

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

AGM Notice

1st Derbyshire Historic Sporting Trial

Molasses, Acid and Rust



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Cover photo by Nigel Hilling: see Yorkshire regional news.

John Porter

Editorial

Despite a number of mentions in the magazine there has not been a volunteer for any of the outstanding committee posts – Publicity, Archive, E83W or Specialist Applications. While the Archivist and Specialist Applications are nice to have, they are not too desperate. Yvon Precieux may continue to run two registers in the short term – it is not desirable. The need for a Publicity Officer certainly is desperate, especially in the present climate. Yes, some of us on the committee can fill in for the moment but we do need someone to develop the role.

One area I am keen to develop is to get some younger members onto the committee to encourage participation by Sidevalve owners in their first flush of youth. They are the future and will help to maintain an interest in our cars, and we should encourage and capitalise on this. Andrew Bailey's presence was really useful at the NEC Restoration Show in April and previous shows, as we had a good number of enquiries from visitors in their late twenties and thirties. It is interesting that we now hear stories of Grandfather's car rather than Father's car these days. I spoke to an elderly lady who had fond memories of learning to drive in her mother's Prefect so that father could stay at home whilst the daughter could run mother from shop to shop and friend to friend!

Panhard rods are still available with some development work on an anti-roll bar kit for the 1937 to 1959 Uprights. Various manufacturers developed and sold anti-roll bar kits which were often fitted along with Panhard rods to really stiffen your Upright – if you get my meaning. Telescopic dampers go with the anti-roll bar kits of the day and really improve the ride, making it both safer and more comfortable, which cannot be a bad thing. Colin Pudge and Geoff Hammond have some or all of these refinements on their Popular and Anglia respectively. This equipment would also be of interest to the owners of Ford-based Specials. This will be a fairly long term project but if you

are interested then please register an interest. Adapting the Panhard Rod kit for the Y and C models is in progress with more news in the next issue.

Do you have a starting handle for your Upright and, importantly, do you have something to guide it into the right place? The starting handle guide often gets bent or is even missing after an accident repair. Both the starting handle guide and the starting handle are now available from the Club stores – see the parts list. Apart from starting your car when the battery is a little tired, the starting handle can be used to set the static timing on the 8 & 10 engines. By removing the timing pin and reversing into the hole in the timing case it is easy to gently pull the engine (clockwise) into the timing position, ready to set the distributor to the correct position. I have even known a driver who managed to get their Popular stuck in a field to take the plugs out and wind the car out of the mud ... I am sure that everyone knows that to start the car: the driver pulls the starting handle to 7 o'clock before smartly pulling the handle upwards to start the engine. What you don't do is just wind the handle as that can be counter-productive. Also, keep fingers and thumb on the same side of the handle, else the engine kicks back and snaps your thumb the wrong way – painful in the extreme. This is why every Upright owner has a wooden clothes peg to keep the choke out while they do battle at the front of their Sidevalve!

If you are investing in a new battery for the summer season, please do get one of sufficient delivery as the usual replacements that are often fitted to the Beetle or the early MGB do not have a sufficiently high rating in amp/hours. It is not fair to blame 6 volt electrics if your battery is not of a suitable capacity. It really is worth spending the extra to get above 100 amp/hours rather than the cheaper replacements rated at around 70–80.

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Martyn Halliday

1st Derbyshire Historic Sporting Trial

Averillside Farm, Warslow, Near Buxton, Derbyshire – 27th April 2014

Sunday, 27th April saw another major step forward for the historic sporting trials movement when, organised by the Lancashire and Cheshire Car Club, a modern sporting trial and a historic sporting trial shared the same site for the first time. On balance the whole event went off very well, but as with anything new there were a few minor teething troubles which can be easily overcome.

We had an excellent entry of 17, which included first timers Roy and Tom Heydon in the amazing 1172 Sleeman Special, still on 40+ year old Mudplugger tyres. Also first time out was Clive Tizzard who was sharing the Jim Chapman's BMC engine IRIS. For once we did not have anyone from the Stroud area as they were mainly speed hill-climbing at Prescott.

The car park is in a field perched on top of the Peak District with amazing views of the surrounding hills, but it did leave you wondering if the wind ever stops blowing. Ian and Martyn had set out six hills and, while they were entirely separate from the 'modern' hills, some were in fairly close proximity, leading to one well known personality looking at the wrong hill and thinking he was going to drive his old car up the modern one. We admire optimism.

Most hills were on the side of a grassy valley which only gave grip if the driver was very gentle with the throttle. Any attempt to apply power meant that forward motion ceased very quickly and a big score would result.

Two hills included good old fashioned bog which served to take marks from everyone. At lunch time a light shower removed what little grip there was on the grass, resulting in hills that may have been cleaned in the morning become difficult.

It was decided that the more experienced trials competitors would act as general mentors for some of the newcomers, a format that



Cockpit of a sidevalve-powered trials car.

worked well, although it took much longer to complete the two laps in the morning. However it did lead to a very relaxed atmosphere and allowed people to get to know each other, even if it also upset the officials of the organising club who would have liked to issue us with a warning for slow play.

After one lap Frank Lyons and Trevor Wood had a rear axle mounting on their Cannon shear, leading to retirement and an early long trip home. In the meantime Dave Methley and Geoff Richardson were starting to get the hang of this trials driving, with Dave almost having a clear round on lap 2. Spectators could see the glint in their eyes as they improved and cleaned a number of sections. Jim Chapman shared his car with Clive Tizzard but they had to retire after two laps due to battery issues. Before this, Jim had a super drive on hill 5 to reach the section ends card, only to be told that he had missed the 7 gate: easily done but very frustrating. Roger and Rachel Arnold were going well; Rachel scored less than her dad on lap 2 but lap 3 was not her best while dad showed real progress. Mark Busfield together with son Oliver had a good day out in the very unusual but totally immaculate CWB Trident – so much better than the last trial when they had to retire very early on. Roy and Tom Heydon finished their first trial in the Sleeman Special but forgot to hand in their score card. A great pity, but I understand they will be at the next trial.

Ian Wright, with Richard Milne as passenger, was best overall in his 1172 Imhof on 24 with Monty Peters and John Bundock next in the historic class on 32. Neville Collett with wife Claire beside him won the Post Historic in his 1098 Cannon on 29.

In all it was a great event which we hope to repeat next year.

As usual Charlie Wooding was taking pictures – see his website www.charliewooding.co.uk and click on 'Trials Galleries'. Please support him.

Brian Cranswick

Events

The new season of events is now well underway and hopefully the weather will be kind, so we can enjoy attending some shows this summer.

The photo on the right is quite a rare sight of two 10hp 7Ws together. Especially smart looking are those three-section front grilles and cranked chrome bumpers.

Please advise any Club related events to the events co-ordinator, to ensure these can be logged and covered for insurance purposes.

Below are just a few of the events. A more comprehensive list can be found under www.fsoc.co.uk.

15th June, Hatfield Heath Festival. Club stand. Details from Robin Thake.

15th June, Trentham Classic Car Show, Trentham, Stoke on Trent. Club stand. Details from Stuart Battersby.

21st June, Club AGM, to be held at the Midland Air Museum. Starts 1.30pm.

22nd June, Southern Sidevalve Day, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

23rd June, EVENT CANCELLED – Hope Valley Motor Show.

5th & 6th July, Invicta Military Vehicle Show (Dig for Victory), North Somerset Showground. Club stand and now a Sidevalve



Day. For further details contact Ivor Bryant.

6th July, Darling Buds Classic Car Show, Bethersden, nr Ashford. Club stand. Details from Richard Greenaway.

12th & 13th July, Historic Vehicle Gathering, Powderham Castle, Kenton, Exeter. Club stand can be arranged if enough interest, or just single entry. Information from historic-vehicle-gathering.info, or call George Herbert on 01395 270729 for further details.

12th & 13th July, Ardingley Vintage Show, Ardingley. Club stand. Details from Mick Crouch.

13th July, City Airport Show, Barton, Manchester. Club stand. Details from Joe Wheatley.

20th July, Newby Hall Classic Car Show, Ripon. Club stand. Details from Nigel Hilling.

27th July, Old Ford Rally, Heritage

Motor Museum. Club stand, individual entry. Information from www.heritage-motor-centre.co.uk.

27th July, Audlem Classic Car Show, nr Nantwich. Club stand. Details from Stuart Battersby.

3rd August, Northern Sidevalve day at Heben Bridge. Book early to ensure your space. Further details from Nigel Hilling or Joe Wheatley.

10th August, Historic Specials Day, Cotswolds Wildlife Park, Burford, Oxfordshire. Details from Ian Woodrow (Specials Registrar).

10th August, Shugborough Classic Car Show, Milford Staffs. Club stand. Details from Stuart Battersby.

16 & 17th August, Tatton Park, Classic Car Show. Club stand. Details from Joe Wheatley.

23rd, 24th, 25th August, Southport Town & Country Fair. Club stand. Details from Joe Wheatley.

20th & 21st September, Footman James Manchester Classic Car Show (Event City). Club stand. Details from Joe Wheatley.

21st September, York Historic Vehicle Group Classic Car Show, York Racecourse. Club stand. Details from Nigel Hilling.

21st September, Utttoxeter Classic Car Show, Utttoxeter Racecourse. Club stand. Details from Stuart Battersby.

Annual General Meeting

ANNUAL GENERAL MEETING 2014 of the FSOC is being held at 1.30 p.m. on Saturday 21st June 2014 at the Midland Air Museum, Coventry Airport, Rowley Road, Baginton, CV3 4FR. Very easy to get to – just off the A45. This is not just a boring AGM as there will be a good selection of Sidevalves, some food and a chance to catch up with friends. If you fancy getting involved then why not volunteer for one of the vacant positions? E83W Registrar, Publicity, Archivist and Specialist Applications. Not sure what is involved? Just ask John Porter or Shirley Wood. The museum is well worth a look and there will be a guided tour for members.



Robin & Jennie Thake

Three Counties

It was a good start to the show season with plenty of sunshine and three different events on Drive It Day. We went to Colne Valley Railway with Stuart and Laura, and Richard and Shirley, with Trevor and Marie and Andy joining us; the Ford Day at Whitewebbs Museum was attended by Terry, Ken and Pippa and Rob, who are all members; and David and Lesley had a weekend in the Midlands with the Whitewebbs weekend trip away. Like us on a previous trip, they had great trouble actually trying to park at the Coventry Transport Museum.

On the May Bank Holiday weekend Saturday, seven of us went to the Rushden Cavalcade where there were many more cars on display than had been seen for many years. We were all lined up together and made an impressive display. On the Sunday we had an early 6.30am start to meet up with Richard and Shirley for a trip to Abingdon Air Show, which incorporated the Bob Tredwell memorial day (organiser of the All Ford Rally for over 20 years). This turned out to be a very good day out with over three hours of flying, and to our delight Dave and Joy Taylor paid us a visit. Dave is also an owner of an EO4A like ours. So, while watching the Air Show we could chat away and catch with all of each others' news.

It is good to be able to report that after the work done on various group members' cars over the winter, all went well on our trips out. After work on the clutch of John Swade's 100E this week, with three sets of hands working in Richard's garage in readiness for the Sidevalve holiday, it can be said that 'many hands made clutch work'!

I have learnt recently why garages are pleased to be away from classic MOTs; I took my 1960 motorcycle for an MOT, left the bike there and returned home. About an hour later I had a telephone call: could I come back to the test station because the mechanic did not know how things worked. So, I had to assist him with the full MOT. There is nothing more simple than a 1960s Ariel Leader.

Our future events are at Chiltern Hills Rally, followed by three days at the Enfield Pageant where we have a Club stand with some different members asking to join us this year. At our last two Club meetings we have welcomed Peter Smith, who owns a 100E which he has been restoring for a number of years and which he took to Royston Town Show on Bank Holiday Monday.

Brian Cranswick

Cambs, Lincs & Norfolk

Many thanks to everyone who supported the Cambs Drive It Day meet-up at Pidley. Fortunately the weather managed to stay dry despite the forecast of some rain. Attendees: Guy Wakelin (E494C), giving his very gleaming Anglia its first run out after a recent full bodywork restoration by a Classic Rolls Royce specialist; Norman Wedley (100E Anglia); Bill Buchan (100E Prefect); Michael Heeley (107E); and myself (103E). It was good to meet and chat with new members Eddie Puk and Colin Venni, who came along without their Sidevalves as they are both in the process of completing full restorations (will they be finished for 2015?).

107E Before & After

Michael Heeley has certainly changed the appearance of his Prefect, VHJ 170, by adding some period accessories including a smart set of Wolfrace alloy wheels. A tow-bar has been fitted to pull his Portafold caravan (see the before and after pictures; the photo of the car prior to any modifications was taken at the 2007 AGM, held at Orton Hall in Peterborough, when it was owned by Bruce Farr). Michael is also fully restoring a 300E as well.



Liam Cotton

East Midlands

A call to arms

Our first local meeting in the East Midlands will be held on Thursday 26th June (last Thursday of the month), starting time around 8.00pm. The venue is the Greyhound Inn, Ashby Road, Woodville, Swadlincote, Derbyshire, DE11 7BU. This is both a pub and restaurant, situated on the A511 at Woodville. It has a good car park around the back and is easy to find; please be warned there are lots of speed cameras in this area. Wives, partners etc. are welcome. If you require any further details, please call me on 01283 219508 or 07754 051105 mobile.

I have been working hard, sadly not on the Ford Prefect. I mentioned my axle seal problems in the February magazine and I must say a big thank you to Barry Draycott who was good enough to send me hand written details of how to do this job. For me and many others, this is exactly what our Club is for: to help each other out. I am very grateful – thank you.

I managed to have a day off and, as the Prefect was not ready for use on Drive It Day, we took the opportunity to go to the All Ford Show at Aylesford. Quite a way to drive, I know, but it was a good opportunity to see some different cars and to meet Trish and Richard Greenaway, Glen Woolway and some of the Kent members. Many thanks for making us welcome.

Mike Jillians

Surrey

By the time you read this I will have moved from Surrey to Somerset and have therefore relinquished my post of Surrey contact for our club.

I would like to thank all of those who have supported various shows and meets during my tenure and I wish you all the best.

If anyone would wish to take on the post of Surrey contact, please contact John Duckenfield – his details are on page 20.

Joe Wheatley

Merseyside

Not much to report again this month. I was out in Cyprus for all of April and so I missed Tottington High School on 6th April (hope they had a good day!) and Weston Park, Shropshire on 20th April (I think Stuart Battersby & co may have attended?).

Riverside Steam Fair (our Drive It Day event): 26th & 27th April

As this is only a few miles from his house and workshop, Dave Rothwell hosted this event. On the Saturday, Bernard Elicott (100/7E Pop), Bruce & Carol Allen (100E Prefect) and Julian Ashworth (E493A) met up at Dave's and then proceeded to the site, following Dave in his recently acquired E494A Anglia. On Sunday it was Steve McKenna (103E) and Mike Brocklehurst (100E Squire) who followed Dave to site, this time behind his newly painted E493A Prefect.

As is usual for this event (despite being early in the year) the weather was very good and the show bigger than ever. Loads of steam engines, commercials, bikes etc. and plenty of stalls to wander around. Also, as it takes place on a caravan site the loos are the best you will find at any show!

Culcheth Community Day: 5th May

I had primed Bernard and Dave that I was unlikely to be on site very early, even though this is my home village. Jill and I did not get back from Cyprus until 3am that morning and I had five weeks' worth of post to deal with and bills to pay before I could go out to play. In the event, Bernard had put up his 'gateway' poles and bunting facing the stalls, and even reserved Freddy a place close to the entrance for me. It is great to have people you can rely on!

The dry April has left the green nice and firm underfoot and, though overcast all day, we had no rain. The fine weather last year encouraged more people to attend this. Also the number

of stalls and entertainments increased this year, so much so that I think we will have to move the cars to the far side of the green next year. We managed a very good display of 43 cars (from Moggie 1000 to Jensen FF and two pre-war Rolls Royces), 10 tractors (including a Field Marshall single cylinder one that has to be shot to start it!), and 12 or so motorcycles and scooters. Thanks for the support from the NW Casual Classics, Stag Owners, TVCCC and MHVC.

Ten Sidevalves were on display: Freddy, my E493A; Bernard's 100/7E; Neil Turner (out for the first time in more than two years) with his 100E Prefect; Ian & Sheila Sidebotham & Barbra in Piggy (103E); Ian Trimble with the North West Casual Classics and his white 100E Pop; Ron Taylor and his trusty primus stove making tea for all from his E83W van; Julian Ashworth & Neil Wildboar in Julian's maroon E493A; Mike Brocklehurst's almost colour matched Squire next door; Glen & Dawn Dale with their 100E Pop; and a late arrival from Chis Tombs and his 103E, though he lives only 200yds from the site. (Excused, as he needed to get some Radweld to stop water from coming up the head studs.)

Other members and old friends were there too. Dave and Sue Rothwell in a Morris 1000 (for sale, of course!); Alan Tomlinson in his two tone VW Beetle; Bill and Adrienne Moore in their 105E (a Ford at least!); and Frank Hayes in a Hot Rod based upon the shape of a 1932 Ford Victoria (definitely not a Sidevalve and it had a large OHV American V8 up front). Dave Broad also came over. Hopefully he will be back in the fold soon as he is thinking of buying a 100E Escort currently residing with Dave Rothwell. I'm very pleased that so many people enjoy our village fete and hope that a very pleasant day was had by all.

Finally, welcome to new member William Buckingham from Fallowfield in Manchester. If you would like to drop me an email, William (Bill?), I will keep you informed of our activities in the North West.

Stuart Battersby

North West Midlands

The classic car show season is now in full flow and as I write this, we've already had the first of our six planned Club shows of the year. Weston Park near Telford once again was a good show, although the inevitable rain dampened proceedings from about 2.30 onwards.

Thanks go to Ken Latham and Pete Clarke for bringing their 100Es. (You must look out for the forthcoming Channel-5 dramatisation of Fred West's life and times, since Peter's Prefect played a starring role as Fred's daily runabout. That's a dubious claim to fame and I still think the car's Murray Overdrive is more interesting!) We were also delighted to welcome the legendary Bubbs Family to Weston, as Tim and son Glenn (with respective wives) arrived in a pair of delightful E493A Prefects.

On Drive It Day I joined up with the Manchester Historic Vehicle Club for their rally through Cheshire and Staffordshire to the Churnett Valley Railway. Imagine my surprise as I turned into the starters' car park to find Club member Julian Charles with his Prefect sitting proudly in the middle of a fleet of MGs, Triumphs, Rileys and even a Delage. Julian was about to sell the Prefect and wanted to drive it 'one last time'.



Julian Charles and his Prefect

Our regular meetings (first Tuesday at The Peacock, Nantwich) continue to attract a small but enthusiastic group and we were delighted to welcome new member Les Banks from Shrewsbury to our meeting. Les is new to Sidevalves and is partway through what promises to be an excellent restoration of a 100E Prefect. Thanks also to Mike Brocklehurst who dropped in from 'Head Office' to say hello and give a few impressions.

Club member Ian Glass reports that his restoration and preparation of his E494A Anglia are going very well. Ian, if you recall, is entering the Anglia in this year's 'Le Jog'. This

is a highly competitive Land's End to John O'Groats rally run during December. Le Jog is a severe challenge for even the best prepared professional rally cars, so Ian has certainly set his sights high; but what an achievement, when he finishes the rally!

As a reminder, our next Club stands are at Trentham Park, 15th June; Audlem, 27th July; and Shugborough Hall, 10th August. We hope to see some of you there.



Ken Latham's 100E Popular and Tim Bubbs's Prefect at Weston Park

Håkon B. Øverland

Scandinavia

Devil's Danish Elbow

Søren Palsbo: Once upon a time people bought – and wrote – *postcards*, when they visited foreign countries or for that matter travelled in their own. The postcards were both means to send happy regards to friends and family at home and local souvenirs to keep in a photo album.

There may still be quite a few readers of *Sidevalve* who remember the postcards phenomenon. In Denmark young generations have only a vague idea of what it is.

When our family toured Britain for the first time in 1965, one of the postcards we bought to keep as a souvenir was a photo of a car on a steep gradient in a place with the significant name 'Devil's Elbow'. We did not pass the double hairpin bend on our tour but presumed that it was somewhere in Scotland, and we saw many other places there with the same dramatic landscapes garnished with blooming heather and broom. A visit to Google tells me that Devil's Elbow is situated on the A93 in the Cairnwell Pass.

Denmark has very few mountain roads as we have very few mountains: the highest

hill being some 173 metres above the sea. Nevertheless we have a genuine Devil's Elbow on the island of Bornholm in the Baltic Sea. The only rocky island in Denmark rises steeply from the sea in many places. The little town of Gudhjem on the eastern coast is situated in such a place. When a new road was built north of Gudhjem in 1956, the gradient was so steep that a double hairpin bend was necessary. A new tourist attraction was created!

The new postcard candidate (taken 23rd April 2014) which illustrates this article shows one of the few remaining Danish Sidevalves climbing up Devil's Danish Elbow. The double hairpin bend is locally referred to as The Serpentine Road. Nice, isn't it?

Frustrations and encouragements

Håkon: When you start to restore a classic car with next to none technical experience you have to be extremely optimistic! Most of what you thought would be quite straightforward to fix, often turns out to cause headaches and is far more time-consuming than expected. Lack of suitable tools and very limited space in the

garage are definitely not making the job easier. Even seemingly easy operations can at times bring you to the brink of despair, and you are furious, particular when you realise that you must do it all over again.

This makes you all the more happy when occasionally you find that you have successfully accomplished what you aimed at. As you experience more small achievements, the risk of giving up on the project lessens. Not that you do not have new setbacks now and then, but you have put so much of your soul into the project (not to speak of all the precious money) that the mere thought of giving it all up becomes more and more a moral defeat.

Another encouraging element is the interest shown in the project by fellow classic car owners, and other people too for that matter. The garage in which I work is close to the street, and when the weather is fair (it really occasionally happens!) I leave the gate open. It has happened a few times that total strangers have peeped in, wondering what is going on. "My uncle had a car like this, when I was a boy", is a remark I have heard more than once. My colleagues often give me good advice as to how to proceed.

I really had hoped to reach the stage where for the first time I could present my project to the public, as my local club arranges a Spring Parade on the fourth of May, but I have had trouble with getting the rear axle in place, so I have given that up. (This is written on the first of May!)

Hope to see many of you in June.



Nigel Hilling

Yorkshire

News and events

Meetings continue at the Reindeer with variable numbers attending. Do come along and join us in your Sidevalve or modern car. For up to date local information, please visit the Regional News page on the FSOC website and click on the link in the STOP PRESS on the Yorkshire page, which will take you to pages that I can edit directly.

The Hope Motor Show due to take place on Monday 23rd June has been cancelled due to some dangerous activities taking place on the road after the show. It will return next year with a police presence to curb the boy racers. Other Club stands are as follows:

Sunday 20th July: Newby Hall (entry forms available)

Sunday 3rd August: Hebden Bridge
(Northern Sidevalve Day – entry forms available)

Sunday 21st September: York Racecourse
(entry forms available)

Drive It Day

Due to trialling activities with my Anglia I didn't get the Pop out of hibernation until Drive It Day Sunday morning, so only took it out for a short local run to blow out the cobwebs. A small group from Sheffield went south this year and visited Rufford Abbey Country Park in Nottinghamshire where there was a Grand Historical and Vintage Bazaar taking place (photo 1 from David Manterfield). As well as old vehicles, this event included historical re-enactors with living history displays and was apparently a very good day out. I'm not sure where the rest of you got to but hopefully many of you made the effort on what was a generally fine day.



Photo 1

Road Runs

One of our group, Gerald Pollard, is hoping to organise a run up the Pennines to the Scottish borders during a week in July. Currently planned to start on Tuesday 15th, it would include overnight stops in the Brough area and at Kelso before returning on Thursday or Friday of that week. Contact me if interested and I will pass your details on to Gerald.

The Filey Run, as mentioned last time following a request from a couple who wish to relive a trip there in an Upright Anglia that they regularly made in the 50s, is scheduled for Saturday 20th September. There will be an overnight stop and return via the York Racecourse event the next day. Contact me if you are interested in joining us for all or maybe only part of the run.

Lands End Trial

I'd done a lot of work on Stan the Anglia over the winter, including re-ringing the engine and clocking up a few hundred miles to run it in. Shortly before the event, during one run, the oil pressure dropped with only 5psi at idle and 12psi at full revs. The problem disappeared the next day so I assumed a bit of dirt had held the pressure relief valve open. This is in the oil pump in the sump of a 100E engine, so not readily accessible. I set off on Good Friday to pick up my passenger and guess what – just after we left his house the oil pressure was back at the low levels. Not much we could do other than continue with fingers crossed. An engine doesn't really need lots of oil pressure as long as the oil is getting to all the right places. After 200 miles on the motorway we stopped for a break, after which the oil pressure had returned. Throughout the rest of the trial the oil pressure was variable and we attacked at least three hills with minimal pressure on the gauge without the dreaded big end knocking that might be expected under such conditions. We eventually completed the trial and the return journey, clocking up 900 miles without any other incidents other than a puncture. We had



Photo 2



Photo 3



Photo 4

cleared all the trials sections to claim a Gold award – only the second time I've managed this feat on this trial so we were very pleased. Photo 2 and this issue's cover photo show Stan on the Bishops Wood and Bluehills sections, with photos 3 and 4 showing a Pop and Sidevalve powered Dellow on Bishops Wood. All photos are courtesy of Dave Cook who has a website with many motorsport photographs to look at or to buy: hoits.smugmug.com/.

Mike Brocklehurst

Federation Report

The Federation is pleased to hear the announcement in the Budget that the rolling exemption from liability to pay Vehicle Excise Duty in respect of vehicles over 40 years is to be resurrected, and whilst this does not concern our vehicles except, perhaps, some Specials it is nevertheless welcome.

The apprentice framework is now progressing and meetings have taken place with an expert group from the restoration businesses. Once the requirements of the industry have been satisfied it will be submitted to government for approval. During the last few months a number of colleges from around the country have contacted the Federation to find out more about the scheme, and they are pleased to report that Leeds City College announced they are to launch the course in September 2014. They will be able to attract funding by using the FBHVC framework.

Elsewhere, being over one year into MOT exemption, the Federation has some concern over tyres. Recent cases, including a coach involved in a crash where a front tyre blew out and was found to be 19 years old, and the MGB owner who purchased 'new old stock tyres' which turned out to be over 20 years and again a blow out resulted, reminds us of the importance of checking tyres. Not just the tread, but the sidewalls inside and out, and also the tyre pressures, using a dependable tyre gauge and not relying on the digital display found at most garages and supermarkets.

Richard & Trish Greenaway

Kent

Show round up

Our first show of the year was the Heritage Show at the Detling Showground (see photo). Once again we opted for an outdoor pitch which turned out to be the right decision as the day was dry and reasonably warm. We started the year off for our first show with a good showing of 14 Sidevalves on the Club stand, which included Tina Woolway out in her 300E for the first time since she acquired it last year. During the winter Glen has been getting it ready so Tina can use it throughout the year before it goes into hibernation for a full restoration. I know he's looking forward to getting his teeth into it, so watch this space for a running report on proceedings. As well as Tina's 300E we had a good selection of other Sidevalves on show. We had Glen W with his 100E Escort; John M, Tony Y and Andy M in their 100E Anglias; Tony N and ourselves in 100E Prefects; Ray P in his 107E Prefect, which he tells me he is planning on selling so he can purchase an Upright; John F with his 300E; and Steve F also brought along his Dad's 400E Thames for the day. On the Upright front we had John I in his 103E Pop; Les Harris in his E494 Anglia; Bernie H in his E493 Prefect; and finally Mick D with his CX Tourer. As well as the 14 on the stand there were two other members at the show who had to leave early, so decided to park up nearer the exit for a quick getaway: Bernard G in his MK11 Consul and Kevin Mc with his 100E Popular.

Our next show was the All Ford Show at Aylesford Priory. Although we had 19 booked in, due to the weather forecast we only had 14 on the Club stand. Although the day had started showery, by 10am it had dried up and it stayed dry throughout the day until just after 4pm – just in time for us to clear up in the heavy drizzle. It was good to see Andrew Shirley who came along for his first ever car show, even though he's owned the car for the last 40 years. He has recently restored his 100E Anglia as well as giving it a nice new paint job in its original colour of Durham Beige. Let's hope he enjoyed his day and we see him out and about with us in the near future. We also had Matthew J who we haven't seen for a while as he's been busy workwise, plus he

has a new project to play with in the shape of a Rover P3 which he was telling me are rather rare as they only made them for a couple of years. Apart from Andrew and Matthew the rest of the vehicles were made up from our great group of regulars. Not in a Sidevalve on this occasion (maybe next time), it was great to see new Regional Contact Liam Cotton who came down all the way from Burton on Trent for the All Ford Rally. He spent quite a while talking to several of our members before I caught up with him when we had a chat about how to get members involved in group activities (just keep working at it – it pays off in the end).

Unfortunately only three of us ventured down to Eastbourne for our first away day of the year. It was a show I'd been looking forward to as I always like going to new shows. Glen & Tina arrived at ours just before 8am so we set off in glorious sunshine (which lasted all day) at a steady pace, as Glen's still running in his new engine. On arriving at the show entrance we met up with the third Kent member, John I, who'd set off at 7:20am as he thought it would take him a couple of hours to get there but actually only took him 1½ hours. Once we parked up we all went over to the Lansdowne Hotel for a late breakfast. As well as the usual car show there was a continental market stretching along the seafront from the Western Lawn to the pier which kept us busy for a while. Later on in the day we went for a trip on a R T double decker bus before heading into town to get fish & chips. It was certainly one of the best days we'd had out in our old Sidevalves for a while.

Unfortunately we decided to cancel the Dartford Club stand due to lack of interest and weather conditions. We originally had only six members that I knew about who were planning on attending the show but by 7pm on the Friday evening we were down to three planning on attending, so apologies to anyone who turned up expecting to find a Club stand in place. We actually have 17 members living in the DA post code area, and out of those, only one of the six was from Dartford which was rather disappointing. So please, in future let us know rather than just turn up on the day, as we don't like to cancel events at the last minute.

Another reason for letting us know is that at a lot of shows we have to let the organisers know how many vehicle spaces we require, so if we know of eight cars that are coming and then another four turn up on the day, it makes it rather tight on space.

Organising a Club stand

Following on from the above, the main reason we Regional Contacts like to have a rough idea of those planning on attending is it's surprising how much time and effort goes into setting up a Club stand area, as my wife will tell you. At the recent All Ford Show we left home at 7:30am to get set up before too many arrived. After packing up and getting home around 6pm, things then have to be sorted out in readiness for the next show, so all in all quite a long day. Don't get us wrong – we love doing it, especially when we get a good number of

members along, but as you can imagine, if we were to spend the time setting up / clearing away, possibly with a wet gazebo to attend to when we get home, it hardly seems worth it if only three or four members are willing to attend an event. May we take this opportunity to thank those that turn up/stay behind to help out.

Kent's forthcoming major events

Southern Sidevalve Day

This year the event will take place as part of the Friars Rally on Sunday 22nd June. As you read this, the show is only a couple of weeks away but if you contact us straight away I'm sure we will be able to get you booked in. Why not help us to make this our best attended Southern Sidevalve Day to date? For those arriving

before 10am, the Kent Group will be supplying bacon rolls/tea/coffee FOC to all Sidevalve members/partners.

Kent Fun Day

Can I take the opportunity to remind all Sidevalve members/partners that you're welcome to join us for the Kent Fun Day which takes place on Sunday 17th August at Colliers Green, near Cranbrook (TN17 2LR). As well as spending time talking to fellow Sidevalve members there is also a free BBQ and your chance to take part in the Driving Challenge (Sidevalve powered vehicle only). Who knows, you may go home with the 2014 Driving Challenge Trophy. For further details, please contact Richard or Trish: details can be found on page 20.

Here's hoping the weather stays good for us all for the rest of the summer season.



Colin Pudge

Coventry and Midlands

Well, that was a busy few months both with work and on the car front. Being self employed, 'management' quite rightly insists work comes first which leaves playtime at a premium.

April saw the first Practical Classics Restoration show at the NEC, and we had a Club stand with four cars on it: Andrew Bailey and Geoff Hammond's Anglias; new member Steve Wright's barn find 57 Popular, which created a lot of interest; and my 53 Pop. As the show was restoration based, my car went up on axle stands (must get some taller ones – it was a bit snug under there) and over the weekend I fitted the Raymond Mays rear telescopic shock conversion kit and anti roll bar, which I purchased recently. I have gradually been de-rusting and refurbishing it using a water and molasses mixture, which if you're not in a hurry gives excellent results. The show was a great success and the drive home was pleasant with a definite improvement in handling and drivability.

April also saw our Drive It Day run. Sue and I spent several evenings sorting out the route, re-



driving it and amending the directions to make them pretty foolproof. It appeared to work as everyone seemed to enjoy the drive. We rode along the lanes from Meriden, taking in Berkswell, Kenilworth and Warwick to our first stop at Hatton Country World for a coffee, then carried on from there down increasingly narrow roads to our second stop at Gaydon Heritage Centre, where several clubs had met up and some had ended their run.

John Porter decided to don his waterproofs at Hatton, which was just as well as it poured down. It was fun following him and watching how high the water was thrown up off his rear wheels.

The last part of our drive took in Burton Dassett Country Park with its extremely steep hill and its many free roaming sheep: first gear

for me as we were three up. Then through Fenny Compton, ending up at the Wharf Inn for a meal. The run back home saw us meandering through the lanes towards Coventry with people gradually peeling off and heading off on their own.

This run showed up the one problem found with the rear shock conversion: there's not enough compression travel on the shocks, and with more people in the car Sue had quite an uncomfortable ride in the back as there were a lot of hard bangs over uneven road surfaces and potholes. Time for a bit more measuring and research, I think.

We are having a run up to join the Club stand at Tatton Park again this year. It should be a great day out if the weather holds out.





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

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

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59	£33.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y	£13.60
Reprint Model Y Bulletin.....	£12.90
Reprint Workshop Manual for 100E and 300E.....	£25.75
Reprint Parts Manual for 100E and 300E.....	£22.25
Reprint Workshop and Parts Manuals for 100E and 300E.....	£42.80
Technical Tips for the 100E/107E by Jim Norman.....	£8.50
100E Anglia and Prefect Instruction Book (1953-59).....	£9.95
The John Howe Book of Cartoons.....	£6.60
Ford Motor Cars, 1945- 64.....	£9.45
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

Stickers

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

Magazines

Binder for Club Magazines (holds 2 years)	£9.99
Following back copies of Sidevalve News available	£1.20
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	
2014 February, April, June	

Leaflets

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

Models

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

Badges

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

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/L.....	£25.25
FSOC Sweat Shirts embroidered in script.....	£16.20
<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 FSOc logo.....	£19.50

Royal Blue only in Med / L / XL	
FSOC Polo Shirts embroidered with FSOc 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 FSOc logo Med / L / XL</i>	

T-Shirts

Model designs – <i>Upright picture printed on front in White L/XL</i>	£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

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

Spares List for 8 & 10hp Type Models

Rear Axle

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

Braking System

YE-2019A }	Brake Shoes (set of 4 – not E83W – exchange £10 surcharge)	£55.50
CE-2019B }		
7W-2019 }		
YE-2019A }		
E83W-2019 }	Brake Shoes (set of 4 – E83W only, exchange £10 surcharge).....	£65.50
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	Front Brake Dust Covers	
	(pair, fits all models except Models Y and C).....	£8.60
7W-2205	Rear Brake Dust Covers	
	(pair, fits all models except Models Y, C and E83W).....	£13.75
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each)	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order).....	£17.50
	Brake pedal return spring.....	£6.90
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W)	£24.00
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE-2793	Spring (handbrake lever pawl)	£2.95
7W-2853C	Hand Brake Cable	
	(fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin	£3.00
E83W-2853B	Hand Brake Cable (fits E83W)	£27.40

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model)	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models)	£4.20
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.30

YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£12.50	Y-6610B	Oil Pump Gear (fits all engines)	£4.95
YE-33111	King Pin Set, complete (Model Y)	£70.00	YE-6623	Oil Pump Screen (fits all engines).....	£9.77
CE-33111	King Pin Set, complete (Model C)	£70.00		Stainless steel dip stick tube.....	£30.20
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£79.95		Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040",-0.060") (fits all engines).....	£55.00
E83W-33111	King Pin Set, complete (E83W).....	£59.00		Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949	£20.00		E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040").....	£205.00
Y-3446	Front axle A-frame Bush (fits all models).....	£6.65		E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
YE-3616B	Horn Button and Nut (Y model).....	£8.20		3-Ring 10hp Piston Ring Sets (+0.010", +0.020")	£20.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.85		Small end bushes (set of 4)	£27.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four).....	£24.00		8hp decoke gasket set (1932-34)	£35.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75		8hp decoke gasket set (1935-1953).....	£45.00
E493A 4050	Retainer (rear axle shaft grease)	£7.50		10hp manifold gasket.....	£7.75
Y-4217	Bolt (diff gear case).....	£5.20		Manifold stud	£4.95
18-4217	Bolt (diff gear case).....	£5.40		Manifold stud (set of 4)	£18.80
Y-4243	Key (rear axle shaft)	£6.00	E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
Y-4507	Gasket (torque tube to differential housing cap)	£1.78		Conversion gasket set (E93A 8hp and 10hp engine)	£29.95
7W-4507	Gasket (torque tube to differential housing cap)	£1.78		10hp cylinder head gasket	£19.95
Y-4515	Gasket (universal joint housing cap)	£1.69	YE-24052C	Studs (Cylinder head) set.....	£34.99
E93A-4607	Pin (Drive Shaft).....	£2.09		Set nuts for cylinder head studs.....	£4.00
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00	Clutch and Gearbox Parts		
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99	Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-4655	Torque tube bearing sleeve	£9.95		Gearbox Mount Upper (not Model Y or Model C models).....	£9.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50		Gearbox Mount complete, per side	£21.95
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50	Y-7015	Main Drive Gear (8hp).....	£35.75
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00	YE-7015	Main Drive Gear (10hp).....	£38.50
6E-18055B	Rear Shock Absorber Link to fit E83W.....	£25.00	Y-7040	Baffle (main shaft gear bearing oil)-rear.....	£1.25
	Front Shock absorber (E83W only)	£85.00	7W-7050	Retainer (main drive gear bearing).....	£17.50
	Rear Shock absorber (E83W only)	£85.00	7W-7052	Seal (main drive gear bearing oil) assembly.....	£5.00
	Front Shock absorber (E493A, E494A and 103E only).....	£115.00	YE-7059B	Mainshaft and Bush	£35.50
	Rear Shock absorber (E493A, E494A and 103E only).....	£115.00	Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
	Front wheel bearings (wheel), not E83W.....	£56.00	YE-7071B	Washer intermediate gear thrust washer.....	£7.60
	Front wheel bearings (per axle set), not E83W.....	£110.00		Baffle (main shaft oil)-front.....	£1.25
	Front wheel bearings (wheel), E83W.....	£56.50	E93A-7085	Rear Bearing Retainer	£19.75
	Front wheel bearings (per axle set), E83W	£110.50	Y-7086	Gearbox rear gasket	£4.50
	Suspension Buffer (fits all models except Model Y)	£24.00	Y-7111	Layshaft	£42.40
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents	£80.00	103E-7114	Counter Gear (10hp).....	£76.95
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents	£80.00	Y-7119	Washer (Counter shaft gear thrust)	£6.35
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, E04A and commercial equivalents	£145.00	CE-7141	Reverse Gear	£29.95
Exhaust Systems			YE-7222	Selector Housing.....	£19.50
Y-5230	Model Y stainless steel exhaust system.....	£127.00	Y-7223	Gearbox lid gasket.....	£2.50
E04C-5230-A	5cwt stainless steel exhaust system.....	£121.00	Y-7523	Clutch return spring.....	£6.60
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00	7W-7533	Clutch linkage clevis pin.....	£2.15
E93A-5255-C			Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£29.50
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system.....	£170.00	YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£62.00
E04A-5255-B			E83W-7563	E83W Clutch Cover (exchange-send with order)	£66.00
Y-5251	Manifold to exhaust clamp	£9.95	E74-7580A	Clutch release bearing-All models	£14.50
Engine Parts			E70-7600-A	Clutch Pilot Bearing.....	£7.05
E493A-18666-A	Pipe (cleaner outlet) assembly and		C-943070	Gear Lever Gaiter (except E83W).....	£22.50
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20	E83W-943070	E83W Gear Lever Gaiter	£19.99
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95	Cooling System		
Y-6023	Timing Pin	£11.50	E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£5.20
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80	Y-8109	Radiator cap (brass screw type).....	£8.50
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount).....	£14.80	Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top).....	£8.20
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00	Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom).....	£7.80
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£26.80	E83W-8286	Radiator Hose (moulded-E83W, top).....	£22.06
	Front Engine Mounting bolt	£1.30		Radiator Hose (moulded-E83W, bottom)	£21.95
E93A-6250A	Camshaft (Chain Driven)	£62.75	E493A-8501	Radiator Hose (moulded-bottom)	£20.40
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.15		Radiator Hose (moulded-top, pressurised radiator cap)	£19.75
E93A-6270	Timing Chain.....	£18.30		Radiator Hose (moulded-top,brass non-pressurised radiator cap).....	£18.60
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50		Reconditioned export water pump (exchange only – send with order)	£150.00
CE-6310	Crankshaft Oil Slinger	£2.85	E493AFS-8509	Water Pump Repair Kit.....	£35.00
E93A-6310	Crankshaft Oil Slinger	£2.90	YE-8606B	Pulley (water pump).....	£35.00
Y-6384	Starter Ring Gear (fits all engines).....	£47.95	E494A-8610	Fan Blade (11")	£7.90
E93A-6510B	Valve guide (per split guide).....	£23.00	E93A-8620-A	Pulley (fan and generator 4.12" O.D.)	£19.50
	Valve guide (per set).....	£169.50	E493AFS-8620	Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00		Fan Belt (late 8 and 10 hp engines with export waterpump).....	£8.99
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£17.00		Fuel System	
Y-6513	Valve Springs (set of eight) (fits all engines).....	£23.50		Fuel Pump with spacer (no primer)	£43.50
Y-6520	Valve Cover (fits all engines)	£15.95	91A-9030	Fuel Pump repair kit	£27.45
100E-6521	Gasket, valve chamber cover	£5.00	91A-9030	Fuel pump stud.....	£6.75
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25	E04A-9080	Fuel pump stud (set of two).....	£11.60
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25	7W-9080	Cap – painted (petrol cap) assembly	£7.50
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15	BE-9288-A	Cap – chrome (petrol cap) assembly.....	£9.50
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30	YE-9355	103E/E494A Petrol Filler Grommet.....	£12.95
			YE-9364-B	7W / E93A /E493A Petrol Filler Grommet.....	£10.85
			YE-9365	Flexible Petrol Pipe (except E83W)	£15.35
				Fuel Pump Cover (all models).....	£3.60
				Gasket (fuel pump screen cover)	£0.88
				Fuel Pump Cover Screen (all models).....	£1.50

YE-9374	Gasket (fuel pump to cylinder)	£1.28
7W-9425	Inlet Manifold (10hp).....	£19.00
YE-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models) ..	£3.60
YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.53
CE-9447	10hp Gasket (carburettor to inlet manifold)	£1.33
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models)	£4.50
YE-9660	Connector (Starter Valve) Assembly)	£6.00
48-9735	Accelerator Pedal (all models except Y/C and E83W).....	£13.95

Ignition System

	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....	£68.00
	Set E93A ignition leads	£17.95
E83W 12024A	6V Ignition Coil (All models-not original)	£39.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.50
YE-12185B	Toggle (All models 1935 onwards).....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards)	£15.90
YE-12200C	Rotor (All models 1935 onwards).....	£5.65
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00

Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only)	£29.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order)	£125.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining)	£1.18
BE-11450	Starter Switch	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.10
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.60
7V-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W).....	£1.10
CE-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....	£1.10
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.95
CE-13101	Spring (headlamp focusing).....	£1.10
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only)	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
40E-13466	Panel bulb 6V 3W	£4.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.50
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.40
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£26.00
	Model Y Semaphore Direction Indicator (6volt only) (exchange only)	£70.00
	Model C Semaphore Direction Indicator (6volt only) (exchange only)	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair).....	£15.00
	E83W Bonnet Corner Pads (Full set)	£19.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E83W-111172	Opening windscreen rubber for E83W	£25.00
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20

100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£5.95
62E-731942	E83W Door Rubber seal (enough for both doors)	£16.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.80
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe)	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£10.50
E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.95
E83W-8215-A	E83W Grille Badge Mount	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model)	£19.95
	Starting handle	£46.00
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W, state model)	£26.00
	Speedo Cable (E83W).....	£23.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£17.50
BE-964280-H	Window Winder Handle.....	£5.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£4.95
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.95
	E83W wing mirror.....	£19.99

100E and 107E Spares List

Front Brakes

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

Rear Brakes

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

Steering and Front Suspension

E55-DB1	Top suspension mount	£42.00
E55-DB1	Pair top suspension mount	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB8	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts	£202.00
100E-1190	Hub seal 0.983”.....	£7.00
105E-1190	Hub seal 1”.....	£7.00
Y-1202	Hub bearing inner 0.983”.....	£30.00
E-20-LB-1	Stud and bush.....	£15.00

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

100E-3063	Set bushes (track control arm / cross member)	£9.00
100E-3073	Track control arm repair kit.....	£18.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover	£1.90
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Front suspension bush kit - 4 x E10-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
EOTA-8620-C	Fan belt, 100E only	£6.00

Fuel System

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

Electrical

EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
105E-10043	Brush set	£4.75
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals).....	£39.00
100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
105E-11057	Brush set starter motor	£4.75
EOTA-11375	Starter pinion spring.....	£4.50
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
EOA-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E-134641-C	includes fixing screws	£15.95
50563-S	Pair of rear red tail light lamp lenses	£26.90

Ignition System

	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.00
	D type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type).....	£17.00
100E-12199	Contact set (D type distributor only)	£15.90
EOTA-12199-C	Contact set (round type distributor only).....	£15.90
100E-12200	Rotor arm.....	£5.65
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.....	£35.00
100E-7043531	Boot T handle escutcheon rubber seal	£5.95
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle.....	£8.95
	Stainless steel locking petrol cap	£14.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter	£6.50
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
107E-8260	Top radiator hose, 107E only	£14.20
107E-8286B	Bottom radiator hose, 107E only	£15.40
105E-8620	Fan belt, 107E only	£5.80
105E-9448	Manifold gasket, 107E only	£3.00
107E-9959B	Float chamber gasket	£2.00
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only).....	£15.90
105E-12300-A	Condenser (round type distributor only).....	£9.90
105E-10043	Brush set	£4.75
105E-11057	Brush set starter motor	£4.75
353000 ES	Core plug, 107E only	£2.98

Order Form for Regalia and/or Spares

These price lists supersede any previous price lists. Prices charged will be those ruling at the date of despatch. Note that all prices include postage and packing for members in the **United Kingdom only**. Other members should check the cost of postage with the spares or regalia officers before ordering.

Manufacturers part numbers are used for identification purposes only and do not necessarily indicate the source of supply or manufacture.

Regrettably, the Club's insurance policy specifically excludes sales of new or second-hand parts to residents of the USA and Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

Spares and regalia are available to Ford Sidevalve Owners Club members for their own personal use only.

Second-hand and New Parts

Many second-hand parts and a limited number of old stock of certain items are also available. Send a SAE with your list of specific requirements for more information as the stock is always changing.

Ordering Spares and Regalia

All spares and regalia are available by Mail Order only from the appropriate officer. Cheque with order. Please use the order form provided. All cheques must be payable in Sterling on a London Bank to Ford Sidevalve Owners' Club Limited. Minimum order £10.00. Do not make payments direct to the Club's bank as this causes delay.

There is no telephone number available for the sale of regalia, 100E, 107E or Upright spares. You are therefore advised to order in good time to allow for delivery and any necessary correspondence. Goods should normally be delivered in the UK and most of Europe within 28 days.

Reconditioned Parts

A number of members are failing to return exchange units to the Club for reconditioning and therefore it has become necessary to insist that old units are sent with order. Note that exchange units must be suitable for reconditioning.

Returned Parts

Parts ordered incorrectly and returned to the Club will be subject to a 15% surcharge to cover the cost of postage and packing.

Parcel Insurance – UK only

Currently, if a spares parcel gets lost in the post, ParcelForce will only refund £20. The Club will not stand the loss of a parcel of more than £20 if it is not insured. ParcelForce has changed postal insurance so that it is now related to the weight and value of the parcel. If you are ordering parts which have high value and / or are heavy and you want them insured for the correct value then you must request this when you place the order. In this case we can calculate the cost of insurance and let you know. Payment must be made before the order can be despatched. Please contact the Spares Secretary if you want to insure your items.

Photocopies of the order form are acceptable if a member does not want to damage their magazine.

Name _____ Membership No _____

Address _____

Post Code _____ Telephone _____ Date _____

Model No _____ Year _____ Engine Capacity _____

E-mail _____

Quantity	Part No. or size (clothing orders)	Item Description	Item cost £ p	Total £ p
Total				

Other parts required _____

Payment by cheque or Postal Order (minimum order £10.00)

UK Members

The Club accepts UK Sterling cheques and British Postal Orders for orders of £10 or more, made payable to The Ford Sidevalve Owners' Club Ltd.

Overseas Members

For overseas members we recommend payment by credit card, but will accept a Sterling cheque payable to The Ford Sidevalve Owners' Club Ltd. drawn on a London bank. Cheques such as these can be obtained from your local bank.

DO NOT make payments direct to the Club's bank as this causes delay

Payment by credit card (minimum order £10.00)

Card Holder Name _____

Card No. _____

Card Holder Address

Expiry Date

Maestro Issue No. _____

Last 3 digits of security code _____

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Date _____

Please send this completed order form, with cheque, Post Order or credit card details to:

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100E/107E Spares
Ford Sidevalve Owners Club Ltd
Badgers Keep
Verwood Road
Wimborne
Dorset BH21 8LJ

for 8 & 10hp Spares and Regalia:

8 & 10hp Spares
Ford Sidevalve Owners Club Ltd
PO Box 1172
Abingdon S.O.
OX14 5WA

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-war

Ford 7Y restoration project. Non runner project. Engine condition unknown. Body is good (some minor surface rust) and all doors glass bonnet is present. It is a restoration project. Not currently registered. Two new tyres and some powder coated wire wheels my dad was going to change the hubs to fit. My mum would like to see the car to on to a restorer. Open to a sensible offer. Car will need collecting on trailer. Viewing recommended but photos can be emailed. Cheshire. Tel: Steve Davies on 07921 508297 or email ste_davies@hotmail.co.uk. (Non-member)

Post-war Upright

1954 Popular 103E. Bristol Fawn with red interior. I have owned the car for last 25 years. 45K on the clock. I have MoTs going back nearly 40 years when mileage was 23K so I believe it is correct. Small dent to rear o/s wing. Paintwork isn't concourse but presentable. Boot lid is the paintwork is the worst bit. Looks like a 60 year old car but still very presentable. Mechanically good. Interior good, Bodywork good. Fitted valve radio, twin wipers and a heater (wiring needs replacing). Have current log book and original buff one. Lots of spares included. £2650. Dartford, Kent. Tel: Dave on 07707 372540 or email davekrcsigns@gmail.com.

1953 Ford Anglia saloon. Two door 8hp (933cc). Non runner. Garaged in dry store for 30 years. Engine number 7439454. Original registration book (Vehicles Act 1949). Original number plate still registered to vehicle. Plus second car for spares. £2200 for both cars or nearest offer. Church Stretton, Shropshire. Tel: Mr Bridges on 01694 771664 or email julie.bridges@bbmotors.plus.com. (Non-member)

100E & 107E

300E Escort conversion. 1956 300E converted to Escort spec in 1957. Restored and totally pristine throughout. Green with cream interior and trim. Stunning car. 5k spent plus many

hours. £7000. Canterbury Kent. Tel: Geoff Baptie on 07743 779918 or email gbaptie@aol.com.

Wanted

Door for E493A Prefect. I need a good straight rear offside driver's door for a 49-53 upright E493A Prefect. I have all the window and door locking gear. South Essex. Tel: Dave Frost on 01268 750400 or email lampwick9@blueyonder.co.uk.

E83W step brackets. Pair of nearside step brackets for E83W as fitted on estate car. North Shropshire. Tel: T Bubb on 01691 657218 or email albertbubb326@btinternet.com.

Ford 100E for restoration. Anything considered – even a good runner. Will travel. Cornwall. Tel: Barrie on 01209 710946 or email h20.bubble@talktalk.net. (Non-member)

Ford Model Y. I'm looking for a Model Y for my first pre-war classic. Must be on the road but doesn't need to be perfect; less extensive projects will be considered. East Anglia. Tel: Sam Bramley on 07763 782466 or email sambramley@gmail.com. (Non-member)

Ford Popular 103E Ute. I'm looking to purchase a 103E Ute (Utility, pick-up). I will pay a finder's fee. USA. Tel: Eric on 480 363 8728 or email engines@eschelon.com. (Non-member)

Upright Ford. Prefer Popular or Anglia, but will consider anything. Must be in good condition and on the road. Sussex. Tel: Mark Welling on 01903 503023 or email mwelling@talktalk.net. (Non-member)

Spares for sale

Various parts for sale. 1955 103E Popular rear seat in red, VGC, £150. Rear seat in orange but in need of TLC £80. Several front seats available from £30 to £100 each. 1959 100E Prefect crown wheel and pinion, £60. Wisbech, Cambs. Tel: Michael Capps on 01945 464892.

Various Upright parts for sale. E494A Anglia bonnet pair £60, 103E Pop Grill £50, 103E doors solid bottoms but rusty inside at the top £30 each, E83W front axle minus hubs and spring £30, E83W front and rear spring £15 each. All in used condition and collection only due to size. Huddersfield. Tel: Nigel Hilling on 01484 843115 or email nhilling@tiscali.co.uk.

E493A Prefect spares for sale. bonnet £25, grill £25, door bakelites £10 each, bakelite dash (no instruments) £40, door and side window glass £5 each. Collection only or possible delivery to event at Tatton Park, Gaydon, Hebden Bridge, Newby Hall or A1 corridor Leeds-Newcastle. Please email for photos or call for better descriptions. Huddersfield. Tel: Nigel Hilling on 01484 843115 or email nhilling@tiscali.co.uk.

E93A used engine blocks for sale. All later long type, completely bare but do include main bearing caps. Choice of two 10hp needing reboring and valve seat work, choice of two 8hp and one further 10hp spire type block currently on standard bore but no main bearing caps. £25 each – collection only. Huddersfield. Tel: Nigel Hilling on 01484 843115 or email nhilling@tiscali.co.uk.

100E engine and other parts for sale. 100E engine requires reconditioning plus rear axle, steering box, gearbox and two wheels. Wemyss Bay, West Scotland. Tel: Yvon Precieux on 01475 529267 or email prewregister@yahoo.co.uk.

100E gearbox for sale. Three speed gearbox for sale in working order. £60. Tewkesbury, Gloucs. Tel: Maurice Wilby on 01684 295501 or email maurice@kylami.plus.com.

100E engine. Complete and just removed from a runner. Essex. Tel: Craig on 07941 218829 or email craig.elliott@virgin.net. (Non-member)

Miscellaneous

100E Super Profile book. Ford 100E (Anglia/Prefect/Popular) "Super Profile" hardback book by Melvyn Smith in excellent condition, free postage. £6. Berkshire. Tel: Mr E H Beard on 01753 549694 or email ernie.h.beard@googlemail.com.

Ford 10hp manual. Hard back workshop manual "The Book of the De Luxe Ford (10 H.P.)" by Ellison Hawks. It seems to cover the Ford Ten and early Prefect. I feel that it is too good to throw away, maybe one of the members could use it? I also have a book, "The Autocar Handbook", which covers general cars from about 1930s or 1940s. Both these books are in good usable condition. Tel: C. Ehlis on 07796 695216 or email casimir.ehlis@btinternet.com. (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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Knowle
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West Midlands
B93 9EG

Classified advertisements appear at the editor's discretion and are subject to submission to the editor by the tenth of the month preceding publication. **This is a free service** for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

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

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

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

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

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

Please indicate heading:

- ☐ For Sale
 ☐ Wanted
 ☐ Pre-war
 ☐ Post-war upright
☐ 100E/107E
 ☐ Special
 ☐ Spares
 ☐ Miscellaneous
☐ Other (please state)

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Ford Sidevalve Owners Club

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, Whittlesey, Nr. Peterborough, Cambs. PE7 1TX. E-mail: events@fsoc.co.uk.

Website/Pop Shopper: Mark Bradbury.

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

Publicity: Vacant position.

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

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

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

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

E83W Yvon Precieux (Acting E83W Registrar). Contact details above.

Anglia, Prefect, Popular Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA.

Specialist Applications Vacant.

Specials Ian Woodrow, 1 Baddesley Close, North Baddesley, Southampton, Hampshire, SO52 9DR. E-mail: specialsregistrar@fsoc.co.uk.

100E/107E Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. E-mail: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

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

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

Cambs, 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.

New Regional Group. 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: mtgreenaway@yahoo.co.uk.

Third Wednesday: The Early Bird Pub, Grovewood 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. *Third Wednesday of the month, Duke of Buccleugh 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.

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG 15

6EB. Tel: 0115 9556802. romarpop@ntlworld.com.

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

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 Wales: Dave Langrish. 01656 744291. E-mail: david.langrish14@gmail.com. Please contact for details.

Sussex: David Pickett 01444 483350. *3rd Wednesday: Barley Mow, Selmeston, A27. 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](mailto:nhillig@tiscali.co.uk). *Last Tuesday at NEW VENUE: the Reindeer Inn, Wt4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.*

International Contacts

Australia: Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, E-mail: gordon14days@gmail.com.

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

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

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

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

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

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

Scandinavia: Håkon B. Øverland. Saupstadringen 43 A, 7078 SAUPSTAD, Norway. E-mail: hoerl@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.

Yvon Precieux

Pre-War Register

Registrar's Comments

I have mentioned some of the intricacies of the Sidevalve engine as there were many major and subtle variances in both the pre-war and post-war 8 and 10 engines. In this and the following article I will concentrate on the post Y and C units, as by June 1939 the Ford 8 and 10 engine had vastly changed internally, and was externally to be supplied eventually with a new head and taller cylinder block. Even by 1937, the 7W 10hp engine was vastly superior to the earlier C unit, as was the 7Y 8hp to the 1935 Model Y engine. The early narrow block 1932-35 Y engine, once seen as an innovative design, was now well obsolescent as the 8hp engine after 1935 was being produced directly from the 10hp engine casting. One of the most important features of the 37 engines was the provision of a larger water space between the cylinders.

As with new engines today, when the new Ford chain driven engine was introduced in 1939, new oils had already been developed with Ford's immediate preference to the use of a multigrade when introduced, rather than previous straight oils. Today there are still many schools of thought here, especially those who do not like the mention of contaminants held in suspension within the oil, despite less wear; yet providing the oil is changed at regular intervals, the engine will not require the head or sump to be removed for cleaning. This filthy chore used to be a rather messy business with straight and cheap oils requiring constant decarbonisation of the cylinder head, including yearly removal of the sump and valve chest cover to scrape and clean out the accumulated gunge thoroughly. Usually carried out on a Sunday morning, this continued to be a scourge to motorists well into the 60s.

All these later engines have tungsten alloy hardened valve seats on the exhaust side, and when they received period Ford servicing after prolonged use, similar action was taken on the inlets. All these later engines from 1937 to 1959 can use unleaded petrol, even E5 with no need for additives. The 10 horse can take extensive tuning whereas the earlier fibre gear cam engine cannot. Valves are different, pistons

are different, and although the compression ratio was down from the Model C's 6.6, due to the Ford Motor company taking its time to decide on the final compression ratio, it does give that one puzzling headache when the 10 engine (unlike the 8hp) does not respond to the standard side valve tuning requirements.

Those Y and C members of this register may find it useful to read my earlier articles on tuning the 10 engine, as many of you do use the later tall block units. Here I would recommend the workshop manual as some articles, in particular earlier manuals, handbooks and periodicals, though useful, have been superseded by later Ford Sidevalve engine technology and are not up to date with the mechanics of the later tall block chain driven engines. Much of the earlier handbook detail etc. has to be taken as just part of the technical changes made during the period, as similarly when the sidevalve engine was eventually discarded for the OHV 107E.

The German Eifel Sidevalve Engine

During March, I received an email query from a Graham Chivral requesting some identification of a German made Ford Sidevalve 10hp unit with an aluminium sump that an enthusiast friend called Jeannau, who runs the Yukon Jazz Orchestra, was intending to install into a cyclecar. From the information submitted, I was able to identify the block as an industrial fibre cam early E93A engine of 1938 vintage, possibly used in a boat. Some parts of the pre-war engine were missing, namely ancillary items. The timing cover I was advised had an extension at the top with a bearing housing and pulley for a fan with use of a light power take off behind, possibly for a rev counter. Similarly the cylinder head for use with a spigot dynamo was detailed via email and further described as being quite different from the normal 8/10 version, although I do not have an illustration to show (photo promised, hopefully next issue).

All original pistons have the German wording for 'front' and are the short Ford 10 type piston. The engine is standard with a big wear ridge at the top of the bores, a major problem



Photo 1



Photo 2

with short block engines, although crank and mains seem to be in good order. Here the German equivalent was more robust than the Dagenham product, for on initially seeing the internals of the Ford engine, the German engineers made a decision to beef up this particular area in reference to the crank and its associated bearings. This would be continued into German-made Ford 8 and 10hp engines, hence, the bottom end (crankshaft etc.) of this particular German E93A engine has the big end diameter larger than the standard Dagenham Ford E93A unit, with the main bearing cap studs more widely spaced and more akin to that of the later 100E. (Photos 1-2)

Hot spots and manifolds

There are two types of hot plate arranged for the exhaust manifold. The earlier 8hp 1932-38 had a hot plate as an integral part of a blanked off exhaust manifold with just one gasket (Y9435), whereas from late 1938 with the introduction of the Dagenham produced 7Y and the 7W (8hp and 10hp models), all engines were supplied with a central exhaust outlet that had an open exhaust manifold with a separate hot plate (listed as 'E93A - 9437 hot spot') together with two of the Y9435 gaskets. The

reason for the changeover was that the earlier type was not man enough and burnt through the blanked plate over time. (Photos 3-4)

Ford CX

Seen at a recent Morris Leslie auction in Errol, Perth, Scotland, this two-door CX in excellent condition was assembled in 1936 in New Zealand via kit form components and was offered at a very reasonable £5000. (Photo 5)

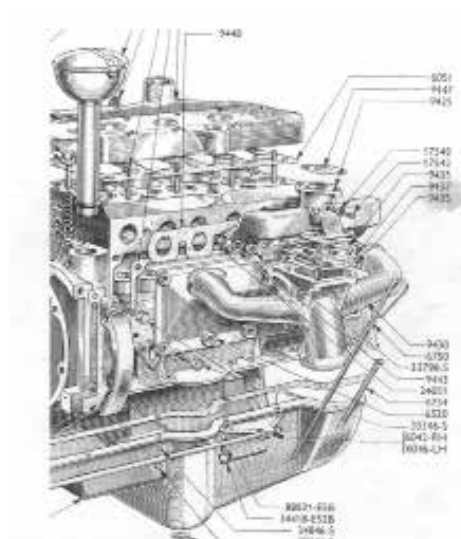
Welcome to the FSOC

Welcome to Mark Coomber (1934 Model Y: no further detail given); Malcolm Goff from Canada (Ford Prefect Tourer: see photo 6); and finally another Model Y, this time a 1937 model, owned by Tony Wood from Lincolnshire. If Mark and Tony can forward photos and register forms, and perhaps a bit of history, then we can feature the early cars in a future *Sidevalve*.

Supermarket petrol

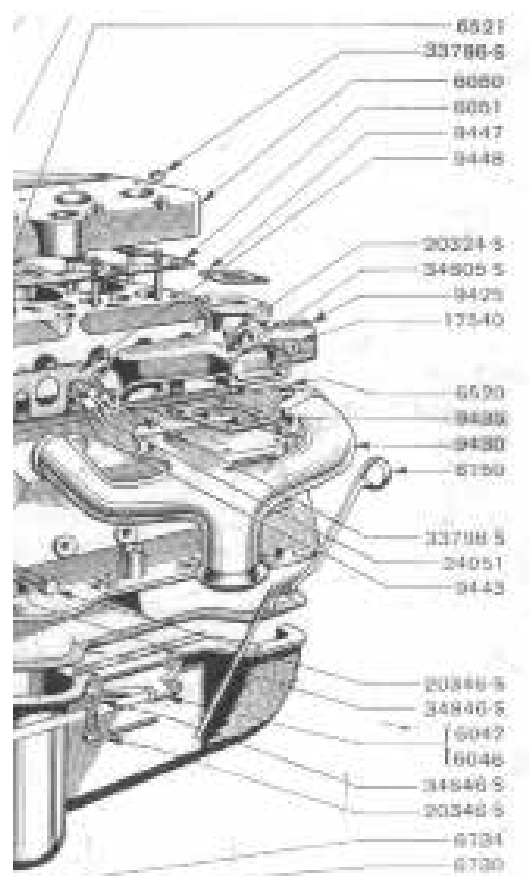
This was an article in issue 1 of a recent Federation Newsletter of 2014:

‘A recent invitation to receive Tesco Club Card points when purchasing fuel from an Esso petrol station led to a conversation which revealed that Tesco sell Esso petrol and diesel, hence the Club Card arrangement. As one of the Big Three fuel retailers in the UK, Esso have always been keen to protect their quality image, so the sale of Esso fuel by Tesco is an interesting development which might go some way to refute the popularly held myth that supermarket petrol is of lower quality than that sold by the oil majors.’ Food for thought, eh?



The post-1935 10hp engines had a separate 'hot spot' (9437 in diagram) clamped between two gaskets.

Photo 3



The pre-1935 10hp engines had a 'hot spot' as an integral part of the exhaust manifold (below the single 9435 gasket in the diagram).

Photo 4



Photo 5



Photo 6

Yvon Precieux

E83W Register

Registrar's comments

BE WARNED ... I have frequently requested register forms to be forwarded with chassis and other detail/information (Briggs body number etc.) on members' E83W vehicles. As all of you know, there is quite a lot of information to be filled in on the register form that cannot be input on the much simpler membership form. There is a purpose in creating this additional form for the particular registers in the club as there is much to back up the asked-for information. The relevant detail can address many situations of fraud, misrepresentation or just plain errors. In many respects the physical aspect of filling in the form does make members physically check the required information to said vehicle. This sometimes prompts a few to question where the chassis number and Briggs body numbers actually are, which helps registrars assist in properly identifying the vehicle and paperwork. If this promotes further questions and identifies problems then the sooner this happens, the sooner your Registrar can endeavour to assist, which brings me onto a case where an E83W was purchased with what appeared to be a genuine log book by a new member.

Acquainted with basic Ford information on E83Ws, the log book information was duly accepted as genuine by the purchaser as it tallied with the engine plate on the bulkhead and

had been authenticated by the DVLA. The filled in membership form, the chassis number and other basic detail was forwarded via the membership secretary, Jennie, to me as E83W registrar. When received by this register, the information on the membership form tied the vehicle simply to a post 57 date and nothing else. My request for the registration form re Briggs body number and more detail was not followed up until some time after, when restoration of the vehicle was being carried out and the E83W was being dismantled. When further information was finally received via emails, discrepancies were noticed, particularly when the log book copy detail was furnished with photos of the engine plate and actual chassis number. None of the detail on the log book and engine plate corresponded to the vehicle's actual chassis number.

Needless to say, after submission of this additional information, it has turned out that the seller had located a Ford saloon car log book, then purposely taken off all the vehicle tags from the E83W, substituting plates with that of a Ford Popular 103E model. How the seller had managed to persuade the DVLA to issue a saloon car plate for the E83W commercial vehicle is probably down to a local lax DVLA office: most, if not all, have now closed. You will be surprised how many simple discrepancies are on normal log books in reference to engine size etc., some of which though so simplistic can be

left well alone at present due to current DVLA bureaucracy. Fraud and misrepresentation need to be stamped on.

Jeep engine

Knowledgeable Canadian E83W enthusiast Les Foster has kindly sent a further photo of Ford's prototype jeep (photos 1-3 OEC Vancouver/Les Foster) in a livery of green bodywork and black wings. Inside the engine bay lurks a recognisable sidevalve unit. Although a bit late regarding my earlier request for snow photos in the December magazine, Les comments: 'Old English Car Club of BC (Central Island Branch) member, Steve Harris, sent me this photo of his restored E83W pickup in the snow at his home near Parksville on Vancouver Island. The van belonged to OECC of BC Vancouver Coast Branch member, Gerry Philbrick. It was powered by a 3-cylinder Kubota (ex-Boeing Aircraft generator) diesel motor mated to a Datsun 4-speed. I believe it was very slow (even for an E83W!) as it had just 23hp. He sold it off to the USA before returning to live in England. It was advertised in Florida on eBay last year.'

In order to give Les some recognition for his services to this register, he is pictured with a photo backdrop at the Vancouver public library museum (photo 3).

Exide Batteries E83W

Simon Smith: I was delighted to see the article on my E83W van in the February *Sidevalve* (page 21) and can confirm some of the missing details for the register. The chassis number is 83WC366818, first registered in Kendal (then Westmorland not Cumbria) on 17th November 1948. I have the brown log book with all its stamps up to January 1954 when presumably



Photo 1



Photo 2



Photo 3

more modern registration documents were issued. I also have its old MOT certificates back to the early 1970s. I am only the second owner in the van's entire history – that must be quite rare! It belonged to a well-respected local garage called Craghills (now gone), and was used primarily as an Exide Batteries service vehicle, and latterly a general shop van, going out to breakdowns and accidents etc. It has lived indoors for most of its life, tucked away in a corner of the huge workshops at the garage (now demolished and re-developed as housing and a hotel), then more recently in various barns, and now luxuriantly in my own domestic garage/workshop!

It shows only 54,227 miles currently and this is almost certainly genuine, although there will have been many replacement parts over its lifespan together with 'practical' modifications such as swapping the fuel pump to a larger Type U model, the fitment of a very substantial towing pin at the rear (doing away with the spare wheel storage area), and fitment of a rather cramped passenger seat using what is thought to be an early Fiat 500 seat. There are even some very nice, very old fitted shelves on the left side of the van interior. I must admit that I do not know where to find the Briggs body number – I have looked everywhere to no avail! Perhaps you or somebody in the Club could enlighten me? The



Photo 4

van runs after a bit of coaxing, and during last summer's very un-British heat wave there was a constant issue with fuel vaporisation, partially cured by using BP ultimate unleaded plus an additive. I have recently serviced the fuel pump and hopefully this will be more reliable this coming show season.

Members

We welcome Geoff Billett from Hardwicke, Gloucester with a 1957 van whose application form identifies the green and black painted van as a proverbial box of bits. Next we have another green van, this time owned by David Cato of Buckland, Oxford, similarly described as a box of

bits. First recommendation to all new members is the Ford workshop manual and the parts book ordered through Shirley. If I could ask for your registration forms and further information, we can hopefully introduce these vehicles in a future issue of *Sidevalve*? Last but not least, member Phillip Hartley, who was mentioned in an earlier issue, has dropped a line and sent a copy photo of ABV 211A showing certain work during its long renovation (photo 4).

Restoration project

In 1997 KPM 344 was purchased by Trevor Tout from Crediton in Devon. No documents were with the vehicle and a request at the time through a previous registrar, Malcolm Wells, asked for assistance in the retention of the van's original registration plate. Luckily a certified original copy, via the East Sussex record office, was supplied and was able to date the said vehicle to 1st November 1955. The photo submitted shows the van lying with scrapped cars at a local site, having been left out in the open for possibly a fair number of years with its mechanical condition unknown. Not surprisingly the E83W needed a fair few spares, with a second-hand bonnet and a nearside front wing being the priority as these were badly corroded and holed with rust. Regrettably, no history was mentioned at the time or how the vehicle was retrieved, but the photo at least depicts its 'as found' condition and hopefully the van is now restored and up and running. (Photo 5)



Photo 5

Tony Lloyd

100E/107E Register

Another 107E

I have had news of another 107E via the return of a register form. The car in question, 637 BUW, was first registered on 23rd March 1961 in London. Owner David Huff has had the car since 20th July 1985 and is currently getting the car ready for the road after a period of storage. This is his story.

David Huff: "This car once belonged to a childhood friend of mine, Colin Allen, who during the late 70s shared a house with me and my then girlfriend and two other chaps.

I married the girlfriend and when she went into labour with our first son I borrowed the Prefect (because I had the gearbox out of my Cresta at the time) to take her to the hospital. We used the Prefect a lot that year of 1979.

My wife bought the car from Colin for £40 and this is where memories, dates and photographic evidence start to clash. We went to a cousin's wedding 'up north', using the Prefect as transport. This was when Roland Rat (who also drove a Prefect) was at the height of his fame. We created quite a stir going up the M1! We showed the car at Rushmore Steam Rally in 1985 and 1986, but the log book suggests that we only bought the car in 1987. I do not know how this has happened but needless to say we have had the car in our possession since the early 80s."

David also says that the car was roadworthy when he moved from Surrey to Devon but it now needs new brakes, a carb rebuild, a water pump, and the front struts repaired. All of which he intends to do soon.

Where did it come from?

Reading David's letter it struck me that we come into ownership of cars through various means and ideas. Take my own cars, for instance.

I had owned a 100E Popular back in the 1960s. I never imagined that I would own another 100E, let alone still have it 33 years later! It is strange how things work out. A work colleague approached me one day and asked if I wanted to buy a 100E Anglia. Of course I refused and thought no more of it. He, however,

David Huff's Prefect



persisted and it turned out that he had been given the job of selling this car which belonged to his mother's friend. He had not had any success and was coming round to the fact that he would never sell it. I eventually gave in and said that I would go and view the car. Of course, this is fatal. When you actually see the car it is difficult to refuse to buy it, especially when it is in basically sound condition and is a low mileage vehicle. Needless to say I became the owner and have never regretted it one bit.

My E493A Prefect came via *Sidevalve News*. My earliest memory of travelling in a car is of a journey in my father's cousin's green Prefect, and here was one being advertised, and it was quite close to where I lived. I went to view it, and how could I refuse? The Prefect joined the 100E Anglia in my ownership.

Another car that I did not intend to buy is a 1947 Lanchester LD10. I was walking around a local farmers' market one day wearing my Ford Sidevalve Owners Club Sweatshirt (yes, I know, once a mod always a mod!). A stall holder, on seeing the FSOC logo, asked if I knew anybody

that would want to buy a Lanchester. Well, I expect that you can guess what happened; I went to see it and of course bought it. It obviously is not a Ford but it does have a Ford connection in that the body was built by Briggs at Dagenham, as proclaimed by a large plaque on the engine compartment bulkhead. If you look at the way the car is built then you can see the similarities between the Ford cars of the period and the Lanchester.

My most modern 'classic car' is a 1992 Daimler 4.0L XJ40. This I sort of inherited from a friend who, having bought it from his sister, had nowhere to keep it. It ended up on my drive for ages and in the end we came to a deal about it. I do not use it much but it is something else to tinker with!

So you see, cars come from various places and by various means. I suspect that today most come via eBay or perhaps a dealer. If you have a story to tell about your car, why not let the world know, and write or email it to me? I am sure that the readers of this magazine would find it interesting.

Tony's Anglia and Prefect



Andy Main

Anglia, Prefect & Pop Register

Registrar's Comments

The rain stopped, the sun shone and the water levels receded, but what is the short and longer term legacy from this? One rally organiser sends out the following year's entry forms with their Christmas card. I completed and returned mine, but have since received a letter saying that due to the adverse weather conditions over the past 4/6 months, the farmer had over three quarters of his ground totally destroyed and, due to this, all the grass will have to be re-seeded. Therefore, the farmer has informed us that we are unable to hold the show this year. Have many other shows/rallies likewise been cancelled? The farmer, organisers and stall holders will also have lost income from the event being cancelled. Whilst dates for 2015 have been agreed, it is down to Mother Nature to allow the grass seed to grow and the fields to become fit for use again.

New Member

Changing owners is a beige 1953 E493A Prefect purchased by Stephen Goodwin from East Sussex. An apology to Tony Goodyer for spelling his name wrong in the last issue, and a second apology for getting the county wrong too: it should be Hampshire.

Sidevalves and Buses

In a 'then and now feature' of Warners Bridge, near Southend Airport, the "then" photograph from 1956 includes two Sidevalves.

With road works on the bridge in connection with the electrification of the Southend Victoria railway line, an E83W 10 cwt van and 103E Popular KHJ 259 queue to cross as Southend Corporation 287, a new Leyland PD2/ Massey lowbridge body, passes on route 8A to Southend Victoria Circus (photo 1). The Popular is local, as it was licenced in Southend: the KHJ registration commenced in February 1955.

This photograph is kindly reproduced from *Essex Bus News*, the magazine of the Essex Bus Enthusiasts Group.



Photo 1

Two further Sidevalves appear near Uckfield station, East Sussex with Maidstone and District DH 142, Bristol K6A/Weymann body on route 119 from Tunbridge Wells to Brighton (photo 2).

Following behind is LAP 778, which could be a van conversion? LAP is local, an East Sussex registration commencing in March 1956. Parked to the nearside is a 7Y 5 cwt van, ELE 968. The ELE series is a London registration commencing in October 1937.

Ford Pop(u)lar

The following letter was received from Ray Dickerson via Godfrey Hands.

"A friend sent me a photo of a Ford Popular and it brought back many memories of my 1956 blue Ford Popular with turn signals, or

ears, as the other airmen called them. behind windows on the sides at RAF Chelveston in 1960. I was in England from 1960 to 1963, and bought the Ford Popular from another airman who was rotating back to the States for \$250. For some reason I always spelled it Ford Poplar in my correspondence. I've been wrong for 52 years.

When I rotated back to the States I sold it to a sergeant for \$75. I was desperate just to get rid of it. I always wished that I had the money to have shipped it back home, but couldn't. I wonder if RXE 501 is still being handed down or in a junk yard? (*Registrar's comment: RXE 501 is unknown to the register.*) I know that RAF Chelveston has been levelled and cows now roam where we called home.

RXE 501 was an export model. The steering wheel was on the left side. That helped



Photo 2

extremely well when it was dense fog or I had too many Skols, or Black and Tangs at the Red Lion pub in Raunds: I could look out the window on the left side of the road and see the edge clearly. It carried me over a large part of England from December 29th 1960 until January 1963.

When I first bought it, it couldn't pass the safety test at the motor pool so I had to park it off base. Eventually I got it to pass. The only major problem I had with my Ford Popular was distributor freezing, mainly due to it not having a water pump, I think. I was told that the manufacturer relied on the theory that water vapour rises and the water flowed through the engine, cooling it enough. I had an English Auto Repairman in Thrapson who put a water pump on it, which fixed the distributor problem.

A fellow airman had an Austin. He and I worked on our cars at the base hobby shop.

I was also stationed at RAF Alconbury, which I believe is still operating as a British Air Base, maybe? (*Registrar's comment: an active RAF station in Huntingdon.*)

I publish a monthly newspaper here in Indiana called *The Gad-o-bout*, a hunting and fishing newspaper that is distributed for free in Indiana and can be read free online at www.thegadabout.com. I always wanted to re-visit England, but never have. I liked England and especially its people – you were never in a hurry, just lived life as it came. Good luck with your club.”

History of RAF Chelveston

Located on the south side of the A645 (former A45) five miles east of Wellingborough near the village of Chelveston in Northampton, Chelveston Aerodrome was originally opened in August 1941 by the Air Ministry for use as a wartime RAF base. The site was large enough to accommodate three runways, which were laid out in the then standard RAF triangular format. However, RAF Chelveston, known as

Station 105, was used by the American Army Air Force (USAAF) from 6th December 1942 until 25th July 1945, for bomber operations over German occupied Europe. At the end of hostilities, the airfield was briefly used as a satellite station for the 25 Maintenance Unit.

However, with the onset of the Cold War and the need for an American military presence to complement other allied forces, the USAF Strategic Air Command took over the airfield in December 1952. They extended the main runway to accommodate the larger and more powerful jet engine bombers. The 42nd Tactical Reconnaissance Squadron (10th Tactical Reconnaissance Wing) arrived in August 1959. In August 1962 the squadron left the airfield during what was known as Operation Clearwater, and the base was retained as a reserved airfield.

Since then, the US military have maintained a small presence on the site using part of it as a communications centre. The long runway has been broken up and removed, as has much of the rest of the base infrastructure. Since 1978, the majority of the site has been occupied by the 81 Signals Unit who established a mast farm at the site. These masts have recently been removed although their concrete bases, anchor points and security fence remain on the site. The site was sold by the Ministry of Defence in 2005.

Register 25 Years Ago – Sidevalve News June 1989

2-star leaded petrol had disappeared from the forecourts with the lower octane tanks now required to supply unleaded. I have now been allowed to get behind the wheel of the 100E Anglia, which felt a bit strange compared to driving the 103E, and I have now purchased it from Linda.

The Prefect Special pages continue with a photograph of a bumper jack on a 1938

Prefect, and a rear blind which is operated by a piece of cord running via a number of hooks to a very elaborate operating handle above the driver's door.

Barn discoveries were featured: Anthony Broughton from Nottingham purchased THN 78, a 1953 E493A Prefect, in November 1987 from a friend who had swapped it for his 1936 Bedford truck out of a barn where it had resided for three years.

Bob Lawrence from Devon dragged his 1954 103E Popular behind a tractor out of a barn where it had resided for many years. The bodywork was in very good condition but the interior almost non-existent, the floor almost collapsed and the trim eaten away by mice.

Sue Moseley from Cornwall purchased 723 EPA, a 1957 103E Popular, from a barn that was shelter to a farmer's chickens for at least 12 years. Sue is the seventh owner and calls him Henry, and cleaned him for the photograph.

Martyn Heath from Nottinghamshire purchased UHU 71, a 1955 103E Popular which had been driven into the barn 10 years ago with a MOT, switched off, and left to rot and seize solid.

Also, David Sommerbee from Essex purchased UNO 198, a 1952 E493A Prefect on New Year's Eve 1988. For the last 10 years it had been stored in a garage without any doors and no front screen. The other Prefect points of interest: RUST. David enquired what brand of rust killer works.

I would be most interested to receive photographs of the above in their 2014 condition.

I was reminded that I had been a little keen to announce the tenth anniversary of the register following a meeting of like-minded 103E owners during a visit to Ford at Dagenham on 3rd September 1979. There was another John Howe cartoon featuring a much overloaded boot lid.

Ian Woodrow

Specials Register

Summertime is here and the weather seems to be improving. I've had the Sidevalves out and about, but I must admit I didn't get out on April 27th (Drive It Day) due to torrential rain.

I have been concerned recently that the price of Sidevalve Specials parts (tuning, transmission and suspension) has shot up, and hope that no Specials will get broken up for quick profits.

Does Falcon Bermuda 369 MY still survive?

While Adrian Leveridge was filling up his Falcon Bermuda with petrol, a gentleman approached him and said "Is this your car? My father used to have one of those."

Adrian's first thought was that in the past some people have mistaken his trusty Falcon for MGs etc., so he reiterated, "A Falcon Bermuda?" The gentleman confirmed that it was indeed a Bermuda, and that his father had some old pictures of when he built it. The car was built to such a standard that he was invited to take it on to the Falcon stand at an event at Brands Hatch. He sold it in 1963-4, never to be seen again (the car, not the father). Is it one of the few that survive? It had a memorable reg, 369 MY.

Derek Patterson was the builder of 369 MY and he has kindly sent some pictures, including some showing the time when he took his Bermuda to Gothenburg, via ferry, in the days before roll on roll off – hence the crane.

He started building the car before he had passed his test and by the time he had finished it, he had spent £380, plus the loss of six weeks work due to an injury. During testing the car before the body was fitted he took it for a 'hack'. It overheated, blew a pipe, and boiling water shot

out over his left foot. He recalls that on removing the sock, the skin came with it!

Soon after finishing building the Bermuda, the Mini came out at around £550; he sold the Falcon and bought a Mini, something he now regrets. If only he knew then what we know now! 369 MY is not on the Specials Register: does anyone know of its whereabouts?

Regular readers may recall that Adrian's Falcon Bermuda is fitted with a supercharged sidevalve engine and a four speed gear box. Adrian is now going to fit a 35:9 crown wheel and pinion, giving a final drive ratio of 3.88:1. I calculate that at 6000rpm with 15 inch wheels, this could theoretically give a speed of 105mph or, with 17 inch, wheels a speed of 116mph! (See December 2012 *Sidevalve News*.)

Sarah the Siva 43 years on

Welcome to returning member Peter Whattler. Peter's letter from 1998, part reprinted here, provides some of his Siva's history.

Peter Whattler: Back when people wore garments called 'loons' and students added a vee of material to their jeans to make them into flared legs, I was a first year student at university and my faithful 1953 A30 (PGY 260, aka Piggy) just didn't cut a dash with the girls. So I needed some affordable wheels with a touch more class than dear old Piggy. Or if nothing else, my wheels needed to have at least some novelty. After some research, my sights were set upon the Siva replica kit. This was available and wasn't totally beyond the means of a strapped student.

With the choice made, when the Christmas break arrived, it was down to some serious plotting and planning. First Siva was contacted

and a set of mouldings ordered. Then it was a trip down to Blandford Forum to take ownership. The Roadster mouldings were loaded (precariously balanced) onto the boat trailer I had taken for the job and then it was home to Kent. The quality of the mouldings wasn't that special, but I suppose this was where the student started to learn about your getting what you pay for!

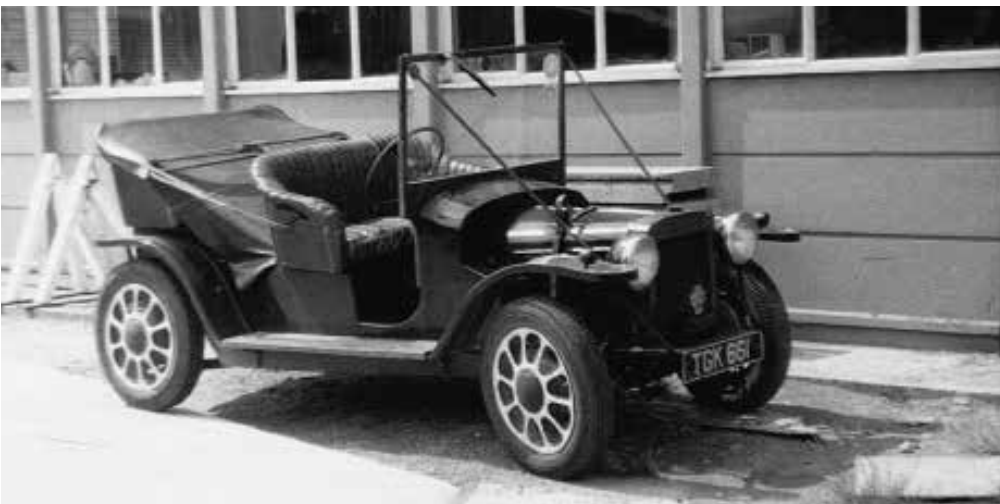
The next requirement was to acquire a Ford Pop chassis upon which to place the mouldings. Yes, this was the order – get the mouldings and then worry about the chassis – (oh irrepressible youth!) but as it turned out the youth was right and a chassis was a little easier than even I had thought. After unloading the mouldings it was necessary to visit the local watering hole and proudly tell everyone that I had started to build a kit car. During a rather fluid session a bar friend was persuaded to sell me his black 1957 Pop, TKG 661, for the princely sum of £4.

Poor old TKG 661 turned out to be lying neglected down in his orchard. The bonnet was off, the head had been removed and the cylinders were full of water. But for what I had in mind this was of no consequence. A rope was tied round the bumper and TKG 661 was pulled out of the orchard. With the exchange of £4, TKG 661 acquired a new owner on Christmas Eve 1971. The car was taken to my parent's garage.

The poor unsuspecting Pop might have harboured hopes that a new owner presaged a change of fortune. However on Boxing Day my friend and I set about the challenge of unveiling the chassis. With hammer and chisel we assailed the poor car. Three lasting memories of this day remain with me to this day. Firstly, the noise! We hammered from morning till late evening. Next was the surprise as to just how heavy each door was. As we cut through the door hinges the weight of the doors amazed us. Each door must have weighed more than all of the Siva mouldings put together. Finally, the shock on the neighbour's face. After a day of continuous hammering we pushed/rolled the ravaged car back out of the garage to give us some space. We cut through the front window pillars and then



369 MY en route to Gothenburg



Sarah the Siva

put our shoulders to the task. We just sort of peeled the whole body backward off the chassis. The neighbours were stunned/horrified, but we had achieved the goal for the day. A chassis was revealed! I could then begin the process of building dreams.

Over the next few weeks the project progressed quickly. Trips to the scrap yards were a regular part of the weekends. In one yard I managed to secure two huge free standing headlights. On another occasion I lucked into two brass sidelights. Ingenuity, flexibility and sheer determination were the keywords for this project. One by one the problems were encountered and resolved. In a remarkably short space of time, it was time to turn thought to the provision of power. Advice was freely available at the watering hole and most of it revolved around the idea of huge implants. This I felt rather detracted from the character of the Siva. Thus I elected to stay with the Ford sidevalve power plant. Now, as I have said the original engine was rusted solid. In addition this particular mutant of the Ford sidevalve had neither a water pump nor an oil filter. These I felt to be desirable additions, thus the 100E engine was considered to be a much more attractive option. Yet another trip to the scrap yard resulted in the procurement of a complete 100E engine for an exorbitant £5.

Equipped with the basic components it was time to attempt the heart transplant. Swapping the timing chain cover covers resolved the problem of the front engine mounting bracket. The sump was a bit more of a problem. This took a number of attempts at cutting and patching, but finally the heart was in place. A weekend of plumbing and it was time for ignition. The first journey with this renewed vehicle very quickly established that in conducting the heart transplant, something had been overlooked. Each bump in the road generated a distinctly 'wrong' sounding metal-on-metal *clonk!* A stop to inspect very quickly established that the front axle was hitting the oil filter. A gentle return journey to the garage was followed by some good old fashioned Heath Robinson attention

to the filter can with a hacksaw. This resulted in a shorter filter assembly which is, shall we say, a challenge to fit, but once fitted it works and is clear of the axle.

In this roadster form, Sarah, as the vehicle was christened, was used daily for eighteen months. It proved to fully fulfil its purpose in manufacture, and certainly made one known around campus! However, as a two seater, her utility for transporting people to the watering holes was limited. As a result it was eventually decided that Sarah, the roadster, needed to grow. So it was that that following summer holiday she grew an extra back seat and became Sarah the tourer. In this form she became even more popular and may have had a role in my mediocre results. But that is all history!

Following the finals, Sarah took two long haired students and future wives on a three week touring holiday around Belgium and Luxembourg. The tales and adventures that that holiday generated! Unfortunately, after this high point in Sarah's life, the student days had to be put aside and the mantle of adulthood donned. Sarah continued to provide faithful service for another two years. However the pleasures of driving an open car in UK winters definitely waned. Thus, when Sarah failed her MOT, with steering problems, alternative transport was found.

I made a half-hearted attempt to track down spare parts for the steering box, or indeed a replacement box, but to no avail. I was even put in touch with and joined the Ford Sidevalve Owners Club back in 1978, M/1131. After a year or so I let this lapse. The demands of starting a

career and setting up home took precedence. Thus, from that point forward Sarah has suffered the ignominy of resting on blocks basically ignored in a number of garages.

Ian: Now that Peter has retired he should have the time and hopefully the inclination to get the Siva back on the road, although I understand that she has lost her compression and wouldn't start, so may need an engine rebuild (minimum reseal the valves) plus a replacement steering box to get the mechanics sorted. After all these years most of the perishable parts will of course require replacing – tyres, hoses, battery etc.

Potential EB project

I recently received an enquiry from a non-member about what he should do with an unfinished EB60 from his late brother-in-law (below, left and right). Should he sell the partly completed car or try and get someone to finish it? Most of the parts for the EB Special seem to be present, including the rolling chassis with engine, gearbox, cross-flow radiator, header tank, export water pump, front and rear (as new) body sections but no doors. As the Special doesn't have any doors I think this maybe an EB50 and not the later EB60.

In 1959 the Edwards brothers produced the EB body which consisted of just the front and rear sections with instructions on how to make the doors out of aluminum so as to fit the wheelbase of your choice, all for only £39. In July 1960 the EB60 was announced. The earlier model was now called the 50 and was still available in its basic form. The 60, priced at £101.15.0, came complete with properly moulded returns to the wing edges, and had double skinned bonnet lid and doors, plus a windscreen (from a Wolseley 1500 rear window) bulkhead and dashboard. A hardtop was also available at £18.18.0. A lot of the 60s were sold complete with a boxed Ford chassis (£136.5.0).

If you are interested in this interesting and challenging project, let me know and I will forward your details. I have the copies of the building instructions with drawings of how to make the aluminium doors.



Letters & E-mails

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Getting the young involved

Dear Sidevalve,

I was reading your article in the 100E Register, 'New Year, New Resolution', and was interested in what was said about trying to encourage the younger generation. I count myself as a 'youngish' member as I have owned my 1959 Ford Popular 100E for eight years, bought when I was 23. I am striving to keep my 100E original and have slowly over the years overhauled inside and out, learning as I go from the experience of other classic car owners!

The article asks how we are to get younger people involved. What interested me was getting hands-on with the mechanics. Sidevalves are affordable cars to maintain with plenty of spares to keep them running. As I have found over the years, these simple little cars attract a lot of attention. When driving around they turn the heads of young and old alike and always create a conversation. So there is interest out there, as long as new owners don't just use the cars to strip out and modify!



There is ever increasing interest in nostalgia and classic car shows so maybe these events can be used to showcase Sidevalves and get new people interested. I have entered my 100E in the Croft nostalgia weekend on 2nd/3rd August which is more and more popular each year.

I'm doing my bit for getting the young generation involved as my wife and I are expecting our first baby in the next few weeks, and they will definitely be involved with my beloved 100E.

Yours,
Neil Kendall
Darlington

Making your pound go further

Dear Sidevalve,

I've been chasing an intermittent problem for a number of years, which might be an interest to fellow members.

Like most sidevalvers, the first thoughts turn to vaporisation, then condenser, blocked jet and so on! Having gone through the card so to speak, and with the problem returning at winter temperatures, I remembered Jim Norman's article (*Sidevalve News*, October 2013) where he depicts foreign matter in the fuel tank!

When I removed the petrol tank I discovered some generous person had deposited a one pound coin with the fuel! (I had replaced the tank before returning the 100E to the road after the reconditioning and have always kept a locking cap in situ.) Perhaps the green eyed perpetrator of this wilful deed is the same one who sweetened the tank of my 7Y a few years back!

However, this had only impacted on the actual fault which turned out to be the carburettor float. One wonders if attending shows etc, is really worth the effort!

Yours,
George Herbert



Brakes and vapours

Dear Sidevalve,

I'd like to pass on information regarding a couple of my recent experiences that may be of help to other members.

Brake wheel cylinder corrosion

I completely restored my 1959 100E Prefect between 2006 and 2008. Shortly before putting it back on the road in June 2008, I replaced the master cylinder and all the brake wheel cylinders. As per normal instructions, I assembled the cylinders with new, clean, fresh brake fluid.

Since then the car has covered approximately 3000 miles only in the summer and has only been driven in the rain on four occasions. In addition, I've renewed the brake and clutch fluid every two years.

Last summer, the car started to pull towards the left on braking. Believing that it was air in the system, I bled the brakes completely, without improvement. I also started to notice that the front brakes were binding.

Its German MOT (no exemption for older cars in Germany) is due in June, so I decided to take the front brakes apart and investigate. I was horrified to discover that the wheel cylinders were badly corroded and partially seized! There were heavy deposits of rusty crud under the dust seals: see photo, top right.

The brake fluid used to assemble the cylinders had badly corroded the cylinder walls on the non-fluid side of the rubber seals. Although I'd bled the brakes frequently, this only renews the fluid on the fluid side of the piston seal. The old brake fluid on the other side of the seal remains there, collecting moisture from the air and corroding the inside of cylinders.

My advice: don't use brake fluid to assemble the wheel cylinders. Instead, dry any fluid from the piston and cylinder sides, and assemble using a grease intended for brake cylinder assembly. I used the one from ATE (Bremsenpaste - blau) which I believe is also available in the UK.

Fuel vaporisation

I know very much has been written about this topic!

After the aforementioned restoration, my 100E suffered very badly from petrol vaporisation. It would happen even at moderate temperatures and for some reason was much worse if the headlamps were switched on! I still



don't understand that connection!

Anyway, I eventually managed to cure it completely by wrapping the exhaust manifold with heat insulating tape, enclosing the fuel pipe from pump to carb in a heat reflecting tube, and fitting a metal heat deflecting plate between the carb and the inlet manifold.

I now no longer have any apprehension about driving in hot sunny days or getting caught in slow moving traffic.

The above photo shows the mods.

All the best,
Robert Powell

John Porter

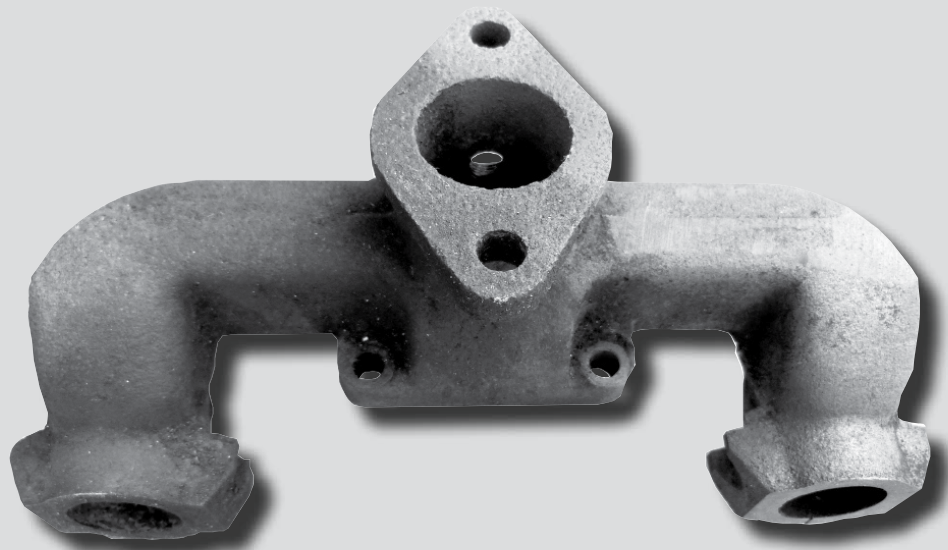
Molasses, Acid and Rust

What have molasses and hydrochloric acid to do with Sidevalves? Both of these substances can be an economic way of removing heavy rust deposits from steel. Either method relies on the total immersion of steel parts in a solution. Colin Pudge has experimented with suspension components in a solution of molasses and water (1 part molasses to 9 parts tap water). These parts were forgings and some mild steel, and were fairly well rusted after 50 years exposure to the elements. They were transformed after suspension in the molasses solution.

It can take up to two weeks to dissolve heavy rust deposits and leave a bare metal surface. When removed from the solution it is necessary to wash and dry thoroughly before immediately painting to stop any rust forming. Molasses is cheap and available at animal feed merchants, and, importantly, is non-toxic. Why not give it a try and let us know how you get on?

Another faster method is to buy a gallon of alloy wheel cleaner, which is a mild hydrochloric acid solution that is also not expensive. Just pour the acid into a plastic container and soak the parts for 12 to 24 hours. Do wear eye and hand protection as this stuff can work wonders for the complexion, and as for your clothes ... I have used this method for some really heavily rusted steel parts and have been amazed at the results. Again, parts treated have to be scrubbed and washed clean before drying and painting.

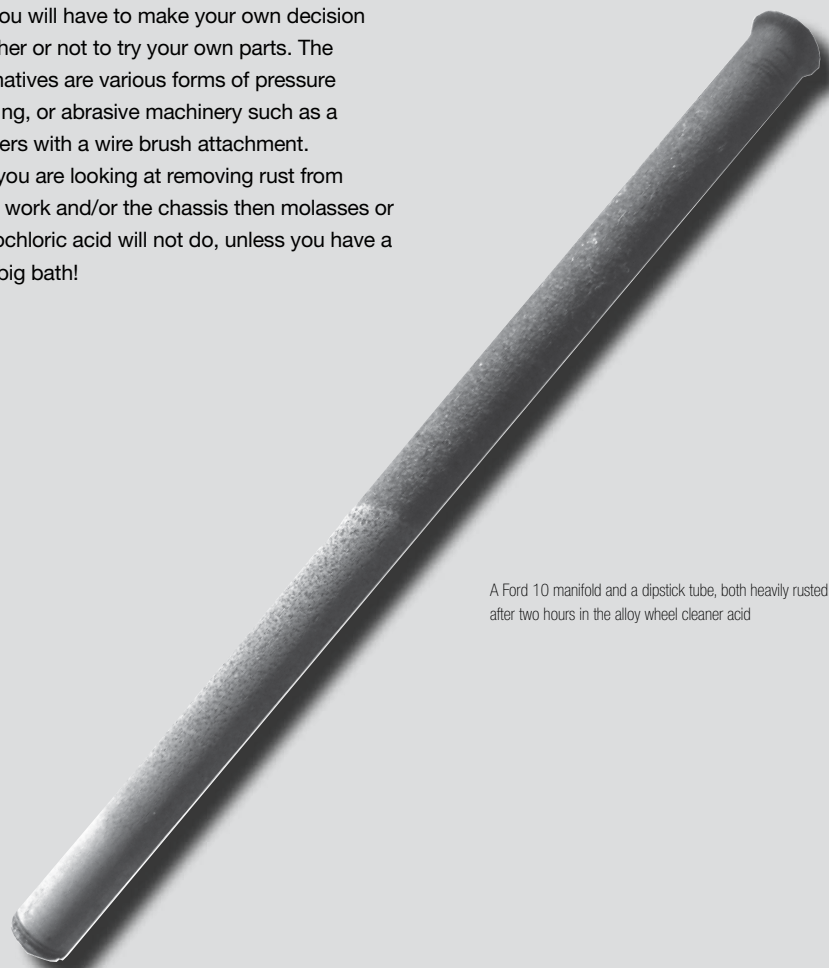
Before using either of these treatments it is essential to remove any grease and ideally any remaining paint, as the presence of either will isolate the steel from the molasses or acid solutions. Do not subject thin or delicate parts to the acid bath as you may only be left with a grey residue! Both of the solutions can be used repeatedly until exhausted. Try not process any parts on the kitchen table as the fumes and smell may upset family members, resulting in meals being served outside. The open air really



is the best place to be as spillage is not so serious.

Both methods have been tried and tested but you will have to make your own decision whether or not to try your own parts. The alternatives are various forms of pressure blasting, or abrasive machinery such as a grinders with a wire brush attachment.

If you are looking at removing rust from body work and/or the chassis then molasses or hydrochloric acid will not do, unless you have a very big bath!



A Ford 10 manifold and a dipstick tube, both heavily rusted, after two hours in the alloy wheel cleaner acid