stories.

Almost 100% of you believe that we should engage in dialogue with other like-minded clubs with a view to closer cooperation. Because of the reluctance of many members to travel huge distances in their cars, this could perhaps happen on a regional basis and, it has been suggested that local branches of the Y&C and 105E be invited to join us at Sidevalve Days.

A strange request has come forward from a number of the over-70s for the Club to recommend people who can repair and service their cars. They are anxious to keep their cars roadworthy but jobs that they would happily attempt 20 years ago are now becoming a burden. I must confess that the thought of lying on my back under my Squire in the depths of winter does not hold the excitement it once did. In view of the litigation culture we live in today, this is not something the Club can do. However, the way forward here is to contact your nearest Regional Contact, who through his members knows of people who can help. These recommendations, I must stress, would be of a purely personal basis and could not in any circumstances be seen as an endorsement by the Ford Sidevalve Owners Club.

As you can see, there is plenty for the committee to work on which should keep me busy, but if any member would like to contribute in any way to achieving our ends then please do not hesitate to contact me, or indeed any member of the committee or a Regional Contact. We will be only too pleased to talk to you.

Stuart Battersby

Social Media and Publicity

“Would you like a Daily Update to Sidevalve?”

Currently *Sidevalve* delivers 36 pages of (generally) interesting articles and photos. I for one quite look forward to the magazine arriving and spending a few hours reading the detail over the next week. From my point of view there are only two downsides to *Sidevalve*: 1) five times out of six it's in black and white and 2) it only gets published every two months.

If you feel the same, you might want to sign into our new online 'Members' Lounge'. In there we have daily, sometimes even hourly updates. We have ongoing projects, like for example Mark Hickling's fabulous restoration of his E493A Prefect. We have loads of (colour) photos from shows and rallies, technical questions, rather challenging 'Fords in The Movies' quizzes and even videos of Sidevalves.

Slowly but surely, more and more members are joining our online group. We've even got John Duckenfield to join us and enjoy our site. Please email battersby56@sky.com, quoting your membership number, and I will send you details of how to join. If you aren't confident with computers, I am more than happy to call you and help set up your access whilst you are sitting at your PC. Please see attached some photos that have recently appeared online.

With regard to the printed work, we do seem to be getting some coverage in the classic car magazines now, but short of buying every magazine on the shelf, it's hard for me to track how we are doing. If you have seen an article mentioning FSOC in the press then please drop me a line (battersby56@sky.com) giving me the details. A scan of the article would be better still. Finally, please keep sending me your ideas for press articles (restoration projects, interesting wrecks, old photos, human interest stories). They are all useful to feed the voracious appetite of the Fourth Estate.



Three shots of Mark Hickling's E493A restoration



Club stand in Manchester

Colin Pudge

NEC Classic Car Show 2015

Well, that's another one over and done with, and the show stand is packed away till next year.

We had a different line-up of vehicles on display: Ernie Beckett's lovely E83W van in Fordson Tractor service colours; John Pole's recently finished Black Prefect; Steve McKenna's Blue 103E Pop; Liam Cotton's 107E Prefect; Julian Ashworth's Maroon Prefect; and the 'Flying Tortoise', a historic rally and regularity competitor resplendent in all the mud collected on its last outing. This car is gaining quite a reputation as a giant killer, and the list of newer far more expensive machinery that it has beaten is growing longer with each outing. Aply piloted by Ian Glass, its next outing is the Historique Monte Carlo which they will be starting from John o' Groats. Good luck guys.

The stand itself was busy from doors opening on Friday until it closed Sunday, and quite a few memberships were renewed. There were several new joiners, and lots of application forms were handed out by members helping out on the stand.

All the cars created a lot of interest but the show was stolen, literally, by Ernie's E83W which won a trophy for 'The vehicle which stole the judge's heart'. When I called Ernie to tell him on Friday evening he was unsurprisingly delighted. The trophy was presented to him on the stand on Sunday by *Classic and Sports Car* and Lancaster insurance

The prize must have gone to the van's head, as after we had broken the stand down and loaded it into the van to transfer it all to my car in the trailer park, it refused to start and run. After much tinkering and cajoling by John Porter, I was called and told I would have to come back to the halls and swop the kit there. Ernie then had to squeeze into the extremely small space left in the passenger seat for a lift to the trailer park to retrieve it, and then back to Hall 5 again to help load it.

The next show at the NEC is the Practical Classics Restoration show in March, so if anybody is interested in showing their project, the less complete the better, let me know.



Jim Norman

Tales of BLC August – Postscript

Despite last time handing over to Jamie, there's a bit more to add to August's report.

The last weekend in June proved to be busy. It was the weekend of the 105speed.com Lakes Tour, referred to in previous 'Tales of ...', and in which I certainly wished to participate. As invariably happens, I had to be elsewhere on the Saturday – Kidderminster, to be precise – so that entailed a 200+ miles round trip on the Saturday, then a further almost 300 miles on the Tour. I assume Dick Knight, the organiser, had his map upside down or the Lake District has been much enlarged, as we finished up in Middleton-in Teesdale, having come very close to Bishop Auckland en route. Yet again, a superb day, allowing the Prefect to show her capabilities, a chance she doesn't often get. To round it off, the next Thursday saw us at Bridgnorth, making over 700 miles covered in five days.

The photos were taken by Scott of 105speed.com on the Tour.



Photo taken by Ivor Bryant:
Queen Square, Bristol, 11
October 2015

Stuart Battersby

How Times Change! A Reversal of Customisation Trends

Today Ford Anglias, Prefects and Populars have almost become the platform of choice for auto modders and rodders. The classic body designs, especially of the 100E and earlier upright 103E, seem to have captured a place in the hearts of the next generation of classic car owners. This generation however is looking for much improved performance over the old sidevalve and three-speed gearbox, and with considerable ingenuity is squeezing all sorts of exotic power plants and transmissions into these classic body shells.

There was a time, however, when the engine and transmission was desirable but period modders and rodders wanted an exotic body on the old Sidevalve running gear. FSOC



A transverse Metro unit with Hydragas suspension. Monocoque cut away so an IVA candidate for legal motoring ...

member David Harland, for example, quotes his glorious 1934 Morgan F4 as a case in point. The Morgan F4 was introduced in 1934 and was the first Morgan car to have a four cylinder engine (all its predecessors had had Vee-twin engines of around 1 litre). The new Morgan design originally had the Ford Sidevalve 8hp engine but soon the later 10hp became an optional extra, and was the standard power unit for F-types after World War 2. Many owners upgraded to the 10hp, as David did, but David kept the original 8hp head; (an early modder's trick to give slightly higher compression). David also installed a 100E camshaft to help things along. His Morgan still uses the original type of Zenith carburettor and standard manifolds;

under the bonnet it is almost identical to an unmodified post-war Ford Sidevalve.

FSOC in some eyes is seen as a rather old fashioned, *Downton Abbey*-style 'Dowager', eschewing progress as bad news. In fact, we have been at the forefront of modding and specials since our inception. Our cars have always been the basis of customisation, although over the years it's changed from 'Nice engine, shame about the body' to 'Nice body, shame about the engine'. I wonder if other marques have experienced such a change?

I have attached a couple of photos of David Harland and his Morgan taken 50 years apart! Which is which should be obvious (winking smile).



Letters & Emails

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

E-mail: editor@fsoc.co.uk

Swiss find

Dear Sidevalve,

Discovered in a private collection in Interlaken, Switzerland by Ian Glass, this looks to us to be a 'chopped' Ford Anglia E04A. The E04A was made for a very limited period from October 1939 to August 1941. Following the Second World War, production was picked up again in June 1945 and continued until October 1948. Whilst just recognisable as a Ford, the E04A's sharper front end and almost vertical grill set it apart from other Sidevalves. Our records show that only 55,807 E04As were produced throughout the period. The E04A was the first Ford to use the name 'Anglia'.

The car in the photo (that's what it was, as a pickup was never produced) has been chopped and converted to a flat-bed truck. Stranger still, the E04A benefits (?) from a saw attachment built on the flatbed. Apparently (and details are scarce) the car travelled around the area as a sort of mobile saw mill.

Clearly very rare and very unusual.

Yours,

Stuart Battersby



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SIZES: 1/8" TO 3/8" BY 32nds

To achieve the best performance

DORMER DRILL SETS ARE OBTAINABLE FROM YOUR USUAL TOOL DEALER

John Porter

Is the Future LED?



A standard upright Popular or Prefect has 2 x 5w sidelights, 2 x 5w tail lights, 2 x 3w or 5w dash panel lamps and a 5w number plate light.

Total current consumed by filament bulbs (7 x 0.85): 5.95 amps.

Total current consumed by LED bulbs (7 x 0.025): 0.175 amps. (That is 34 times less power consumption.)

A 6v 24w headlamp bulb (std. filament or quartz halogen!) uses 4 amps and shines an off white light (in truth it is usually more yellow in colour, especially the filament bulbs). That's 8 amps for two head lamp bulbs. Add this to the filament bulb figures above and it gives a total lighting load of something in the region of 14 amps, which is why you eventually run out of battery on a long trip in bad weather or on a dark night.

A 6v 36w rated LED headlamp bulb uses 1 amp and shines a pure white light, depending on your reflector of course. That is 2 amps for two headlamp bulbs. Add this 2 amps to the LED figures above and it gives a total lighting load of 2.175 amps.

So, it is worth a consideration if you are

thinking about changing to a 12 volt system.

The benefits of going LED would be:

1. Brighter headlamps (with 6v or 12 volt systems).
2. Brighter side, tail and stop lights, which increases visibility.
3. No discharge at speed with headlights and sidelights on, so no flat battery.
4. Less demand on the charging system and less likelihood of dynamo or regulator failure.

These benefits would also apply to the 100E and 107E range with their 12 volt dynamo



systems, especially if the wipers have been converted from vacuum to electric motor and a heater with fan is installed.

Replacement of all of the bulbs is not cheap, especially the headlamp bulbs. However, the fact that a conversion from 6 volts to 12 volts would not necessarily be needed is a cost offset.

It is worth noting that if you have flashing indicators (especially the 100E/107E range) then a suitable flasher unit will be needed if you convert to LED, as the standard unit will not flash at the correct speed. One company (www.dynamoregulatorconversions.com/) now produces flashing LED replacement trafficator lights and this will negate the need for non-original bolt on flashers at the front and rear of your Upright. Whether or not a driver of a modern car will see the flashing trafficator on the side is a good question.

Having looked at these flashing LED trafficator bulbs, some fettling is needed as our Upright units use a unique trafficator bulb, just to make our lives more interesting...

Stuart Battersby

Part of the Month: Exhaust Bracket Sets

We now have a new stock of 103E exhaust bracket sets (brackets and bands) in stock: a nice and simple winter maintenance task, and well worth doing.

Just a word about the very simple way we price our spares. The price shown in the price list is the *total* price you pay for delivery to your door. That sounds obvious, but it

often makes our prices *much* cheaper than alternative suppliers. I am currently fitting a new cylinder head to my 100E so I thought I would treat myself to a new set of head bolts. The FSOC price for these is £18.00 (including VAT and postage). I checked the online pricing of another well-known supplier and they were £16.52 plus VAT and plus postage (minimum

charge £4.50). That's £24.32 compared to £18.00 from the Club. I sent a cheque away on Tuesday afternoon and the bolts arrived on Saturday morning. Well worth checking all the charges. P.S. before you jump down my throat, yes, I know we are sometimes a little more expensive ... All the more reason to check your *total* cost.

David Malin and Julie Faulkner

The Tor des Cols in a 103E Pop

First, a bit of info on the event. It has been running since 2001, but this was our first go. This year it ran in the Pyrenees, in Spain and France. It is open to motorcycles with or without sidecar and open-top cars, and it runs for a week, with a route of approximately 200 miles and an average of 7 or 8 cols a day (39 in total). This seems reasonable – and is, in a modern car – but in a 103E Pop, with some of the cols 4000ft up, and reading a map, it is a challenge. The hairpins and steepness of the hills is incredible. You do not have to do all the cols – what you do is up to each driver. There are no rules apart from open-top car, be back for dinner, and enjoy your day.

You may realise by now that we failed rule 1. This was because we entered in my Mk5 Buckler (for those who don't know, this is a special based on 103E Pop running gear). However, on the way to the ferry we ran a big end and ended up at my father's house in Torquay at 10.30pm the night before we were due to sail. He had a newly built engine on his bench without a clutch and many other bits, but by 3am the engine was out and ready for the



other to be fitted. We had the engine swapped by the time we were due to go to the ferry in Plymouth but it wouldn't fire up. Time had run out, so he said "take my Pop". Tools and necessary legal things were swapped from the Buckler and we set off, arriving at the ferry with half an hour to spare. Much stuff was left in the Buckler. Pre-trip checks had involved check oil, water and tyre pressures. We sailed from Plymouth to Santander, then had a 200 mile run to our hotel in Yesa, northern Spain. I was in a car I had never driven before and my previous continental driving had been about 10 miles.

Tuesday was the first day of driving the cols. The plan was to do four of the eight cols but we managed to do six, including Mirador de Puerto de Lizarraga at 3382ft. On Wednesday we did four of six including Oranzurieta at

5141ft. Thursday we moved hotel to Aucun, France with only three cols on the way, which we completed climbing 5885ft when we passed through Portalet on the Spanish / France border. Friday we did all six cols, all of which were hard to get to but had spectacular views, especially Cirque de Troumouse, Col de Tramassel (5301ft) and Port de Boucharo (7447ft), the highest of the week. Saturday was the day I was dreading – the cols were a long way from the hotel across the other side of the mountain range. However, the day dawned wet and misty so the organiser said it would be a free day. Some went and did the cols but we decided to take the day off and give the poor old Pop a rest, so drove 20 miles to Lourdes. Not that we are Catholic or religious, but it is a spectacular place.

Sunday was the last day and we managed seven out of eight cols. We saw the pretty town and monastery of St Bertrand de Comminges, and went up Cols de Mente (4425ft) and deBeyrede (4648ft).

In the end we did 26 out of 31 cols. This was quite an achievement in a Pop. Apart from oil and fuel, the only slight problem was a faulty electric fan switch which I changed as a precaution.

For the trip home we planned to drive up through France, taking in the Milua Viaduct; then Julie wanted to go to Arras to visit the war graves and WW1 battlefields where her grandfather had served, before sailing back via Le Havre to Portsmouth. We set off on Monday planning to get to Milua, but about 30 miles short the Pop started to pink, so we stopped at a typical old style fuel station in the middle of nowhere. The Pop runs twin carbs fed from

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an S.U. fuel pump, and on investigation I found the fuel line had snapped on the front carb. Also, the choke jet screw on the back carb was loose. I tightened the choke screw but to do this I had to remove the float chamber. The garage owner supplied me with what appeared to be the last 6mm olive in France. With the olive fitted and pipe fixed, we set off again, but didn't get far before we had a smell of fuel and loss of power, so we stopped in a little village overnight at an expensive (and officially closed) hotel.

Next day, refreshed and with fresh eyes, I found the problem from the night before. Remember the float chamber I removed? Well, it had worked loose, so I tightened it again and set off for the Milua Viaduct. We went over the viaduct and to the visitor centre, then to the ancient little village of Peyre under the viaduct set in the cliffs. We planned to travel to Clermont-Ferrand for the night but once again

a small problem appeared when we stopped for fuel and oil. The linkrod between the carbs had come adrift and the pivot had disappeared, so a new one was hastily boded up and with some trials and mods it worked very well for the rest of the trip. We were about 40 miles short of that night's destination so again it was into the nearest hotel. Wednesday we set off, but another part of the fuel line broke (from the electric pump). I managed to bodge it with a bit of rubber hose found on the side of road near where we broke down. As there is nearly no rubbish at the side of the road, unlike in Britain, it was remarkable good fortune that I found it and it fitted without any fittings. Back on the road, we stopped at the nearest town for the night.

The next day we decided to change our plan and headed to Everuex, a town twinned with our home town and a more direct route to Le Havre. We did think of going via Le Mans but

Julie was getting increasingly worried about making the ferry, although I was confident and would have loved to take the old Pop down the Mulsanne Straight. Anyhow, we reached Everux and had a day off sightseeing. Saturday we made the final 60 mile trek to Le Havre. We arrived in Portsmouth late Saturday night and headed the last 90 miles or so back to Rugby.

We covered 2000 miles from Torquay to Rugby, with another 200 to go to return the car to father, averaging 30 miles per gallon and using exactly two gallons of oil. Apart from the few problems with the carbs and fuel lines, which was annoying more than overly problematic, the car ran great for the whole two weeks.

At the end of the week of the Tor des Cols, Julie said never again, but a few weeks after returning she was looking at the details for next year so we can take the Buckler.

