

Sidevalve News



Volume 25 • No 1 • February 2008



Features this issue

Problematics With A 107E Prefect
The Continuing Adventures of Ivor's Gang
Technical Tips: Torque, Teething, Pop Power & More
Wonderful Copenhagen



Sidevalve News

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Specials	Position vacant
100E/107E	Position vacant
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Local area groups are organised on a voluntary basis. Their 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 General Secretary. When telephoning, please call between 7.00pm and 9.00pm ONLY.	
Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i> Brian Cranswick 01733 203776. E-mail: b.cranswick@yahoo.co.uk . <i>Please ring for details.</i>
Cambridgeshire	Meetings cancelled until the spring. <i>Contact John Porter on Sv1172@aol.com.</i>
Coventry and Midlands	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Devon and Cornwall	John Hull 07763 810386. E-mail: postmaster@rjahull.plus.com . <i>1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.</i>
Essex	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Glos, Hereford and Worcs	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
Hampshire	Robin Thake 01279 659245. <i>1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.</i>
London North	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
London South East	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joew@ajwheatley.freemove.co.uk Mobile 07831 622075.
Merseyside	<i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i> Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
Northamptonshire	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Central Scotland	Angela Hume 07884 184882. E-mail: babssidevalve@aol.com
Surrey	David Pickett 01444 483350. <i>3rd Wednesday: Barley Mow, Selmeaton, A27. 7.30pm.</i>
Sussex	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>
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Editorial

John Porter

More changes afoot this new year with Tony Russell stepping down from the Surrey seat of the FSOC. Tony has been the stalwart of the southern home counties for many more years than he may care to remember and all of us on the club committee thank him for all of the support that he has willingly given over the period from the early days of the FSOC. He is also well-known as the author of *Way Out in Front*, the fascinating story of Les Ballamy's work which was much more than tuning. Copies of Tony's book are still available from the club stores – see Regalia list in the spares section of this magazine.

Angela Hume has taken over Tony's slot with the assistance of Babs the E93A Prefect (shown in all her glory in the last issue of *Sidevalve News*). We know that there are many Sidevalves in the Surrey area so there is no excuse for not getting in touch for fun and games with Babs! Babs and Angela can be contacted through the details on page 2 of *Sidevalve News*.



Tony Russell. Not recent.



Northern Sidevalve Day 1968 – can anyone recognise themselves among these Sidevalvers?

Magazine Index

The index to articles in *Sidevalve News* has been updated to the end of 2007. Those of you that asked for the previous edition electronically in the form of an Excel spreadsheet should have already received the latest version. If anyone else would like to receive it, please let me know at archivist@fsoc.co.uk.

- Peter Williams



John Porter, Boxing Day 2007

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Events

Brian Cranswick

A happy new year to all the members and let us look forward to some enjoyable Sidevalving with our classic small Fords in 2008.

I spent a great day helping to man the club stand at the NEC in November. I am sure that I managed to recruit some new members. Again I was fascinated by Gary Crosby's black time warp unrestored 1953 103E, OOC 859, on the centre of our stand, which is identical in every respect to my Pop OLH 20. It's the same year, same colour and a few chassis numbers between them, except for ... very well spotted by my daughter who has a close eye for detail and asked me why does Gary's car not have any screen washers? The 103E has a fixed front screen which I guess means it should have washers fitted to pass the MOT? Was this test undertaken by the same gentleman who phoned Gary to say that the Pop's wipers had packed up? The prompt answer was: have you tried running the engine?



NEC 2007

2008 Events

23 & 24th February The London International Classic Car Show, Alexandra Palace, Wood Green London – 20th Anniversary show.

11th March – NAC National Restoration Show, Stoneleigh. Club stand so contact John Porter to get your Sidevalve on – even or especially if it is a 'rolling restoration' or a barn-find!

24th March – Blackpool Classic Car Show and Spares day: details 01253 407779 or www.markwoodwardclassicevents.com.



NEC 2007: Gary Crosby's unrestored Pop

20th April – Cambridgeshire Area Drive-it day & Sidevalve meet. Organiser: Brian Cranswick. All members are welcome: see the full event details shown separately in the magazine.

20th April – Bristol Area Drive-it day / road run. In conjunction with the Horton Historic Vehicle Club, a road run of about 60 miles starting at 10.00am from the Horton Club with opportunities to stop en route for refreshments. This event is open to all members of both clubs. For details contact Peter Williams or Ivor Bryant.

4th May – Abingdon Air & Country show, Dalton Barracks, Abingdon. Details www.abingdonfayre.com.

11th May – Yorkshire area road run, starting from the Black Bull at Midgley with pick-up points in the Sheffield area. The route will go to the Crich Tramway Museum for a look around and refreshments, then a further route around the Derbyshire Dales. The run is open to all members. Further details in the April *Sidevalve News*. Anyone interested contact Nigel Hilling: n.hilling@tascale.co.uk or 01484 843115.

17 & 18th May – Beaulieu Motormart & Autojumble at the National Motor Museum.

18th May – Fiesta in the Park (Ford-only car show), Huntingdon Race Course, Cambs A1/A14 junction. Invitation to all Ford Models. Contact Brian Cranswick for details. Room for a club stand if we can gather enough support for this new event.

24th & 25th May – Fins N Chrome Show, Preston Hall Park, Eaglecliffe, Stockton on Tees. Organised by the North East American Car Club, 14th annual show. They welcome all vehicles including classics – details Karen Bulmer 0191 5550563 email northeastamerican@yahoo.co.uk. Closing date for entries 18th April.

24, 25 & 26th May – The Enfield Pageant. To book a space on the club stand at this large Middlesex annual show, contact as soon as possible John Hull on 01708 437652 or email postmaster@jrjahull.plus.com.

24, 25 & 26th May – Epsom Steam Rally. You can attend on one, two or three days and this is a no-cost admission for the vehicle and anyone in your party. Contact Brian Cranswick for entry forms.

Area News

Cambridgeshire

Brian Cranswick

Firstly I would like to wish the members a happy new year and that we can all look forward to better weather for enjoying our classic small Fords in 2008.

Local 107E Finds A New Owner

It's sometimes strange how things can come around. After a recent telephone conversation with 107E owner Andrew Ragette from Louth, I just happened to mention that a 107E was up for sale at a classic car dealers in Thorney, Peterborough, which is a rare sight in the area. The light green, almost pale yellow Prefect 5479 NK (pictured in *Sidevalve News* 08/1986) used to belong to local member Barry Owen. The owner before Barry was the well known ex-club member Tony Fox who

at one time looked after the 100E register. Andrew decided to come over to Peterborough and have a look at the car and is in negotiations to buy himself another 107E, if he can strike a deal with the garage, as long as they do not try and transfer the original registration number before the sale!

Visual Restorations

I have recently received some pictures from member John Candy, who has carried out some very clever visual restoration of his old 103E using a computer. John states you get to see the finished result much quicker, without getting dirty and cold, or knocking the skin off your fingers – plus it is also cheap. I must say that John really knows how to use his photo editing software. He has used a recent picture of my Pop Ollie (OLH 20) and totally changed the image to look just like his old green 103E, 650 DHU – which he sold over 25 years ago.

A black and white picture in the magazine may not show how good this photo really is, as the end result has been very cleverly undertaken and it looks just like the actual car or even better. John has also carried out the same visual restoration to his dream classic car, an old Bristol. Thanks again John for sending these interesting photos to me.

Drive your Classic & Sidevalve Meet

20th April, Cambridgeshire. Please contact me if you can support our local event. This is a good opportunity to polish up your old Ford after the winter lay-up. All the planned details are in the magazine and club attendance plaques will be provided on the day, so give your classic motor a little run out!

Further details of local events will be advised in the April magazine. Please let me know of any suitable shows in the area that can accommodate a club stand.

24, 25 & 26th May – Northampton Vintage & Classic car show, Earls Barton Rally Site. Junction 10 – A45. Details tel 07770 687844.

31st May–2nd June – Gordon Bennett Irish Classic Car run. Details from www.gordonbennettclassic.ie

7th & 8th June – Doddington Country Show, Doddington, Nr March, Cambs. We will have a club stand if enough support for this show is received. Free entry. Contact Brian Cranswick for details.

7th–14th June – Sidevalve Holiday, The Eastmount Hotel, Shanklin, Isle of Wight. Take your old motor on holiday with you. Well organised event by the North London Group – details from Jennie and Robin Thake.

28th June – FSOAC AGM at Wortley Hall, Wortley, Sheffield, South Yorkshire S35 7DB. 0114 2882100. Email: info@wortleyhall.com. Times: 12:30pm buffet and 2:00pm AGM start.

Nigel Hilling is organising an evening local run to the Last of the Summer Wine district for local members and those staying over. A list of local B&Bs will be available. Also there is a Local Classic Car Show with a club stand on the Sunday – contact Nigel Hilling 01484 843115 in all cases. **Go on, make it a sidevalvin' weekend!**

3rd August – Eastern area Sidevalve day meet, at the BL/BMC rally Peterborough: club stand at this event, further details to be advised. Contact Brian Cranswick.

9th & 10th August – Chiltern Open Air Museum, Classic Vehicle Show, Chalfont St Giles, Bucks: details from the museum 01494 871117 or coamuseum@netscape.net

17th August – Ford Show at The Mid-Suffolk Light Railway Museum, Nr Stowmarket. All Ford cars event: free admission for up to two people into the museum and includes a train ride, if you have pre-booked with your old motor. More details can be found on www.mslr.org.uk. Entry details contact Club member Richard Watson, Mid-Suffolk Light Railway, Brockford Station, Wetheringsett, Stowmarket, Suffolk IP14 5PW – tel 07811 195912.

Looking Back at Some Past Events

What was happening way back – 25 years ago in 1983. Can you remember attending?

30 year Ford anniversary to celebrate the introduction of the 100E range and the low cost 103E model.

9th July – Northern Sidevalve day, held in the grounds of Kirkstall Abbey, Leeds.

Please let us know what's happening in your area. **If you intend to organise an official club event / stand / road run etc., your details must be advised and registered with the club via the Events Co-ordinator for the club insurance cover to be in force.**

11th September – Midland Sidevalve day, at Coombe Abbey, Nr Coventry.

11th September – Southern Sidevalve day. This took place at the old home of the BL heritage museum at Syon Park, Brentford. This was before the museum moved to its current home at Gaydon.

18th September – Eastern Sidevalve day. Members all gathered at the well known Thursford Museum, Fakenham, Norfolk.

Let us know if you have any fond memories and photos from these past events.



Ollie in a leafy glade

North London

Robin & Jennie Thake

Firstly may we wish everybody a Happy New Year, hoping that we can use our Sidevalves to the full.

In early November I went off to the NEC to the Classic Car Show where the first people I met up with were David Heard and Terry Tomlin from our group. David had the last laugh over me because normally we make a joke about his satnav, but he had left home about the same time as me and he travelled about the same distance, and whereas I queued for about an hour to do one mile on the M42 into the NEC, he had arrived half an hour before me with no queuing (Satnav 1 Robin 0). Update on this is that Father Christmas brought Robin a satnav, so no more going round roundabouts twice?!

In December 19 of us enjoyed a very nice Christmas meal at the Speckled Hen. Since we have been going there the pub has changed hands several times so we are never too sure how good the meal is going to be but on this occasion they did us proud. Dave and Joy Taylor were unable to attend as Dave has been ill for a while but a recent operation hopefully means that he should be on the mend now.

There is not much work being done on the cars at the moment other than John Perren having an under the bonnet respray, so after the New Year I will be going to his nice centrally heated garage to remove the engine, gearbox and as much else as we can to make easy access for spraying.

Live 07

An e-mail was forwarded to us from the club web site asking if we could supply a car for the Live 07 in celebration of the Scout centenary at the O2 arena in London (The Dome). After a telephone call to the organiser Keith Mainland to say we were interested we were asked if we knew of any more cars in our group to take part in the parade of the decades. After giving it some thought we decided to get Andy and Sara Westwood to bring their 100E Anglia and Stuart and Laura Cecil to bring their second car, a Mk2 Consul. We then put Keith in touch with the Y&C Register where he managed to get Jim Miles to bring along his 'Y' type. Three days before the event a car for the 1967/77 decade had not been found so a call was made one morning to Richard and Shirley Healey to arrange for him to use his Rover 3.5ltr in the event.

The show was on 24th November with a dress rehearsal at 8 o'clock in the morning, so it was a 6 o'clock start with the temperature

at -3 degrees as we set off down the M11 with Jen wrapped in a blanket clearing the ice off the inside of the screen (it certainly brought back memories of early motoring). After a quick rehearsal, following a delay due to Health and Safety issues, it was off to the VIP lounge to await the two performances in the afternoon and evening.

When the event was first organised I was asked if we could dress in period costume, although it was not compulsory. The result was amazing. Richard and Shirley dressed as a doctor and his wife, Stuart as a Teddy Boy complete with a red jacket and Laura in a black and white Mary Quant dress and hat. The biggest laugh of all was for Andy as a vicar and Sara as the vicar's tart! Jen and I had a more sober look in our 1940s gear; the only snag was that I looked more like Harold Steptoe with my Trilby and round spectacles (a fitting caricature!). Jim dressed in a period 1930's leather raincoat.

For our part in the show we had to drive around the floor of the arena with the scouts following behind in period dress. Re-enactment included the dancing of the decade they represented in front of an audience of 15,000 in the afternoon and 10,000 in the evening. The show lasted three hours with a cast of 3,000 including the choirs and orchestra, and was a great spectacular and a great day out; so you never know what an e-mail from the club may bring and we would certainly do something like it again.



Ella had hoped for a Sidevalve!



Live07: Harold Steptoe – aka Robin!



Live07 cast in costume – Parade of the Decades.

Area News

Yorkshire

Gerald Pollard

An Evening at the Electra Palace

It's some time since I went to the pictures, so when a suggestion was made that our Yorkshire region meeting would be at the Electra Palace, owned by one of our stalwarts, Trevor Miller, and situated in a mining village in the heart of the beautiful West Riding, I was filled with anticipation as to what the main feature would be.

I looked forward to a motoring film, *Grand Prix* or *Christine*. Maybe Ford had produced a new feature film on the Upright Anglia and Prefects?

Well, Trevor has bought the cinema all right, but it hasn't been open to the public for a long time. In fact the building appears to have had several different uses over the past few years.

Trevor intends to house his extensive collection of vehicles, motorcycles, automobilia, radios, televisions, gramophones and many other items of which there are too many to mention.

Our usual 15 or so turned up on a cold evening just after seven to be greeted by Trevor. Organ music filled the warm auditorium and a large screen TV was showing old Ford promotional films. Trevor had arranged a buffet supper and several of us had taken along some snap (food, to uninitiated non-Yorkshire folk). In no time at all the kettle was boiling and the frying pan was sizzling away with its sausages, burgers, chops and onions.

We had a lovely time, chatting away and at the same time searching through the thousands of artefacts, which are arranged in no particular order at all. The evening passed so quickly it was soon time to offer our thanks and goodbyes and return home.

Trevor's restoration plans are going apace. Already complete is a flat situated in the projection room. Work is progressing in the foyer and it is intended to keep the former cinema's art deco style facade as original as possible. The auditorium boasts a single span arched ceiling whilst still retaining its screen surround and lighting feature. If these are retained and restored in their original art deco style it will be something special indeed.

Trevor says he is hoping to house his collection of vehicles alongside the radio and TV artefacts, collected during a career in the electrical retailing trade, in the auditorium. This will certainly be an impressive show. Quite frankly, I hope it takes some time as I like it the way is, with every corner and which way turning up a fresh surprise.



Essex

John Hull

Our Christmas meal was held at the Artichoke carvery in Brentwood, where eleven of us had a very good time. We did not hold our meeting in January as it fell on New Year's day, and we would probably all be hungover! Our next meeting will be at the Huntsman and Hounds in Upminster on the first Tuesday in February.

Everything is quiet on the car front, as they are all tucked away for the winter, but we have already had details of our first show for 2008, which is at the Museum of Power in Maldon on Sunday 23rd March. Anyone wishing to attend should contact the museum for an entry form on 01621 843183.

We have been contacted by Mick Crouch from the Hampshire group with a view to our taking over the organisation of the club stand at the Enfield Pageant at the end of May. (See Hampshire news, page 9.) We have agreed to do this, and anyone wishing to attend should contact me on 01708 437652 (no calls after 9 pm please) as soon as possible so that I can ascertain the number of places needed for the three days of the show.

We would like to thank Mick, Jean and the Hampshire Group for their hard work in organising this event over the years.

If anyone needs to contact me by e-mail, please note that I am in the process of updating to broadband (scary stuff!), so my address will change in the near future.

Mid Wales & Borders

I am having another attempt at forming a Mid Wales & Borders Area Group. Circumstances have changed since my last try, which failed as only one person expressed an interest! There are very few Ford Sidevalves in this area so the group is never going to be one of the bigger ones. Until I find some members it seems pointless to arrange a permanent venue and regular meeting times. However I am secretary of the Mid Wales Classic Vehicle Club, which has some 40 members and meets every month, alternating between Welshpool and Newtown. If any FSOC member would like to join the new area group, I suggest that for the moment we attach ourselves to the MWCVC and utilise their meetings. A warm welcome is assured and as a bonus there is a ready-made group of enthusiasts. For dates and location of the 2008 meetings please contact me. Note we do not expect you to travel to the meetings in your Sidevalve – though you are of course welcome to do so!

Dennis Duggan
Tel 01938 555574
E-mail djduggan@supanet.com

Regional Contact Profile

Nigel Hilling

Most people's interest in a particular type of car stems from early memories of family cars, outings, or events. I was born in the fifties so might have expected to have had Ford Sidevalves featuring in my formative years. This was not the case as my father had a Standard Ten followed by a number of Morris Minors. By the time I was old enough to drive he had a 105E Anglia in which I had my first driving lesson. My driving test was then passed in a Mk1 Ford Escort, so at least Fords of some description had got into the blood.

During my time at University, studying Mechanical Engineering, I bought my first car, a Minivan, which served me well for a number of years. It was during this time that my interest in motorsport began to develop as I became an active member of the University Motor Club, marshalling on rallies and taking part in treasure hunts, etc.

Motoring interests took a back seat as I started work for David Brown Gears in Huddersfield in the Research and Development Dept. The company produces industrial, marine, and fighting vehicle gearboxes and I have spent many a day and night on Royal Naval ships doing commissioning and fault finding work. I still work for David Brown in various areas of design, development, and testing of gearboxes although the travelling has reduced over the years.

Marriage did little to encourage any motoring interests but it was around this time that I was introduced to Ford Sidevalves. A friend from University, Kevin Upson, had bought a 1953 Ford Anglia from a friend of his that had a history of participation in Classic Trials. The car was one of two that had belonged to John Simmonds-Hodge; the other, a Pop, had also been bought by the same friend, David Child, which allowed him to sell the Anglia to Kev. So began my dealings with Sidevalves and my participation as a passenger/navigator in Classic Trials run by the Motor Cycling Club (MCC). In addition it was the start of various articles on the Trials of Eric the Anglia that have featured in *Sidevalve News* over the years.

A later divorce gave me more time to pursue motoring interests and heralded the purchase of my Pop. I ran this for six months before deciding a restoration was necessary and pulling it all apart. It was to be 10 years before the car was back on the road (a familiar story to many). In the meantime I became very involved in the David Brown Motor Club (part of the company's Sports and Social Club) and have been on the committee in various posts ever since. In addition to passengering on Classic Trials I started participating in

Production Car Trials and Autotests in my everyday car, an Escort, and went on to buy a Mini specifically for the purpose. Renovation of the Mini put the Pop on the back burner.

The Pop was finally back on the road in 1993 and entered in the MCC's Lands End to John O'Groats Reliability Trial. I set off from Huddersfield with Gordon MacKenzie in the passenger seat and got somewhere round Manchester when the engine suffered a partial seizure. We let the engine cool and then restarted it at which point it exhibited a strange 'byong byong' noise and it soon became apparent that we were using a lot of oil. We continued in this state down to Lands End and then amazingly completed the trip to John O'Groats and back home. It turned out that the original seizure was due to the bores getting very hot, melting the piston sides and trapping the rings. The fact that we had managed to run for another 2000 miles in this state is testament to the staying power of a Ford Sidevalve engine.

A second Lands End to John O'Groats Reliability Run in 1996 was less eventful and completed with relative ease. I was reluctant to enter the Pop in any of the more serious trials which are potentially damaging and decided another car was needed, and so Stan the Anglia was purchased. This had been off the road for over 20 years and needed a complete renovation. Mindful of the time that the Pop had taken to restore I put a lot of hard work in and had the car completely stripped and rebuilt within six months.

Stan completed his first trial (the Lands End) in 1997 and since that time has been out on nearly all of the MCC long distance trials and a number of others. As Kevin Upson had temporarily retired Eric the Anglia, so began the stories of Stan the Anglia in *Sidevalve News*. The car started out fairly standard with just twin carbs and did quite well in this state. Changes started after an axle failure on a Lands End trial after which a modified E83W axle was fitted for strength. The low axle ratio made the journeys to and from the trials rather a pain and so myself along with David Child had a pair of 5.5 ratio crown wheel and pinions made to bring the ratio back to that of the standard cars. We have lost some hill climbing ability but the journey times more than make up for it. A 100E engine was later fitted which although smoother and more robust than the tuned E93A type doesn't give any more oomph.

In and amongst all this trialling activity our Yorkshire Area representative, Gordon MacKenzie, had decided that he had been doing the job for far too many years and stood down. We remained unrepresented, although not inactive, for nearly two years until I decided that someone ought to take over and as no-one else seemed willing I volunteered.



I have now been the Area Contact since 2001 but still welcome the assistance I get from Gordon. Our monthly meetings at the Black Bull usually attract at least a dozen bodies and a few cars. Our local members attend many events through the year although we rarely, at present, have a separate club stand. This could soon change as we seem to be getting more interest of late. We also try to organise at least two road runs each year to various places of interest. Some of our number travel further afield to events one of which, the Beamish Run, involves driving 350 miles in a day due to the travel to and from the start/finish.

If you want to join in or need information or advice (we have a wealth of experience and knowledge of Sidevalves) then come along to the Black Bull or give me a call.

Hampshire

Mick Crouch

Hampshire Group Celebrate 25 Years

January 2008 marks the 25th year of the Hampshire Group. Little did I realize all those years ago when I put a request in *Sidevalve News* for any Hampshire member to contact me to form a local group that 25 years later we would still be active.

Twenty five years ago the response to my request was met with great enthusiasm and with 20 members we regularly met, and still do, once a month. However, as the years went by the group has gradually dwindled and we now have seven very loyal founder members who have become great friends. In fact those members who were teenagers 25 years ago now have teenage children of their own. As a group we have used our *Sidevalves* for many things over the span of time, including weddings, road runs, treasure hunts, holidays, club stands, camping, rallies and organising *Sidevalve* events. On our travels we have experienced many breakdowns and have always managed to help each other out either with towing or on the spot repairs.

A very big thank you to every one who has supported our club stands and a special big heartfelt thanks to the remaining group members: Steve, Jackie, Graham, Ian and Kerry, who have become more like family than friends.

I would like to think we have many more years together and always welcome any newcomers.

Enfield Pageant of Motoring

For the past 20 years the Hampshire group has been organising a club display at the Enfield Pageant of Motoring, held on the last May Bank Holiday. After some careful deliberation we have decided that it is time to stand down and hand the reigns over to someone else.

As the Essex Group members have been very supportive over the years, I have asked them if they would be willing to take on the responsibility of organising the club stand from 2008, which they have agreed to do. So if anybody is interested in displaying their pride and joy on the club stand at Enfield,



Above: Isle of Wight 1986. Below: Fords through a ford in Devon, 1991



please contact John Hull on 01708 437652 or at his email address: postmaster@jrjahull.plus.com (details inside front cover of *Sidevalve News*).

The Pageant is a great three-day show held at Enfield North London with a large range of vehicles, club displays, large autojumble and stalls etc. Please support the Essex Group and help keep the *Sidevalve* flag flying.

We have had some great times over the years at this event and hopefully we will still be able to attend in the future in some form or another.

Finally our thanks to all those members who have supported us over the years. The

Hampshire Group will still be putting on the following club displays in 2008.

5th–6th July – Ardingly Vintage Vehicle Show, Ardingly, West Sussex.

24th–25th August – Hampshire Pageant of Motoring at Broadlands, Romsey, Hants.

If you would like to apply for a space on either of these club displays please send me an s.a.e.: Mick Crouch, 30 Earls Close, Bishopstoke, Eastleigh, Hants SO50 8HY.

Happy New Year from Mick Crouch and the Hampshire group.



Hampshire Group in the early 1980s

Surrey

Angela Hume

Letter from Babs – January 2008

Dear FSOE Members,

I hope you all had a peaceful Christmas and eventful New Year! Since the interview with Emily and I appeared in the last Sidevalve News we have been contacted by a small number of Sidevalves. Not as many as I would like but a good start. For example, in spite of my continuing disability and Emily's family commitments, Angela and Ken met up with Pop and her people, Mark and Peter on New Year's Day at Brooklands Museum. The Museum always has a good turn-out of cars of all ages at this Open House event for car clubs. Pop travelled a round trip of 94 miles (!) to be there through fog, mist and at times heavy rain. It was the first time Pop had made such a long journey, but of course she is quite a lot younger than I am – her birthday is 1955. I am told that her head was quite turned on the (drier) return journey with all the admiring looks, smiles and glances she received! I think that Mark and Peter are braver than Angela to undertake that length of journey, particularly in winter. I learnt that Pop has a sister, Nelly, a '53 Prefect, so hopefully Emily and I will be meeting up with both of them before too long.



Pop outside Brooklands Museum Club House – 1st January 2008

My diary is beginning to fill up for the Summer. It seems that there are lots of interesting events that Emily and I could attend and perhaps some of you would be interested in joining us? Two that we will definitely be attending and one that we like the look of are:

Saturday 21st June: Fête Champêtre at Brooklands Museum. Evening picnic + jazz band + parade and a couple of 'fun' vehicle competitions. As Angela is organising this event I have to attend but a friend will be joining us – probably with a Morris 8 Series 2! Why not come and join the party?

The Brooklands web site is <http://www.brooklandsmuseum.com> but if you are interested in more details about the Fête Champêtre, drop me an e-mail.

Sunday 29th June: 1920s day at Amberley Museum to celebrate the innovations and styles of the 1920s. Not sure if I will be attending this one as yet but it sounds interesting and it's a lovely setting so I hope to go. <http://www.amberleymuseum.co.uk/specialevents/june.html>

Saturday 16th August: Capel Classic Car Show. About 250 cars from Vintage to Classic attend this show at Capel near Dorking, which is held in aid of the village church. It's just a short event, starting at 11 and ending at 4. It was my first show last year. It was very friendly and enjoyable and lots of people were interested in talking to me, so I intend to go back. There was also the local horticultural show and stalls to look round and Angela bought a lot of plants – some of which still need planting! I was so worried that she would get my carpets dirty as some of the pots were rather wet!

More information at <http://www.capelcarshow.com/>

If there are other events that you think would be fun and may be closer to where you live, let us know and we will see if we can meet you there.

Happy Motoring!

Babs

Contact e-mail – Babssidevalve@aol.com

Merseyside

Joe Wheatley

What with Christmas and all not a lot has happened over the past few months. Frank Wells has been able to get an engine running properly in his 100E Pop, though he is not too hopeful about it getting through an MOT in a few months time. Mike Brocklehurst received a surprise Christmas present from his wife – a good used 10hp engine for his E493A in lieu of the pile of rubbish he ended up buying a few months ago. Already in and running so he can recondition the original engine at his leisure.

So, on to events for 2008. Any with a ? after the date are not yet confirmed. This list will change but gives a reasonable idea of our proposed activities.

Sunday 20 April – National Drive It Day. We will organise something!

Sunday 27 April – Tottington High School, Bury. Introduced by Mike Brocklehurst. I have application forms if you wish to attend.

Saturday 3 to Monday 5 May – Llandudno Transport Festival.

Sunday 5 May – Culcheth Community Day. Our own little show on the village green.

Saturday 17 & Sunday 18 May? – Kelsall Steam Fair?

Sunday 25 May – Prestatyn Classic Car run. A good day out last year!

Monday 26 May – Prestatyn Classic Car Show. Free lunch for first 100 entries!

Saturday 31 May & Sunday 1 June – Tatton Park Classic Car Show. Club stand.

Sunday 15 June – Ashton Under Lyne static car show. With the TVVCCC.

Monday 16 June (evening) – Hope Valley Car Show. A very good do; take the afternoon off and join us!

Saturday 21 & Sunday 22 June – North West Motor Show, Southport. Club stand. Small charge.

Saturday 5 July? – Westhead Carnival. Small village show, rained off last year.

Sunday 6 July – Shaw & Crompton Vehicle Rally. They close the High Street for us!

Saturday 12 & Sunday 13 July – Cheshire Steam Fair?

Sunday 27 July – Audlem Car Show. A bit to travel, but usually get fed by Tony and Jane Ikin afterwards! A very good day out.

Saturday 2 & Sunday 3 August – Woodvale Rally, nr Formby. Club stand and £4 per car but too good to miss!

Saturday 9 & Sunday 10 August? – Astle Park Steam Fair?

Saturday 16 & Sunday 17 August – Tatton Park Classic Car Show. Club stand.

Sunday 24 August? – Blackpool Vehicle Preservation Group, Stanley Park, Blackpool?

Sunday 31 August? – West Lancs Festival of Transport, Merebrow. Club stand.

Sunday 7 September – Uppermill Car Show. With TVVCCC.

Sunday 7 September? – East Lancs Railway Vintage Transport Gathering, Bury.

Sunday 14 September? – All Ford car show – Blackpool prom?

Sunday 21 September – Port Sunlight Village. Club stand. Small Charge. With TVVCCC.

Sunday 28 September? – All Ford Rally, Abingdon? Was cancelled last year.

And that's another year gone!

Pre-War Register

Yvon Precieux

01475 529267
6pm-9pm

Registrar's Comments

2008, another year and all of us another year older. With me, age comes with the need for comfort so in the last few years I have succumbed to the advantages of a modern car with heater etc., whereas just a few years ago I would be out in all, including the worst of weathers without batting an eyelid, travelling much distance, wrapped up and protected from the elements in my C, 103E or Cheetah Special (now with Jonathan Checkley). Certainly driving an old car is pleasurable when you are not trying to maintain the high speeds of today on many highways and where weather conditions don't dictate the odd leak down your neck or the drenching of your passenger as you lurch round a corner in a downpour, as happened early in my Sidevalve days. Lucky enough these situations are usually experienced prior to restoration and although traffic and inclement weather are more of a force today, a ride out to an event on a hot summer's day with the windscreen open, an open road, the smell of leather or in most cases rexine, still remains one of the nicest experiences for an old car enthusiast.

In December my C van expired with a cracked tooth at the axle while driving into the garage, a worsening oil leak at the rear of the engine and water leak from the water manifold. Not only that but I have a little crack in the windscreen glass which is creeping up the centre. My friendly glazier in Greenock should be able to do the job, but I now have to dismantle the frame. As you can see, I have a lot of work to do. The good side is that Agatha, my 103E, is on the road albeit with a slight perceptible whine at the axle. I have prepared another axle to go in, which, though not a matched crown wheel, should be better.

Letters and Correspondence

It is too soon after the festivities as this copy has to be in by early January, but I can mention Mary Denton's Model Y from the December issue. Mary is relatively near to our store with her Abingdon address. Her car is a 1936 Model Y, registration ASJ 566, chassis number Y128736. From records this car did have its original engine, but the registration number was different. CUL 844 was the previous detail with the colour being green. I must admit I am not keen on cars losing their original registration, but that's life nowadays, hence that is why I do ask for information to be updated for record purposes. Still, I am pleased

Table 1. Carburettor settings

	Choke	Main Jet	Correction Jet	Pilot	Ass	Airjet (Ga)	Petrol jet (Gs)
Model Y (32-38)	23	95	250	35	20	4	100
Model C (34-38)	23	95	240	35	20	5	110

to include a further member to this register. First on your list, Mary, should be a workshop manual and a parts book. I would mention the telephone number above should members need to seek advice on their pre-war Ford. This is also open to others but please stick to the relevant times.

Spare Parts

As with the E83W register I am asking you, the members, to identify parts which you may think are worthwhile for the Club to stock for the future, as timing and finance are the necessary prerequisites for the committee to act on projects of this nature. With the committee I am trying to foresee the situation on pre-war spares needed. Please put pen to paper, or indeed please come to this year's AGM, as your input, especially your attendance, is well worthwhile. I would also mention buying from the Club. All remanufactured components are to the correct pattern, steels etc. and are tested on cars prior to sale with all spares inclusive of postage and packing with no extras involved. Old stock is available with second hand parts obtainable by quoting part number and type of car intended. Purchasing from the Club stores greatly assists in the impetus towards other costs which as each of us knows on an individual basis continue to rise each year. Buying from the club reduces the need to increase other costs and the need to rely on a smaller budget.

Carburettors

The Zenith (Ford) Carburettor was the only unit that could be used on our Model Y's and C's. Although the exclusive and standard carburettor for all our models has always

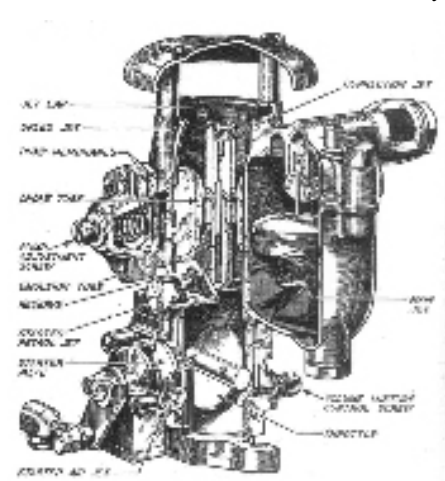


Illustration 1. The AIP Model Solex

been the Zenith, the Solex 30AIP unit could be installed at the dealership, as similarly customers for the early 22 and 30hp models could ask for the Solex 35 FIL unit. Mind you, I have never seen the Solex 30AIP carburettor on a Model C, but I have seen it on a buried and very rusted Model Y found years ago in a garden in Dulwich, London. Unlike our Zeniths, which underwent a fair number of changes from 1932 to 1938 before they got it right, the more expensive Solex was good from the start and had the added benefit of an acceleration pump. The carburettor (illustration 1) is only listed in very early car directory manuals with the settings as shown in Table 1.

Contact Breaker Points for E93A-type Engines

This concerns the actual contact breaker points gap. Now, apart from the early adjustable cam type distributor that was available on the earlier Model Ys and the early production Model Cs, the normal contact points gap on the fixed cam distributors for all models up to the early 1950s was identified as 10-12 thou. Yet in the very last handbooks for models up to this date and in the official Ford workshop manual it is defined as 14-16 thou. During the pre-war/war period up to 1941, the baseplate of the Model B Ford distributor was used, but this does not affect the points gap. To identify, a marking '10°' degrees is inscribed on the rear of this B baseplate. The points gap ambiguity, however, apparently lies with the Ford Motor company, for if one reviews the situation with other UK vehicle manufacturers during the period 1930-52, the majority of other cars and models shared this recommended contact breaker gap of 10-12 thou as standard.

However, in November 1949 the Lucas newsletter to Ford and other manufacturers recommended an increase to 14-16 thou on the introduction of a slightly wider profile cam unit issued on Lucas distributors as standard. For a year or so the two types of contact breaker gaps co-existed with their two corresponding cams and then the former was dropped from all new literature. This coincided with the printing of the official Ford workshop manual to cover the 103E Popular and later handbooks of the 103E, E83W, E493A and 5cwt van models identifying the contact breaker and gap at 14-16 thou, without reference to any variation in contact gap for early engines whatsoever.

Continued on page 12

Pre-War Register contd.

There was some confusion with car owners at the time, now long forgotten and to put the record straight, there still remain two distinct contact breaker gaps for our cars. Without doubt, the larger adjustment can work satisfactorily on most engines, despite the slight variance in the two types of distributor cam, but on the earlier engines, especially pre-war with the double water manifold and on some later engines even as far as the 103E, the 10-12 thou gap is better. As distributors may have been swapped between cars I would suggest both gaps and if the engine runs sweeter with that gap, then stick to it. I will endeavour to provide a drawing and some measurements to identify the component and show the variance of the two cams in the next issue for those of you who wish to become technical.

2008, Year of a Legend, the E93A

1886 was the year in which a practical petrol car was introduced. In 1960, when most of us were at school, the majority of veteran cars were a mere 65-70 years old. Fair enough, you may say, but what has this to do with 2008? Well, in retrospect the comparisons are still there with the E93A joining the septuagenarian ranks as then.

This does mean that the pre-war register is now full of very, very old vehicles, which is remarkable considering how many of our motors are still around and that basically the E93A retained the same components as the previous 7W. The Prefect, however, was given a full facelift to the front end with alligator bonnet and horizontally finned grille. Early publicity leaflets show the cars with bulbous lens and dipped bumpers of the earlier cars, but early production E93As bore only the former with straight bumpers.

A recent addition to surviving early production Prefects is Angela Hume's newly restored car and I would mention her recent page for contact to form a group in what is a very large catchment area. Initial owners of the first Prefects should have found them a bit livelier than the previous model, the 7W, as the engine compression was upped to the now standard 6.16, the 7W having a compression ratio of 6.03 and the model C a whacking great 6.6.

Prefects are quite different to other models yet have given the generic name E93A, the most familiar identification to the sit-up-and-beg models for the period 1937-1959. One of the nicest and most award winning cars that used to be around was the maroon Prefect owned by Geoff Culmer, a photo of which is shown (photo 2). The car was registered in August 1938, possibly one of the initial prototypes, and is registered FKL 597. Although not strictly pre-war but attributable to the Prefect is detail kindly forwarded by Sam Roberts of the Model Y and C Register.



Photo 2. Geoff Culmer's maroon Prefect

This refers to the itinerary for the inauguration of the millionth British-built Ford vehicle built at Dagenham on the 27th August 1946 and contains the speech by the Rt Hon John Wilmot, PC, MP, Minister of Supply. The proceedings began at 2.30pm with the arrival of general guests and the members of the press. After driving off the millionth white painted Prefect at 3.15 pm (photo 3), our Mr Wilmot must have been a bit peckish for at 3.25 after speeches by himself, Lord Perry and Mr Collick, Parliamentary Secretary Ministry of Agriculture and Fisheries, he had a buffet tea. Later that evening, 8pm, he attended a reception at the Dorchester Hotel for dinner with further speeches and light entertainment via Joseph and his music.

Model 7Y

I haven't mentioned these lately and here I'm going back many moons to a Bruce Palmer article about David Shepherd, the wildlife artist (elephants mostly) and his successful attempt to create a replica rail inspection trolley as used on the Zambesi Sawmills railway in Zambia. This company used many of our models, both pre-war and post-war up to the 103E to provide low cost trollies for track and signal maintenance. These Fords were designed to run wholly on railway running gear and axles, with others simply fitted with flanged wheels fitted to existing wheel hubs. David managed to persuade the then chairman of Ford UK to part with a 7Y in the so called 'Ford collection'. Not surprisingly the car needed much surgery. This was carried out superficially by the REME section of



Photo 5. The 7Y (Bruce Palmer)



Photo 3. John Wilmot, Minister of Supply in the Attlee Labour government, drives Ford's millionth vehicle, a 10hp Prefect, out of the factory with Sir Percival Perry in the passenger seat

27 Command, Warminster together with the fabrication of a set of rail wheels. On 6th August 1976 Terence Beckett, chairman of Ford (he received the knighthood later) handed over the keys to the restored replica of a ZSR trolley to go with a Zambesi Sawmills railway restored locomotive and carriage.

The 7Y is seen being mounted onto the purpose made track at Whipsnade Zoo (photos 4, 5, 6), Zoological Society of London with detail credit to Bruce Palmer. In the same article Bruce went on to say that 7Ws were used on a similar basis on the Eastern front during World War 2. Just think – a 7W crammed full of Russian soldiers gallantly sailing down the track to fight possibly at Stalingrad. Our pre-war cars certainly have some merit in history.



Photo 4. With all four rail wheels fitted, the 7Y was finally lifted into position with the help of a mobile crane (Bruce Palmer)



Photo 6. The 7Y being officially handed over to David Shepherd by the then Chairman of Ford of Britain, Terence (now Sir Terence) Beckett, 6th August 1976 (Bruce Palmer)

100E Register

Tony Lloyd

A Year of Woe

2007 was not a good year for my 100E.

Back in April, when I was doing my annual service and check, I decided to investigate a persistent misfire that had dogged the car for some time. It was annoying as much as anything but I wanted to get the car running as well as possible. I did all of the usual checks – plug leads, distributor cap, rotor arm, condenser – but found nothing that would cause the problem. While I was at it I decided to remove the whole distributor from the car to give it a good clean and to check the bob weights and general condition of the moving parts. Those of you that know our Sidevalve engines will know what is coming. Yes, it was seized into the head. This surprised me as I had always made a point of using copious amounts of engine oil whenever I refitted it.

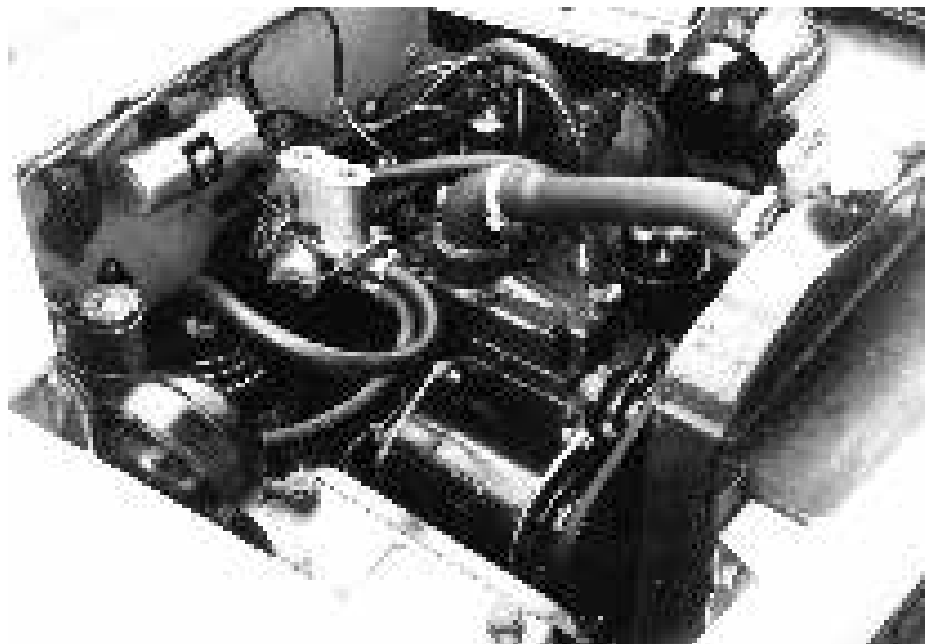
There followed several weeks of soaking the joint with releasing fluids which culminated in the removal of the head. I was now soaking the joint from both sides with no success. The distributor stubbornly remained in the head. I could have whacked it out and destroyed the unit in the process but I was determined that it was not going to beat me.

There followed a period of a sort of status quo where I would squirt it with releasing fluid and it would resist all efforts to move it. Then one day I was idly pushing the trolley around the local Tesco store, feigning interest in the weekly shop, when I noticed a special offer. It was for a pair of rubber strap wrenches, one large and one small, primarily designed for removing screw-in oil filters. They caught my imagination and I wondered why I had not thought of it before. I quickly secreted a pack in the trolley amongst the dog food.

On reaching home I immediately disappeared into the garage with my booty. Taking the large wrench out of the packaging I wrapped it around the distributor body, keeping it clear of the cap retaining springs, and gently applied some pressure. Did it move? I applied a bit more pressure. *Yes it moved!* There followed a 'eureka' moment where I wanted to run out into the street and proclaim to the world that it had moved. I contained myself, however, and wiggled the distributor free of the head.

On inspecting the distributor shaft I could see that the releasing fluid had hardly penetrated down the shaft at all and that there was hardly any corrosion. The small amount that there was had certainly held it in a vice-like grip.

Now to refit the head. I always clean the head bolts prior to refitting as you do not want them catching when you torque the head



The culprit

down. I also make sure that nothing has fallen down the bolt holes that would prevent the head bolting down tightly. I used one of those gaskets that you find around auto jumbles for about a fiver, mainly because I did not want to break into one of the gasket sets that I had. So the head was refitted and torqued down to the correct pressure. Every thing was put back together, checked and tightened up.

To return to the original purpose of the niggling misfire, I had decided to use a set of the plug leads that the club now supplies. When the engine fired up it was running beautifully. No misfire at all. I put this down to the use of the new plug leads and I recommend them to anyone. I ran the car around the local roads and it performed well.

A few weeks later I was booked into a classic car show at Walton on the Naze. I

packed the car with the things that we were taking and having topped up with fuel set off for the Essex coast. I had not gone a mile when I could hear a clicking sound that seemed to be getting worse. I stopped, opened the bonnet and revved the engine. No clicking could be heard. I set off again. There it was: click, click, click. I decided to return home and had just turned around when the engine died and would not restart. On investigation there was no water in the radiator, but plenty in the sump, a blown head gasket for sure. We were ignominiously towed home by the RAC. This time I used a 'proper' gasket and it has been fine since then.

The moral here is to always use good quality parts. There is no point in cutting corners: it only costs more in the end.

And its owner



Anglia & Pop Register

Andy Main

Christmas festivities have long passed and the sausage rolls and mince pies eaten so it is another Sidevalve motoring year to look forward to. Santa's stocking included a book called *Blokes & Sheds*, and we all know you can never have enough sheds. An Australian publication, so a shed can be up to an aircraft hanger covering an acre or two! A garage is not a shed; it's simply a place in which to store a car. Sheds reach across all classes of society with many uses including brewing beer to repairing/producing engineering items, shelves full of 'come in handy' items and a great reservoir of memories and experience. A shed is a place of practicality where a bloke is the ruler. Some other areas of the property he may think he is the ruler, but not so! For those that live in flats or have no area to have a shed, can they experience it in a computer game?

Thousands of businesses started off in sheds and that includes the very early days of the motoring industry. I expect many inventions grew from that fag packet drawing to first stages of construction on the bench.

Before Christmas petrol passed that £1 a litre figure and as I type this in early January it is now £1.04 with premium and diesel at nearly £1.10. Back in the days of a tankful for a pound or two, unless you owned one of those large cars that had tanks that held 20 or more gallons, even cheaper motoring could have been had by owning a three wheel Trojan 200. With only one door across the front, one climbed inside plus one passenger and sat behind the door/windscreen. When I was a small boy one turned into my late father's 103E Popular at a junction. We had a dented hubcap and they had a dented front door that took some difficulty opening due now to being misaligned. In 2007 Nissan unveiled at the Tokyo Motor Show a concept car, the Pivo 2, powered by batteries with only one door across the front but now with four wheels and rear seats as well for passengers. Even more technology has been introduced since the days of the Trojan as the cabin turns 360 degrees and therefore no need for a reverse gear. I wonder what the concept Prefect, Anglia and Popular would look like?

Out There Somewhere

Gary Smith from North Walsham, Norfolk joined the club soon after purchasing 981 ENK, a 1958 103E Popular, on 4th May 2007 (photo 1). It was purchased from a local club member who had died in July 2006 and had registered the Popular with me in October 2005. 981 ENK was first licenced on 8th December 1958 in Hertfordshire. Little history is known except that the last four owners lived in Norfolk. Gary has informed me that he has now sold it due to handing back the garage



Photo 1

he used to store it in. Since being completely restored by a previous owner in the mid 1990s it has never been out in the rain. Also Gary has found it difficult to service and maintain due to his health condition which limits his ability to do certain things. Sold to a motor trader, it is out there somewhere – with or without original registration?

Better Outcome Than Expected

The Club has been processing the paperwork to retain original registrations from the early days of the DVLA V765 system. Regrettably some vehicles will not obtain their original registrations due to lack of documentary evidence.

Stuart Lister from Brough, East Yorkshire purchased his 103E Popular in March 2003

after it was stored in a barn for between 10-15 years in East Yorkshire (photo 2), and no history or documentation surviving. Stuart when registering asked for advice. OYY 862 was a London registration; the series commenced in June 1954. With London registration documentation destroyed, no copies could be obtained as evidence. The chassis number however dated the Popular as built later and following chassis/engine rubbings and photographs confirmed that the Popular was built in late 1956 at Ford's Doncaster Plant.

I would have thought that a London registration series would be used up quickly so would assume that the OYY series lasted only weeks, not two years? However it may have lasted two years for some reason but

Continued on page 23



Photo 2



February 2008 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Regalia List

Books	
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/TW/7Y	£13.00
Reprint Model Y Bulletin	£11.75
Reprint Workshop Manual for 100E and 300E	£24.95
Reprint Parts Manual for 100E and 300E	£19.95
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.25
The John Howe Book of Cartoons	£5.00
Ford Motor Cars, 1945- 64	£7.95
Ford Model Y, Henry's Car for Europe by Sam Roberts	£29.99
Ford Popular and the Small Sidevalves by Dave Turner	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell	£19.75
Stickers	
Running In Instruction Sticker (Upright).....	£0.90
Running In Instruction Sticker (100E).....	£0.90
Window Sticker-FSOC design.....	£0.75
Silver Jubilee Window Sticker	£0.60
Historic Ford-'Keep off My Arse!!' sticker.....	£0.99
I Love My Sidevalve Sticker.....	£0.99
Register Sticker (state model) each	£1.10
FSOC 30th Anniversary Sticker	£0.60
Magazines	
Binder for Club Magazines (holds 2 years).....	£7.50
Following back copies of Sidevalve News available	£0.95
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, 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, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
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, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
Leaflets	
Ford Pop Motoring at Still Lower Price booklet.....	£1.75
Running in booklet Anglia / Prefect (date 9/49)	
Models	
Scale Link metal kit 4mm, 1937 Model 7Y van	£6.95
Ceramic Cream Model of 103E Popular.....	£4.95
Limited Edition E494C FSOC 30th Anniversary Model	£19.99
Badges	
Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue)	£1.45
FSOC Grille Badge: Round or Square	£9.50
Register Grille Badge: Popular/Prefect/100E/107E	£9.50
Clothing	
Please state size, design, colour and second choice of colour for all items of clothing.	
FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.50
<i>Racing Green in SM/Med/L/XL/XXL;</i>	
<i>Burgundy in Med/L/XXL</i>	
<i>Red, Black, Sky Blue or Royal Blue in Med/XL/XXL; Navy in Med/XXL; Jade MED;</i>	
<i>Raspberry SM</i>	
FSOC Polo Shirts embroidered in script	£13.20
<i>Lemon, Sky Blue or Emerald in SM</i>	
T-Shirts	
Model designs	£8.00
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design	£7.25
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED;</i>	
<i>Royal or Black MED</i>	
Other Regalia	
Blue FSOC Mug	£4.25
DVD of Ford archive material and FSOC events	£5.00
Tea Towel, All models design.....	£3.40
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.40
FSOC Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£2.20
Licence Disc Holder	£0.80
Dusters: Yellow duster printed with various sidevalve models around border,	
Club logo in Centre	
Per duster	£1.35
Pack of two dusters.....	£2.40
Pack of three dusters.....	£3.40
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00

100E and 107E Spares List

Front Brakes	
100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....
	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....
	£34.00
100E-2035	Front shoe return spring kit
	£3.70
100E-2038	Adjuster repair kit (front)
	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....
	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....
	£22.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side
	£12.50
100E-2061	
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....
	£7.25
E0A-2078	Hydraulic flexi hose.....
	£13.25
100E-2140	Master cylinder
	£72.00
E66-Z-1	Master cylinder repair kit
	£8.50
100E-2207-B	Dust cover wheel cylinder
	£0.90
Rear Brakes	
100E-2041-B	Snail cam (shoe adjuster).....
	£0.50
100E-2075	Connector (5 way brake pipes)
	£8.50
	Rear shoe return spring
	£6.00
	Rear brake spring (set of 4).....
	£22.00
100E-2119-B	Compensator (hand brake cable).....
	£5.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955).....
	£19.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards).....
	£19.95
100E-2261-B	Rear wheel cylinder 7" (53-55)
	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57)
	Reconditioned exchange only-old unit must accompany order.....
	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....
	£7.00
100E-2295-B	Hand brake cable
	£32.50
100E-2857B	Hand brake clevis
	£1.50
Steering and Front Suspension	
E55-DB1	Top suspension mount
	£40.00
E55-DB1	Pair top suspension mount.....
	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings
	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB
	£23.00
	Suspension insert
	£65.00
	Suspension insert plus top suspension mount
	£99.00
	Pair suspension inserts.....
	£120.00
	Pair suspension inserts plus pair top suspension inserts
	£190.00
100E-1190	Hub seal 0.983".....
	£7.00
105E-1190	Hub seal 1".....
	£7.00
Y-1202	Hub bearing inner 0.983".....
	£29.95
E-20-LB-1	Stud and bush.....
	£15.00
100E-3063	Bushes per set (track control arm / cross member).....
	£7.00
100E-3073	Track control arm repair kit.....
	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)
	£27.50
100E-3289/90-B	Pair track rod ends
	£22.00
100E-3304	Drag link (exchange £10 surcharge *).....
	£25.00

Rear Axle

100E-1107	Wheel stud	£2.50
100E-1175	Rear hub seal, 100E only	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.25
100E-4209	Crown wheel and pinion	£80.00
100E-4235	Half shaft	£30.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft)	£18.00
100E-5713	Bar rear spring shackle-inner	£5.00
100E-5719	Bush rear spring shackle (set of 4)	£7.25
100E-5781	Rear spring eye bush	£6.50
100E-5781	Pair rear spring eye bushes	£11.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber	£40.00
E-7ED-1	Rubber bush (bottom shock) (2)	£3.00

Exhaust

100E-5250	Stainless steel exhaust system, 100E only.....	£150.00
/5225/5255		
	Clamp (silencer outlet pipe)	£1.35
	Van silencer-mild steel.....	£20.00

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040").....	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£38.00
E93A-6256-A	Cam shaft gear.....	£27.00
E93A-6270	Timing Chain.....	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025".....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060").....	£28.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£7.50
100E-6505	Exhaust valves (per set of 4).....	£26.00
100E-6507	Inlet valves (per set of 4).....	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set.....	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060").....	£29.50
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only.....	£4.00
100E-2140	Master cylinder.....	£72.00
E66-Z-1	Master cylinder repair kit.....	£7.00
E74-7580-A	Release bearing.....	£10.00
100E-6068	Gear box mounting (exchange £10 surcharge *) fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£9.00
100E-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
EOA-7107-A	Ring synchroniser blocking.....	£5.00
100E-7111	Counter shaft.....	£10.50
100E-7114B	Gear and bush assembly.....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.25
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 *).....	£44.50
100E-17286	Ring speedo gear retainer.....	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80
100E-8115	Radiator drain tap (not original).....	£3.50
100E-8260A	Early top radiator hose, 100E only.....	£14.60
100E-8260B	Late top radiator hose, 100E only.....	£6.75
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (exchange £10 surcharge *).....	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat.....	£5.50
EOTA-8620-C	Fan belt, 100E only.....	£6.00

Fuel System

Fuel pump with spacer (no primer)	£43.50
Locking petrol cap	£22.50
Petrol filler grommet.....	£12.50

100E-9276	Gasket (fuel tank sender).....	£1.00
100E-9288	Flexible fuel pipe.....	£14.50
100E-9437	Hot spot gasket.....	£1.95
100E-9627-A	Rubber (air cleaner).....	£5.95
100E-9959	Gasket carburettor float chamber.....	£1.45

Ignition System

7V-12098	Nut H.T. lead distributor cap (set of 5)	£3.00
	Distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-12116	Distributor cap (D type)	£25.00
105E-12116	Distributor cap (round type)	£14.75
100E-12199	Contact set (D type distributor only)	£6.50
EOTA-12199-C	Contact set (round type distributor only)	£6.60
100E-12200	Rotor arm	£3.00
100E-12300-B	Condenser (D type distributor only)	£6.50
105E-12300-A	Condenser (round type distributor only)	£6.50
100E-12405-T	Spark plug	£2.85

Electrical

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *)	£43.00
E93A-10043	Brushes (EOTA Dynamo)	£3.20
105E-10043	Brush set	£3.20
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£28.00
E0A-10505-D	Voltage regulator (screw terminals)	£28.00
105E-11057	Brush set starter motor	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with	
100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
50563-S	includes fixing screws	£15.75
	Pair of rear red tail light lamp lenses	£26.50

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£17.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
100E-7043504	Boot handle rubber escutcheon seal (Anglia / Popular).....	£3.95
100E-7303110	Front screen rubber	£29.95
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£140.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
105E-9448	Manifold gasket, 107E only.....	£2.00
E258-GD1	Clutch slave cylinder, 107E only.....	£25.00
E72-Z1	Clutch slave cylinder kit, 107E only	£4.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£26.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
107E-8260	Top radiator hose, 107E only.....	£6.95
107E-8286B	Bottom radiator hose, 107E only.....	£12.50
105E-8501	Water pump, 107E only	£40.00
105E-8620	Fan belt, 107E only.....	£3.00
105E-12116	Distributor cap (round type).....	£14.75
E0TA-12199-C	Contact set (round type distributor only)	£6.50
105E-12300-A	Condenser (round type distributor only)	£6.50
105E-10043	Brush set	£3.20
105E-11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£6.90
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Please note that all our prices include postage and packing! (for UK members only)

B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W)	£160.00
YE-2019A } CE-2019B }	Brake Shoes (set of 4-all models-	
7W-2019 }	exchange £10 surcharge)	£49.50
Y-2035	Spring (brake retracting)	£5.00
7W-2035	Spring (brake retracting) (set of four) Model Y	£18.75
7W-2035	Spring (brake retracting) not E83W	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£5.75
E83W-2035	Spring (brake retracting) (set of four) E83W only	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C)	£7.95
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£10.10
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£10.50
	Brake pedal return spring	£5.60
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE-2793	Spring (handbrake lever pawl)	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£16.50
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£14.45
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50
YE-3290-E } E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£62.50
	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).....	£1.80
YE-33111	King Pin Set, complete (Model Y)	£70.00
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£53.00
E83W-33111	King Pin Set, complete (E83W)	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.25
YE-3616B	Horn Button and Nut (Y model).....	£5.45
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease)	£7.25
Y-4217	Bolt (diff gear case)	£3.25
18-4217	Bolt (diff gear case)	£4.00
E93A-4607	Pin (Drive Shaft)	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.35
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.95
	Front Shock Absorber Link to fit E493A, E494A & 103E ...	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Front Shock Absorber Link to fit E83W	£25.00
	Rear Shock Absorber Link to fit E83W	£25.00
	Shock absorber (specify which one required)	£75.00
	Front wheel bearings (wheel)	£56.00
	Front wheel bearings (per axle set)	£110.00
	Suspension Buffer (fits all models except Model Y)	£15.75

Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system	£105.00
	E83W stainless steel exhaust system.....	£99.50
	E93A-5230/Prefect and 7W stainless steel exhaust system	£130.00
E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£130.00
	Clamp (inlet pipe to manifold)	£10.00

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly	£45.20
E93A-18670 }	Oil Filter Inlets (pair) (fits all engines).....	£12.95

E98T-18672 }	Oil filter.....	£35.00
Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount)	£8.50
	Front Engine Mounting bolt	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.05
E93A-6270	Timing Chain	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.00
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set)	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines)	£15.50
Y-6520	Valve Cover (fits all engines)	£5.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£4.50
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£3.95
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.00
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.50
YE-6623	Oil Pump Screen (fits all engines).....	£9.65
	Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines)	£50.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
	E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040")	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.040")	£38.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935-1953)	£45.00
	10hp manifold gasket.....	£7.25
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket	£15.00
YE-24052C	Studs (Cylinder head) set	£29.95
	Used engines suitable for rebuilding available (collection only)	£70.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£10.50
Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£30.15
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp)	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
7W-7050	Retainer (main drive gear bearing).....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly	£2.95
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly	£21.65
Y-7069	Washer main shaft intermediate gear thrust	£3.00
E04A-7070	Retaining Ring (snap ring)	£1.50
YE-7071B	Washer intermediate gear thrust washer	£4.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7090	Universal Joint	£30.00
103E-7114	Counter Gear (10hp)	£45.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.25
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7523	Clutch return spring	£5.25
7W-7533	Clutch linkage clevis pin	£2.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£25.00
7W-7561	Clutch Release Bearing Hub-All models	£19.50
YE-7563B	Clutch Cover-All models, except E83W (exchange-send with order)	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order)	£66.00
E74-7580A	Clutch release bearing-All models	£10.50
E70-7600-A	Clutch Pilot Bearing	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter	£19.95
Y-5102	Large selection of used gearboxes available (collection only)	£30.00

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.95
Y-8109	Radiator cap (brass screw type).....	£6.50

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

Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....£4.50	103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....£18.60
	Radiator Hose (moulded-E83W-state top/bottom).....£10.50	103E-13450/1	103E Rear Lamp Lenses (pair).....£29.95
	Radiator Hose (moulded-bottom).....£10.50		103E Complete Rear Lamp Unit including bulb (pair).....£82.00
	Radiator Hose (moulded-top, state type of radiator cap and model).....£11.50	ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....£1.75
YE-8606B	Fan Blade (11").....£5.90	40E-13466	Panel bulb 6V 3W.....£1.70
E93A-8610C	Pulley (fan and generator 3.12" O.D.).....£7.90	78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....£1.26
E494A-8610	Pulley (fan and generator 4.12" O.D.).....£7.50	BE-13466-A	Sidelight Bulb 5W CC (not E493A).....£1.26
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....£5.95	E83W-13550B	Popular no. plate lamp (E83W and 103E only).....£21.50
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....£5.95	CE-13740A	Toggle Switch (panel lamp).....£2.60
		38193-57	Headlamp mounting bolts plus nuts (each).....£8.95
		E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....£47.75
			Rebuilt bulkhead cutout (exchange only).....£24.65
Fuel System			
	Fuel Pump with spacer (no primer).....£42.70	Rubber Grommets and Seals	
	Fuel Pump repair kit.....£27.25	E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....£1.99
E04A-9080	103E/E494A Petrol Filler Grommet.....£12.85		7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....£4.30
7W-9080	7W / E93A /E493A Petrol Filler Grommet.....£10.75	7W-16625	E83W Bonnet Corner Pads (Pair).....£8.95
BE-9288-A	Flexible Petrol Pipe (except E83W).....£15.25		E83W Bonnet Corner Pads (Full set).....£12.95
YE-9355	Fuel Pump Cover (all models).....£1.95		Bumper (bonnet side panel), E493A, E494A and 103E.....£0.90
YE-9364-B	Gasket (fuel pump screen cover).....£0.65	81A-16754	Bumper (bonnet dowel locating) fits E493A.....£3.50
YE-9365	Fuel Pump Cover Screen (all models).....£1.50	81A-16760	Grommet-gearbox cover.....£4.50
YE-9374	Gasket (fuel pump to cylinder).....£0.95		Set of three grommets-gearbox cover.....£12.00
7W-9425	Inlet Manifold (10hp).....£17.00	CE-171515A	Grommet (windscreen wiper).....£3.50
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....£2.75	E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....£16.95
	8hp manifold gasket.....£7.50	E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....£24.95
	Carburettor Gasket Kit.....£7.95	E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....£1.99
	Rebuilt 8 hp Carburettor (exchange-send with order).....£80.00		Opening windscreen rubber for E83W.....£18.95
	Rebuilt 10 hp Carburettor (exchange-send with order).....£80.00	E83W-111172	Blind Grommet (fits under 103E/E494A bonnet).....£0.60
Y-9477	8hp Gasket (carburettor to inlet manifold).....£1.25	40-700546A	Door post rubber bumper (one per door post 1937 onwards).....£2.39
CE-9477	10hp Gasket (carburettor to inlet manifold).....£1.25	48-702610A	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....£2.15
YE - 9555	Carburettor Float (all models).....£4.50		Boot T Handle Escutcheon rubber seal.....£3.95
YE-9660	Connector (Starter Valve) Assembly.....£5.00		E83W Door Rubber seal (enough for both doors).....£13.75
48-9735	Accelerator Pedal (all models except Y,C and E83W).....£12.95		Opening windscreen rubber for Prefect and 5cwt van.....£15.50
Ignition System			
	Emergency breakdown kit.....£42.50		Front screen rubber for 103E/E494A/E04A.....£13.25
	Set E93A ignition leads.....£14.95		Weatherstrip door bottom (per ft) all saloons 1937 onwards...£2.75
E83W 12024A	6V Ignition Coil (All models-not original).....£38.75		Roof weatherstrip (per foot) All models except Y and C.....£1.99
YE-12100B	Distributor-rebuilt (exchange-send with order).....£50.00		Rear screen rubber for all saloons (not E93A or 7Y deluxe).....£14.25
YE-12116B	Distributor Cap (All models 1935 onwards).....£13.00	Miscellaneous Body Fittings	
YE-12135B	Oilier (screw-in type) All models 1935-1955.....£1.50	E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....£12.60
YE-12185B	Toggle (All models 1935 onwards).....£0.59	103E-8213-A	Ford Popular Grille Badge (103E Popular).....£9.35
YE - 12191B	Spring (distributor weight) no 1 - light.....£2.85	E494A-8215	E494A/E494C/103E Grille Badge Mount.....£14.50
YE-12199B	Contact Set (All models 1935 onwards).....£6.60	E83W-8215-A	E83W Grille Badge Mount.....£19.00
YE-12200C	Rotor (All models 1935 onwards).....£3.25	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....£5.90
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....£1.25	YE-16750B	Bonnet Clip (Y model).....£19.85
YE-12300B	Condenser (All models 1935 onwards).....£8.50	103E-17261 / 2-B	Speedo Cable (state model).....£19.85
52-12405A	Spark Plug, L86C (All models also 100E).....£2.85	C46412AR	Dovetail (female).....£4.25
Electrical System			
	Dynamo-2 brush, early type (exchange-send with order).....£87.50	E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....£49.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....£110.00		Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....£29.95
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....£87.50	E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....£31.50
E93A-10043	Kit (2 brush dynamo brush).....£4.50	E493A-7022401	E493A Prefect Non Locking Door Handle complete.....£16.90
EY-10043	Kit (3 brush dynamo brush).....£4.50	E93A-7043500	Locking Boot Handle, chrome plated, with keys.....£11.95
YE-10094	Bearing (generator drive end) assembly.....£5.95	C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....£0.50
YE-10160	Felt (dynamo drive end bearing).....£0.65	7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....£11.75
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....£24.95	BE-964280-H	Window Winder Handle.....£4.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....£110.00	7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....£4.90
YE-11001C	8hp starter motor (exchange-send with order).....£110.00	Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....£3.80
EY-11057	Starter motor brush set, 8hp 2 brush.....£4.75	C-949967C	Striker Plate (C and CX, 1934-1936).....£3.80
E93A-11057	Starter motor brush set, 10hp 4 brush.....£9.50		Bootlid Script Badge (Popular, Prefect and Anglia).....£14.75
7W-11359	Spring (starter pinion retaining).....£0.75		E83W wing mirror.....£15.00
BE-11450	Starter Switch.....£18.00		Reconditioned window regulator (please return old unit with order).....£45.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....£3.75		Radiator Muffs (E93A Prefect only).....£26.60
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....£4.95		
ET6-13007-B	Headlamp Bulb 36W/36W.....£4.95		
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....£0.75		
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....£0.75		
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....£4.00		
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....£0.60		
CE-13101	Spring (headlamp focusing).....£0.65		
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only).....£7.75		
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only).....£19.50		
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....£21.25		
103E-13408B	103E Plate (Rear Lamp Base) (pair).....£41.50		

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Post-War for Sale

Ford Anglia tourer convertible 1947 in VGC no rust send email for photos. Telephone Joseph Dowling, +353 863512741, Kilkenny. Email bregain@bregain.com (non-member)

Ford Prefect E493A with original no. plate and relevant DVLA documentation. Restoration project or spares. Telephone Peter Grindley 01743 360808, Shrewsbury, Shropshire. Email peter.grindley@btinternet.com (non-member)

Pop 1950ish x 2 for spares or repair, poor condition with engines gearbox & back axles £350.00 ONO. Telephone Ron Smith 01844 343983 / 07860 388940, Bucks

100E/107E for Sale

100E, 1960. Ambassador blue. Very good all round. Lots of new parts, runs well. Ready for shows. Garaged. £2000. Telephone Peter Hennessey, 01708866626, Wickford, Essex. Email phennessy23@aol.com (non-member)

Commercial for Sale

1951/52 E494C 8 HP van poor state of repair, with the canvas roof collapsing and rain ingress has occurred. It has an interesting reg no KYS 281 but I have mislaid the reg doc as the original green logbook was never given to me when I purchased the vehicle in the

late 70s. I ran it for 10/12 years and the engine was fine but it has not been driven for around 15 years. I would prefer to retain the cherished number plate and am checking with DVLA at Swansea to ensure this is possible. Telephone Piers Harker 01753 883266. Email jonharker@bulldoghome.com (non-member)

1948 Fordson Anglia van with side windows in VGC no rust send email for photos. Van is in Ireland. Telephone Joseph Dowling, +353 863512741, Kilkenny. Email bregain@bregain.com (non-member)

Wanted

Wanted – Ford 8 Y-type. Anything considered but prefer needing work as funds limited (retiring shortly!). Telephone John, 01527 520072 / 07977 583520. Email jp104a0283@blueyonder.co.uk

300E Van, Escort or Squire in any condition. Project to concours. Please phone Steve on 01379 677367 or email steve@beckgreenfarm.fsnet.co.uk

Aquaplane Inlet and Exhaust manifolds to take twin 1 1/4" S.U carbs on to E93A engine. Telephone Gerald Pollard, 01924 495890, Mirfield, Yorkshire. Email gerald.pollard@virgin.net

Front panels for an E04A Anglia. Grill, pair of bonnets and a pair of side panels. Cash waiting will travel. Telephone John Gumble 01992 632486 / 07949 248537, Hertfordshire. Email john@gumble.freemove.co.uk

107E, 1960 Prefect boot handle and lock complete for 107E or cap and badge that slides over lock, good condition if possible. Telephone Alan Young, 01243 671677. Email gill.young@tesco.net

Spares for Sale

Popular 103E spares, Pair Karobes red front seat covers with white piping £30, Radiator £15, Dynamo £10, Hub puller £15, 100E petrol pump new £20. Telephone Mike, 01708 377449, Essex.

Five new 5.20 x 16" tyres £20 each. Telephone Brian Price, 01225 766700, Trowbridge, Wiltshire. Email brian@trowbridge36.wanadoo.co.uk

Head linings for all sidevalves. Special club members price of £139 inc. postage. Phone Steve on 01379 677367 or email steve@beckgreenfarm.fsnet.co.uk

107E cross member excellent condition £30. Telephone T. Smith, 01702 511975, Essex.

Miscellaneous

The Ford Popular by Leonard Homes for sale. Complete and in excellent condition. Part of the Odhams Owner-Driver Handbook range. £25. Telephone Ian Waller, 07811 321235, Bath. Email ifwaller@tiscali.co.uk (non-member)

Enquiry Instruction Book for: 1932/37 Popular 8hp, 1934/37 De Luxe 10hp, 1937/39 Eight, 1937/38 Ten. Includes spec. servicing, de-coke, wiring diagram etc. 51 pages published 1953. Very scruffy but all there and intact! Offers? Telephone Rob, 01507 473358, Lincs. Email robblairuk@yahoo.co.uk (non-member)

Good home required for 100E workshop manual – not pristine condition, see picture at: <http://members.lycos.co.uk/planetgeorge/100E/Manual.jpg>. Don't want any money for it but also would prefer not to mess about posting. Ideal solution is for someone to pick it up in a 100E and take me for a spin round the block! Email georgetripp@hotmail.com, Northampton (non-member)

I have some original documentation belonging to XLC 350; I would like to pass it on to the current owner. Telephone Peter Seager-Thomas, 01403 753447, West Sussex. Email prseagerthomas@aol.com (non-member)



Sidevalve News

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

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

Geoff Hammond
103 Shorncliff Road
Counden
Coventry
Warwickshire

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 £5 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.

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

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



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

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

Name(s) of Account Holder(s)

Bank/Building Society Account Number

--	--	--	--	--	--	--	--

Branch Sort Code

--	--	--	--	--	--

Name and full postal address of your Bank or Building Society

To: Branch/Agent	Building Society
Postcode	

Reference Number

P	E	C	S	U	B	S									
---	---	---	---	---	---	---	--	--	--	--	--	--	--	--	--

Banks and Building Societies may not accept Direct Debit instructions from some types of account



Instruction to your Bank or Building Society to pay by Direct Debit.

Originator's Identification Number

6	3	0	6	5	6
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FOR FSOC LTD OFFICIAL USE ONLY

Printed part of the instruction to your Bank or Building Society

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

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: _____

Instruction to your Bank or Building Society
Please pay FSOC Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain in force with FSOC Ltd and if so, details will be passed electronically to my Bank/ Building Society.

Signature(s)

Date

This guarantee should be attached and retained by Payee

The Direct Debit Guarantee



- This Guarantee is offered by all Banks and Building Societies that take part in the Direct Debit Scheme. The efficiency and security of the Scheme is monitored and protected by your own Bank or Building Society.
- If the amounts to be paid or the payment dates change FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed.
- If an error is made by FSOC Ltd or your Bank or Building Society, you are guaranteed a full and immediate refund from your branch at the earliest paid.
- You can cancel a Direct Debit at any time by writing to your Bank or Building Society. Please also send a copy of your letter to us.

Anglia & Pop Register contd.



Photo 3

we had no evidence to prove or disprove it. Stuart was aware that the only option was a non-transferable age related registration and I wrote a supporting letter for one.

On visiting his local DVLA office in Beverley to apply for the age related registration the very helpful person checked the chassis number on the computer and came up with the original registration FFA 290, saying it was available if Stuart wanted it. Apparently the registration had been transferred to another vehicle at some time and in 1999 was then exported. With the original registration now available obviously Stuart opted for it so as to return it to the original vehicle. This involved some time waiting as the Police VIB Unit had to inspect the Popular to confirm the chassis number, and see that it was original and not made up from bits of other cars. DVLA Beverley telephoned

when he could pick up the form V948 so that new registration plates could be ordered. Very helpful people.

So were did FFA 290 originate from? Not built in Doncaster but in Dagenham and first registered not in London but in Burton-on-Trent! The FFA registration series commenced in August 1956. FFA 290 was registered on 1st January 1957, the proud owners living in Ashby De La Zouch.

When did the Popular have the registration transferred and what vehicle received the transferred registration FFA 290 before being exported in 1999?

What is the earlier history of registration OYY 862?



Photo 4

Health & Safety Warning

Coming out of hibernation from the shed, garage or warm lounge one's work may include changing wheels. In November it was reported that a 66 year old man living on his own in the USA and not drunk had been working on his Lincoln for two weeks. One wheel nut refused to budge and out of frustration he shot at it with his shotgun at arms length! He sustained injuries from his feet to the middle of his abdomen with some pellets reaching his chin. I assume the Lincoln handbook gave no warning about shotgun nut removal?

1500 Reached

I am pleased to report that the Register has now reached 1500 vehicles. In another edition I will include some statistics.

Building in Need of Restoration

The old building behind Len Shorthouse's Popular, shown in the last issue, was cropped in editing and is therefore much taller than featured.

Not Available

George Cave from Southport, Lancashire purchased his 1952 E493A Prefect back in November 1994 (photo 3) but has only recently registered it with me after investigating the original registration. The Prefect obtained the non-transferable age related Scottish plates 15 years ago.

George informed me that the original registration was GRD 597. Registered in Reading, the registration series commenced in June 1952. On checking the files GRD 597 joined the register in May 1981, the owner living in Llangollen. Purchasing it on 29th March 1981 the previous owner had it for several years, and no longer has time to enjoy it.

In 1989 the then new owner living in Preston includes the first photograph (photo 4). I am informed that GRD 597 was sold on 1st July 1984 when it first resided in Preston. Sold after four years to a local garage in Preston in 1988, this owner part exchanged a Morris Minor for it. Re-chroming was outstanding on the door handles and the headlining required replacing. It was during this ownership that the original registration was transferred to ...?

Comparing photographs 3 and 4 one can see external differences. Other changes now include a water temperature gauge that has replaced the clock, external water pump, and conversion plate fitted to take a screw on
Continued on page 27

E83W Register

Yvon Precieux

01475 529267
6pm-9pm

Registrar's Comments

Welcome to the new year. I have now collated a cross reference file with FSOC records to date to identify E83W chassis registration, original plate and membership for this register. I still do need your assistance with the chassis and plate information on your vehicle. This information is for record purposes only and will remain within the FSOC as it is only with regularly updated information that we as a Club can identify numbers surviving, and also assist members where some skulduggery is at hand.

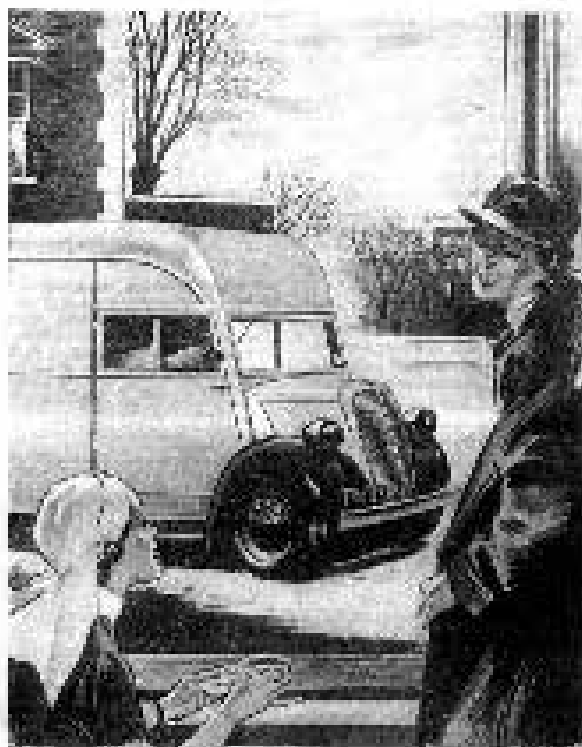
As detailed in the last issue, the E83W register is a relatively large force from the number of surviving vehicles that are around today. Taking into account vehicles that remain outside the register, the numbers are in the hundreds with the marque certainly on par with those numbers related to other registers. So we do have a large catchment area. As mentioned in the last issue a number of components for the E83W do come from the larger Fords with the majority of parts exclusive to the E83W model bar the engine mechanicals. Although the committee have to look equally at the registers regarding spare parts, I am asking E83W members to advise me of any item which they feel needs to be remanufactured in the possible future. This does not mean that they will be manufactured soon as naturally finances will dictate, but by compiling a list now, this register should be able to convey the needs earlier to the committee for remanufacturing decisions to be made in relation to requests from other registers.

Exclusive parts available at present are the gear lever gaiter, shock absorbers, windscreen rubbers, number plate lamps, retaining lamp clips, spring retracting clips, brake cables, handbrake cables, kingpin sets and various mechanical parts including engine and gearboxes besides second hand parts. If you have a problem, send me a diagram and description of the part or parts if you do not have a parts list number, and look at the top left hand corner of this register ... I am on the phone.

Correspondence

Received a computer disc from Canada showing Les Foster's E83W and other vehicles

EMERGENCY A.R.P. AMBULANCE on **Fordson** 10-cwt. Chassis



MOUNTED Over the Fordson 10-cwt. chassis, the spacious, light, easily designed body of this emergency A.R.P. Ambulance has a maximum capacity of four attendants, one or six sitting patients in addition to the driver and himself. The fully padded interior offers a degree of comfort in driving. The 10-hp. power unit is exceptionally economical on petrol, while Ford suspension and design give the high degree of riding comfort and manoeuvrability suitable for the heaviest work. 12 special provisions for driving 2 and 4 wheel vehicles and to insure the vehicle is the best form of emergency medical assistance can be easily removed, and the vehicle can be converted into a van suitable for general delivery purposes. The original dual purpose vehicle is fully covered by the standard Ford Service Policy.

Price: (£2,220) (based on pricing given in 1944)
(including transport and first year licence)

£220

FOR SALE BY CORRIGAN LTD, DAREHAM, ENGL. AND AT ALL REGENT STREET, LONDON, W1

Illustration 1. The ARP conversion, with suicide doors

including a nicely restored 100E. Full details of the E83Ws will be included in the next issues, otherwise this section is quiet.

Canteen Vans

One very nicely restored vehicle, ROO 849, was seen regularly in the 1980s. This vehicle was known to me and the South East London Group when I was the group contact at the time. The E83W was owned by Greg Chapman, a very likeable guy who used to lead us to events, sometimes up the garden

path. One time I remember him directing all of us though a hotel complex, twice round, with all the hotel guests somewhat perplexed at what was happening although they seemed to take the situation in good faith at the time. Sadly the vehicle was damaged quite severely at a roundabout at his then home in Essex and although repairs were contemplated, I lost touch and it is possible that the vehicle was scrapped.

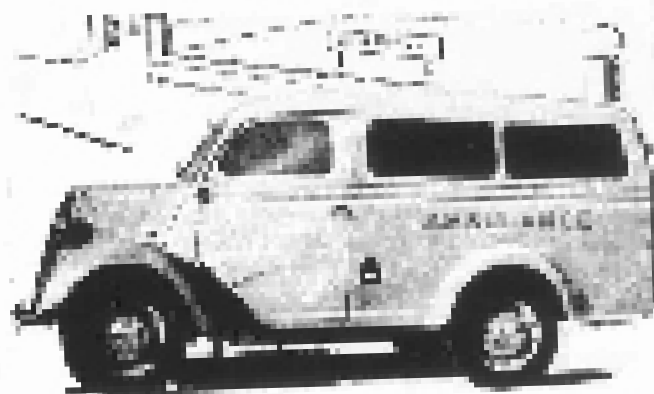
Ambulances

Yes, there may be one around, possibly owned by Melvin Riding of Wigan. In 2001 Melvin wrote to Tim Bubb, the previous incumbent of this register to say that he was in the throes of buying an E83W Martin Walter ambulance conversion. But no further news on the outcome appears to have been advised.

However we do have illustration and the advertisement shows that this was a 7 seater for sitting passengers (illustrations 1, 2). Whether stretcher cases were involved is not identified; if so I assume the sitting passengers were ejected, hence the phrase 'walking wounded', as otherwise it would have been a bit crowded.

This conversion, but not as an ambulance, and just with seats only, was also available on the 5cwt van. The price of the E83W ambulance conversion was £541.00 (illustration 2). The other type of ambulance conversion was advertised under the Ford Motor company banner. This vehicle is suspiciously like the 10 cwt laundry van with the capacity of 180 cubic feet carrying space built by Sully Blackford and Hawkey Ltd (illustration 3). In the ambulance conversion there is a partitioned area for the stretchers and patients and the rear is covered by tarpaulin tail sheets for full weather protection. Looking back to the Sully Blackford and Hawkey advertisement the same partition is identified with either roller shutters, or in this case, full length sheets being supplied. The only variance can be clearly seen in the manner in which the ambulance cab doors are hung, suicide fashion type, but this may have been the pre-war preference of the time, unless anyone out there can tell me otherwise.

In the illustrations at the side of the main picture (illustration 1) the four standard stretchers can be seen in position with the folding seat in the middle. Two roof extractors, not seen, provide ventilation. Note the fully enclosed cab. The second illustration down shows the interior adopted to take a stretcher case, possibly Stan Bilous (South East London Group) who must have been in the ARP at that time, and three sitting patients plus attendant with the remaining stretcher being stowed away on angle iron runners to the side and roof. The final illustration depicts the situation of six patients and one attendant, having lost Stan in turning a corner at speed. Note the folding step at the rear.



This 10cwt 7-seater Ambulance conversion of the Thames 10 van, can be ideally suitable for modern requirements. Low in first price - no previous tax, extremely economical running, speedy and configurable AND with seating which can be adapted for sitting or stretcher cases.

Price **£541.0.0 - NO P.T.**

More details and prices for conversion of the 5cwt, 10cwt, 15cwt, 20cwt, 25cwt, 30cwt, 35cwt, 40cwt, 45cwt, 50cwt, 55cwt, 60cwt, 65cwt, 70cwt, 75cwt, 80cwt, 85cwt, 90cwt, 95cwt, 100cwt, 105cwt, 110cwt, 115cwt, 120cwt, 125cwt, 130cwt, 135cwt, 140cwt, 145cwt, 150cwt, 155cwt, 160cwt, 165cwt, 170cwt, 175cwt, 180cwt, 185cwt, 190cwt, 195cwt, 200cwt, 205cwt, 210cwt, 215cwt, 220cwt, 225cwt, 230cwt, 235cwt, 240cwt, 245cwt, 250cwt, 255cwt, 260cwt, 265cwt, 270cwt, 275cwt, 280cwt, 285cwt, 290cwt, 295cwt, 300cwt, 305cwt, 310cwt, 315cwt, 320cwt, 325cwt, 330cwt, 335cwt, 340cwt, 345cwt, 350cwt, 355cwt, 360cwt, 365cwt, 370cwt, 375cwt, 380cwt, 385cwt, 390cwt, 395cwt, 400cwt, 405cwt, 410cwt, 415cwt, 420cwt, 425cwt, 430cwt, 435cwt, 440cwt, 445cwt, 450cwt, 455cwt, 460cwt, 465cwt, 470cwt, 475cwt, 480cwt, 485cwt, 490cwt, 495cwt, 500cwt, 505cwt, 510cwt, 515cwt, 520cwt, 525cwt, 530cwt, 535cwt, 540cwt, 545cwt, 550cwt, 555cwt, 560cwt, 565cwt, 570cwt, 575cwt, 580cwt, 585cwt, 590cwt, 595cwt, 600cwt, 605cwt, 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2315cwt, 2320cwt, 2325cwt, 2330cwt, 2335cwt, 2340cwt, 2345cwt, 2350cwt, 2355cwt, 2360cwt, 2365cwt, 2370cwt, 2375cwt, 2380cwt, 2385cwt, 2390cwt, 2395cwt, 2400cwt, 2405cwt, 2410cwt, 2415cwt, 2420cwt, 2425cwt, 2430cwt, 2435cwt, 2440cwt, 2445cwt, 2450cwt, 2455cwt, 2460cwt, 2465cwt, 2470cwt, 2475cwt, 2480cwt, 2485cwt, 2490cwt, 2495cwt, 2500cwt, 2505cwt, 2510cwt, 2515cwt, 2520cwt, 2525cwt, 2530cwt, 2535cwt, 2540cwt, 2545cwt, 2550cwt, 2555cwt, 2560cwt, 2565cwt, 2570cwt, 2575cwt, 2580cwt, 2585cwt, 2590cwt, 2595cwt, 2600cwt, 2605cwt, 2610cwt, 2615cwt, 2620cwt, 2625cwt, 2630cwt, 2635cwt, 2640cwt, 2645cwt, 2650cwt, 2655cwt, 2660cwt, 2665cwt, 2670cwt, 2675cwt, 2680cwt, 2685cwt, 2690cwt, 2695cwt, 2700cwt, 2705cwt, 2710cwt, 2715cwt, 2720cwt, 2725cwt, 2730cwt, 2735cwt, 2740cwt, 2745cwt, 2750cwt, 2755cwt, 2760cwt, 2765cwt, 2770cwt, 2775cwt, 2780cwt, 2785cwt, 2790cwt, 2795cwt, 2800cwt, 2805cwt, 2810cwt, 2815cwt, 2820cwt, 2825cwt, 2830cwt, 2835cwt, 2840cwt, 2845cwt, 2850cwt, 2855cwt, 2860cwt, 2865cwt, 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Specials Register

Rob Daniels

Happy new year to everyone.

May I express a warm welcome to all the new members that have joined in the last couple of months. These include Siva owners Nigel Parkes and Roy Blake who both own 4-seater Edwardians, Chris Dunne who owns a Super Two, and Dennis Walker who we think owns a Ginetta G2 (formal identification is still required). Can I ask all those members to send me photos and a description of their cars including specifications, how you acquired it etc., so that I may feature your cars in future editions of *Sidevalve News*.

An important date for your diary: the **Historic Specials Day** this year will be on 10th August.

We have recently put our house up for sale, so with four Specials and three modern cars in the household it was decided to sell the AKS. It was duly advertised on eBay just before Christmas and subsequently bought by Mike Spellacy who has also joined the FSOC. Welcome, Mike.

An Ashley?

With my email back up and running the correspondence has started to flow again. This first photo was sent in by Ivor Coster who asked if I could identify the car as an Ashley. Ivor was curious as the rear wings are different to the usual Sportivas and 1172s.



It is definitely an Ashley, although the rear fins look different to the ones that Ashley were using on the later Sportivas. Looks very similar to the Sunbeam Alpine rear wing. If you look closely at the photo you can just make out the outline of the original wing of the 1172/early Sportiva. I think it's either a prototype that the factory were messing about with before the redesigned rear came out, or more than likely, someone has put some fins on it to give it that individual look.

And Another Ashley

"Rob,

I thought you would want to know my latest news which is that I have stumbled on an Ashley 1172 Coupe parked on a driveway beside a busy main road on the

outskirts of London. The bad news is that it doesn't have any registration number on it. It is a super looking car and when new must have been quite something. It's got Ballamy wheels, chrome bumpers front and rear (a bit odd on the front due to the shape of the 1172 nose), chrome side strip along the doors, a little twin exhaust pipe; it's super.



At first glance it is in superb condition, closer up it wears a sort of polished aged look about it. It hasn't been resprayed in a long time but it looks shiny. The wheels have a little light rust in places but nothing that shouts neglect. The interior is hard to see but again looks well specified with a lot of instruments in a ply dash, it all looks so period. It's painted BRG, the roof is clearly detachable.

I have photos: it is distinctive enough I think for you to say if you know it from your records or not. It is parked along a main road in Romford. Loads of people must have seen it there. It's been there about a month now so my spies tell me, although I only saw it last week. Does this car belong to a member? If so can they please send me some details.

Thanks,

Trevor"

Thanks, Trev. I don't know the car from the picture, but a few Ashleys have been sold over the last couple of years and restored, so this may be one that I had lost track of.

Racing ... Very Slowly

Stuart Ulf sent me this great photo of an Ashley 750 bodied Austin Seven racing with a ZB MG Magnette and a 300E. I suspect that the cars in the photo were actually stationary at the time due to the proximity of some of those onlookers.



Speedex Sirocco

Russell Filby, who runs the Fairthorpe Sports Car Club Turner Register, sent me this photo of what he believes is a Turner chassis special and thought the body was a Falcon.



Not sure if it's a Turner chassis, but the body definitely isn't a Falcon. It's a Speedex Sirocco, and a new one to the register. The original car designed and built by Peter Hammond also had bespoke alloy wheels, but on looking at photos of Peter's car they are different to the ones in your photo. There was/is a Buckler with this shell, but it has wire wheels. Jem Marsh's car had Ballamys, as did the one that I owned and the show car had Triumph Herald. The one in the picture is a late shell with conventional doors; early ones had gull-wing doors. I am told that about two dozen shells were built, but I am sceptical about this number.

The ROK registration is from April 1955, making it a very early production Turner chassis – as per 803.

But what is interesting are the wheels that were common to his pre-production cars. They are almost certainly Jack Turner wheels, and it could even be this is a car built on one of the eight very early larger Turner Chassis that usually ran on these wheels. It's all speculation but very interesting!

Buckler Space Frame

Malcolm Buckler sent me this great photo of a Peel 1000 bodied Buckler space frame

sporting what looks like a 100E grill? Thanks for the pic, Malcolm.



INCA Alloy Head

“Hi Rob,

I’ve unearthed a special 100E alloy head with the name INCA cast in. It looks as though it has been nicely gas flowed. I remember buying it at autojumble in the 1970s but it got put into the corner and forgotten. I have never heard of the make. Do you have any knowledge of these?

Dave Haley

Dellow Register Sec.”



I first saw one of these on a Millmore when we did the 50th anniversary of the 1172 racing formula at Silverstone some years back. The same car turned up at the Specials Day in

2005. Other than that I have no info. I can’t recall seeing anything about them in the 750 Bulletins either.

I asked Dave what he intended to do with it

“I’ve got a 100E engine that was built up to stage 3 in Bill Cooper’s book in Jaguar’s development shop but no head. This may fit nicely into a Dellow MkV I am restoring right now! (Below) I was looking for an aquaplane head I thought I had when I turned it up.”



That’s interesting, David. When was the engine built? I have worked for Jaguar for nearly 22 years, although never for the powertrain department.

I just had a quick read of the stage three mods in Bill’s book; that’s going to be a quick engine. Are you going to use a Webber carb; if so what manifold have you got? Did you know that Aquaplane did a manifold for a down-draught Webber? I have one that I am going to use at some time. I take it you are going to race it, as I doubt that you will be able to use it on the road.

“Rob,

I purchased the unused engine with a MkV Dellow in 1996 from one Headley Fletcher who worked at Jaguar. I believe it may

have been a ‘foreigner’. I am relying on word of mouth but I have receipts for shells and camshaft etc. so I think/hope it may be genuine.

I have tried to get Tony Marsh’s ‘lightweight’ away from its present owner without success, the idea being to get Tony to drive it at Shelsley before he hangs up his gloves. Plan B is to get a MkV, probably my ex-Toleman car rebuilt in time, but it’s in a parlous state. We haven’t corresponded before, but we should have!

I now live in Pewsey, Wiltshire and have four Dellos: my old faithful, yellow Mk1, my recent restoration but as yet unpainted Mk2, a completely dismantled Mk5 and a wreck of a Mk5, the Toleman Dellow originally owned by Albert Toleman (the Car Transporter man and father of Ted Toleman, the Toleman in Toleman Hart Racing).

I have just embarked on the restoration of the two Mk5s, side by side, having recently retired. I am a chartered engineer and a toolmaker so I make most bits myself and use generally su carbs but I have been interested to read about M/C multicarb / injection systems.”

And Finally

Thanks to all who have contacted me with details of their cars. Please keep the emails coming in. The link from the FSOC website to me is also working now, so no excuses. Here’s to a long and hot summer, and get those Specials ready in time for the show season.

Anglia & Pop Register

Continued from page 23

oil filter. It has never been re-sprayed, just certain panels blown in.

Register 25 Years Ago – Club News February 1983

Three pages that contained the announcement of the 30th anniversary of the 103E that we hoped to celebrate at the national rally planned for Stanford Hall. As part of the

anniversary ‘Popular for 30 Years’ window stickers were produced. Anyone still got one on his or her Popular? An authentic Prefect replica rear window sticker was announced as a future addition.

A list of the youngest Popular 103E continued, with that young member Ivor Bryant with his 1959 example missing out by a few months. A plug for the register and members’ restoration updates. David Laxton, then General Secretary, had his 103E Popular featured in his local Ford dealer, Smith Millington, in conjunction with the launch of the new Sierra.

Eye on eBay

Ford Popular Silver

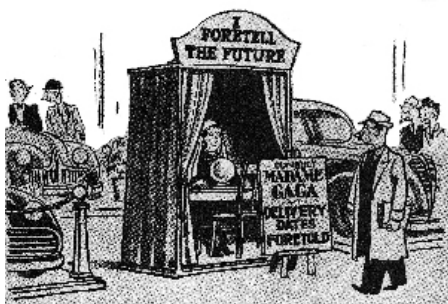
Spotted by John Dixon: item 140199810719. It is based on a Ford Pop chassis with a BMC 1100 Engine – hand built aluminium body on a tube frame.

From a starting price of £500, when we looked at it on 20 January the bids had risen to £1020. Even though bidding will have expired by the time this issue goes to press, you can still view the item by entering the above number at <http://www.ebay.com>.

From the Archives

Peter Williams

We return to the Ford Times again in this issue and this is also the source of the cartoon. As has been touched on in these articles before, it was not easy to buy a new car in the years after the Second World War. Potential buyers would order a car at several different dealers in the hope that they would be lucky at one of them but the likelihood was that they would have to wait many months, even years before they could part with their money. The situation was so bad that Ford published this cartoon in the Ford Times in 1949.



Anglia beats the Golden Arrow

Ford was always keen to publicise unusual exploits by their vehicles, especially the cheaper ones. In these days of fast cross-Channel ferries and the trains through the tunnel we forget how difficult it was or what a novelty to take a car to mainland Europe in 1949 when cars had to be craned on and off ships. The posh way to travel to Paris was by train on the famous Golden Arrow, which went on a special ship and achieved a London-Paris time of 7 hours.

Four sporting motorists and journalists led by Tommy Wisdom decided to see if they could do it faster in an Anglia using the new air-cargo service operated by Silver City Airways from Lympne airport in Kent. The aircraft were Bristol Freighters which opened up at the front to allow cars to be driven into the aircraft. More mature readers will remember that these featured quite regularly in newspapers and newsreels of the time.

The car left Victoria station at the same time as the train, drove to Lympne, was air-lifted in a flight time of 20 minutes to Le Touquet (photo 1) and then drove to the Gare du Nord in Paris. Their total journey time of 5h40m was 80 minutes faster than the train. They also compared the cost. 'It cost each of us, including the cost of the air passage, £6.18s to motor from London to Paris, less than the first-class fare by rail and boat, with the additional advantage, that we have a car here.' The article reports that the car averaged 42 mph on the road sections and returned a fuel consumption of 34 mpg.

The publicity aspect is emphasised by the paragraph; 'Importance of the test is that it



Photo 1. Unloading from the Silver City Airways Bristol aircraft at Le Touquet

will help to disprove the notion held abroad that British small cars are too slow for fast touring; not a single car passed us today. It will demonstrate also the importance of flying cars short distances. The aircraft of Silver City Airways have been operating a regular and successful service throughout the summer.'

Support for Sporting Fords

The Ford Times was always ready to publicise sporting success by any Ford product, however humble. Each edition would contain a list of any success in races, rallies and trials both at home and abroad. Photo 2 is really for the delight of Rob, our Specials registrar. It shows a Mr C. Lindsay winning the class for sports

cars under 1100cc (so presumably an 8hp engine) at the famous hill-climb at Craigantlet in Northern Ireland with his Ford Special.

British race tracks were just being developed at this time and there is mention that 'the British Automobile Racing Club held a race meeting at their lovely Goodwood Road circuit.' In a run-down of venues and events it mentions 'there are the speed events; hill-climbs at classic Shelsley Walsh in lovely Worcestershire, tree-decked Prescott near Cheltenham, Bo'ness in Scotland, Craigantlet in Northern Ireland and many others; races over the new Silverstone and Goodwood circuits, built over ex-RAF airfields; speed

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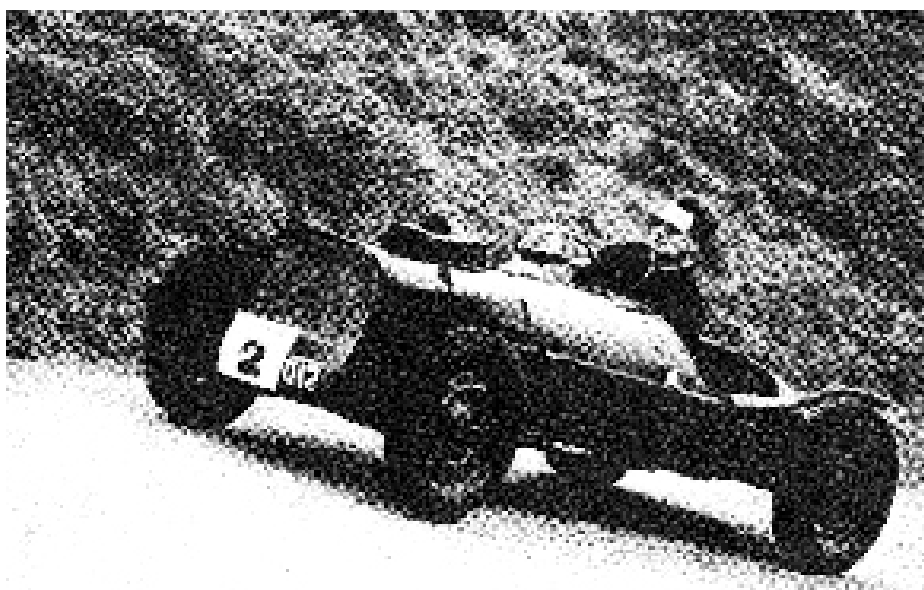


Photo 2. A Ford Special winning a hill-climb in 1949

Letters and E-mails

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

World's Cheapest 4-cylinder Car!

Dear Sidevalve,

Big flea-markets offer incredible numbers of old private photos, printed pictures and postcards for publicity purposes as well as books, toys, badges, insignia etc.

I was recently looking for something else at a flea-market in Copenhagen when I came across this 1954 advertisement postcard printed for Ford Motor Company in Denmark.

A car like mine! The hand-coloured black and white photo shows a brand new Ford Popular 104E vintage 1954 on one of the piers of Copenhagen's harbour. A busy place in the 1950s. The big ship is the ferry *Rotna* which was built in 1940 and was in service for many years between Copenhagen and Roenne – the largest town on the island of Bornholm in the Baltic. The ferry could load some 20-25 cars. A very low number compared to the modern car ferries.

The car in the picture is a fresh import from the Dagenham plant and still without Danish number plates. On the back of the postcard Ford states that the Popular is the world's cheapest 4-cylinder car. Note the compulsory trafficators mounted by the A door-posts.

Kindest regards to all Sidevalve readers from Copenhagen.

Sincerely,

Soren Palsbo

Member 1511

Thank you for letting us see this little treasure. It is such a shame to have to render this in black and white, but other readers will have to trust us that it's a carefully wrought work of art.



What Year Is It?

Dear Sidevalve,

This Ford E83W pick-up truck (below) is being used by a brewery to deliver casks of ale to the Queen's Head public house, Queen Street, Eynsham, Oxfordshire. Light from the rapidly sinking sun is kissing the tops of the houses in the background. The time is 3.30pm and the date is Friday 7th December. But what year is it? Could it be the 1940s, 1950s or even 1960s? Sadly the wheelie bins in the background shatter the illusion and bring us bang up-to-date – 2007!

I thought this shot had a truly evocative flavour to it. I thought you, and perhaps other Sidevalve owners, might enjoy it too. Apart from those bins, and perhaps the modern lamppost too, the shot could well have been taken during any of the dates mentioned.

Sincerely,

Patrick Russell

Thank you very much, Patrick. Our eagle eyes also detect a possibly modern blackboard in the background advertising great cask ales – but yes, a timeless scene.



A Moral Dilemma!

Dear Sidevalve,

May I share my dilemma with you and any other Club members, who have the same problem?

I have owned my E83W van for over 35 years now and she is truly a member of our family. Each year (touching wood) she has passed her MOT with no problems. Today she is a very original van, with all original matching numbers and registration, and has still only covered just 40,000 miles from new!

Now, my dilemma. One day I will have to let the E83W go, when I am no longer able to look after her (not too soon I hope!). At present my van has her original registration number, as already mentioned, which I am constantly being pestered to sell to a well known retailer of private registration plates for a substantial figure. But I don't want to separate the number from my E83W as it keeps her original. However, if I sell the van in the future I am certain that the next owner would quickly separate the number and put an age related number on, making themselves a quick handsome profit ... so what to do? The van with an age related plate would probably only bring her value down by £1000 so my principals conflict with my business sense!

Should you let your head rule your heart? How annoyed would I be if I kept the original number with the van, then sold her, only to find the new owner separated them and was laughing all the way to the bank at my expense!

I have always been enthusiastic to maintain my 'oldies', keeping them as original as possible, and trying to save them as part of our motoring history. So, were I to sell the registration number now, the proceeds would allow me to buy – say – a good 103E and still have cash over for maintaining my vehicles, only adding to my dilemma.

I own several other 'oldies' and the same applies to them. Whilst I hope to maintain my small collection of vehicles for some time ... one day, sadly, they will have to go.

I would welcome both your views and those of your readers on this issue now, just in case I am the last one to leave the country before switching the lights out!

Kind regards,
Roger Chase

Correction

The letter printed in December's magazine, entitled Fan Belts and credited to John Pole, was in fact written by Nev Lear. John is very grateful to Nev for all his help and had asked Nev's permission to have it printed in the letters column.

Annual General Meeting 2008

AGM 2008

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 28th June 2008 starting at 2.00 p.m. A buffet lunch will be held before the meeting at 12:30pm.

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

At the AGM a third of the Club Officers and all the Committee members are re-elected and therefore if any member is interested in putting themselves forward as a Committee member or Officer this is their opportunity to do so.

I would urge the membership to attend the AGM as this is your opportunity to voice your view on the running of your Club. I look forward to seeing many of you at the AGM.

Annual General Meeting 2008

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 2.00 p.m. on Saturday 28th June 2008 at Wortley Hall, Wortley, Sheffield, South Yorkshire. S35 7DB.

Membership cards will be checked at the door and members who are unable to produce their card may not be admitted.

Motions for discussion at the AGM must be sent to the General Secretary at least fourteen days before the date of the AGM for inclusion in the Agenda.

Nominations of candidates for election to the Ford Sidevalve Owners Club Limited Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he/she is willing to stand. Nominations of candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature of another member as his/her seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 9th June 2007.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2007.

- a. General Secretary
 - b. Treasurer - Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. Chairman
5. To re-elect the Officers and Committee members of the Company.
 6. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as auditors for the company.
 7. To authorise the Officers and Committee to fix the remuneration of the auditors.
 8. To transact any other ordinary business of the Company.

A member entitled to attend and vote at this meeting is entitled to appoint a proxy to attend and vote in their place. A proxy need not be a member of the Ford Sidevalve Owners Club Limited.

Shirley A. Wood
General Secretary
Dated 7th January 2008

Letters & Emails

Continued from page 29

Sidevalve in Spain

Dear Sidevalve,

A Sidevalve sighting. Location: Mini Hollywood, located about 20km north of Almeria Airport. In the complex there is a small collection of horse drawn and motor vehicles.

Included is a Model C, first registered 6 April 1935. It is stated to be 8cv. Was it I wonder actually an 8, maybe for taxation reasons? Or was it really a 10?

Registration number, for the record, is MU 8658. 'MU' indicates that it was registered in Murcia province (where I live) rather than in Andalucia (which is where Mini Hollywood is located).

It is a 'Tudor', LHD and has 17" wheels with Michelin tyres. I couldn't see whether they were cross ply or radial.

In front of the car was a complete Sidevalve engine assembly. It is an early one because it has the visible centre main bearing cap retainer.

I see in Dave Turner's book that only the Model Y was produced in Spain, so did this 'C' originate from the UK?

Unfortunately it was not possible to get close to the car but it looked in fair and unmolested condition.

Regards,
Bryan Baker

Norwegian Contact

Dear Sidevalve,

I have offered to serve as Regional Contact for Norway, and the Club have accepted my offer. I find it proper therefore to try to present myself to the Club members:

My name is Haakon Bartnaes Oeverland. My first name is pronounced Hawk-on! I am 68 years old and retired from my profession as a HVAT-engineer serving with the Armed Forces Construction Service, a civilian organisation. My wife and I have three grown daughters, 44, 41 and 40 years of age, and two of them have given us three girls as grandchildren. One is 25 and two are 18 years old. They all live nearby, so you see, I really am under a female regime. That keeps me busy.

You may have seen my name appear in *Sidevalve News* already, as I have previously delivered notes, partly directly to the editor and partly through my contacts Andy Main and John Pole. I have even met some of you as I attended the AGM 2007 in Peterborough.

I always found classic cars interesting, but I never took time to actually do something about it while I was still at work. As I retired I came across my grandfather's old 1939 Prefect, so I bought that and have started restoring it. I had in mind to do as much work as I possibly was able to by myself, and as I have no direct mechanical background, the three Ts apply (Things Take Time!). So does the Trial and Error-effect.

Yvon Precieux challenged me in the December issue of *Sidevalve News* to have the Prefect running this year, as it is the 70th anniversary for the first Prefects. My car is actually produced in late 1938, so he has a point, but I am afraid I will have to disappoint him on his challenge.

As for my position as Regional Contact, I so far have no idea what I am up against, but I hope I can be of some good to the club. (*Haakon's contact details are in the inside front cover - Ed.*)

Regards,
Haakon Oeverland
E-mail: hoeverl@broadpark.no

Technical Tips

John Pole

All Torque

"I recently contacted you regarding paint colour for my 54 103E Pop and now I am after more info. Unfortunately you can't always satisfy some people and they want more!

Would you have the bolt torque settings for the 10 hp engine? I.e:

- cylinder head
- sump
- timing chain cover
- flywheel

and any other you can think of.

Michael"

Hi Michael,

The torque settings you ask for are given, if they are given at all, in the text of the Repair Manual in the first chapter, 'Engine'. I wouldn't consider rebuilding one of these engines without a copy of this fascinating tome (and a parts list). Copies of both of these erudite texts are sold by the club and are invaluable!

I found torque settings for the cylinder head nuts, manifold nuts, crankshaft main bearing nuts and connecting rod big end nuts but no others on pages 5, 6, 15 and 19.

Advice that I was given when using a torque wrench was: (1) the figures given refer to 'dry' nuts and bolts so do not lubricate as lubrication alters the torque setting; (2) always torque down in a consistent continuous action. Hesitation/stopping distorts the true torque setting.

John

Illegible Engine Number

"I am overhauling a 10hp engine to fit in my 1935 Morgan 3-wheeler instead of the 8hp which is in it now. But parts of the engine number are not legible due to corrosion, and I would like advice as to what a credible number might be. I would be best pleased if it reflected a fairly early 10hp number.

I have: - ??? 271 79 with possibly a P suffix after this.

There is some space between the 1 and the 7 into which another 1 might fit but nothing else would look right there.

Looking at the 8hp engine I have, I suspect there should be two letters before the numbers begin. If so could you suggest what those letters should be?

Second, is a 5-digit number sensible or shall I make it 6 digits e.g. by inserting another 1 or other means you might suggest?

Thirdly, should there be a suffix letter and if so is P okay? (As seen but not clearly.)

Hoping you can advise on this,

David"

Hi David

I'm afraid your questions on appropriate engine numbers are not that easy for me to answer. This is because over the years of production both the 8 and 10 changed in several ways (e.g. depth of piston/length of inlet and exhaust valve) and also because most engines were replaced under the exchange engine scheme promoted by Ford, with a rebuilt engine. The long stroke design and poor period oils meant that the engines lasted only 30,000 to 40,000 miles before a major rebuild was required.

The effect of this is that in theory it is quite acceptable to find a 10hp engine built any time between 1934 and 1960 in any car (my Pop has a 1960 ten built after the end of Pop production in 1959) and most vehicles fitted originally with an eight have by now had their engine replaced with a ten. Having said that it is extremely unlikely to find an early engine in a car these days, unless of course, they have been off the road for a considerable period.

In the case of a small Ford Sidevalve, if it has the original engine, the number etched on the side of the block will be the same as that on the chassis. I assume that this is not the case for a Morgan.

Dave Turner in his book *Ford Popular and the Small Sidevalves* (pub. Osprey 1984, ISBN 0-85045-559-6) describes the changes to the eight and ten engine over the years of production and gives engine numbers related to years. A copy of this book will help you identify when your engine was probably built and give you a range of suitable numbers. The book is available from the club.

NB An original ten block will have the letter C followed by the number. A reconditioned block will have RC (presumably meaning 'reconditioned'?) and then the number. I have also seen an inscribed star symbol but I am unsure as to its relevance.

John

"Thanks for that. I think I will add RC before the number (it is bored out +20), then enhance the feeble P after the decipherable number and settle for that.

I did not realise it is so complex, but the chance of me producing a duplicate of

someone else's existing number must be very, very small.

Your are right about the chassis number – mine is F170!

David"

Pop Power Problems

"I hope you can help me with some advice for my Pop 103E. The car is completely standard and I purchased it back in the summer.

The first problem is the charging rate, There is a discharge on the ammeter when I flick the trafficators with the engine running. I didn't take much notice of this and looked at the usual options. I looked in the dynamo and the brushes; although they have seen better days they are still in my opinion usable. The belt has a little play and is adjusted up as far as can be. I bought a new belt from (another supplier) and tried everything to fit it but to no avail; it is just too tight. The only way I think I can get the leverage is to take off the grille and radiator. I also replaced the cut-out box but it made no difference (it's also a new battery). I later realized that with sidelights on the discharge is more pronounced, and with headlights the discharge is almost full and doesn't come back at reasonably high revs. All this means I cannot use her out of work hours and in dark conditions (she is used full time), and if I use her at weekends I have to make sure I'm home before dusk.

The car still starts readily and I have only used her on a short trip in the dark on sidelights in well lit roads. When I turned on the headlights there wasn't sufficient power to raise the trafficator, so I know that too much charge is being drawn out of the battery.

Secondly I've discovered that my brake lights require a hefty shove before they light up. In general use they do not come on; they will however if you push down hard but this is far too much for general driving use. I have discovered that when the handbrake is on they respond with light pressure.

Mark"

Hi Mark,

From what you say you seem to have an earlier Popular built with a three brush dynamo and separate cut-out, not a control box.

I have a similar Popular to yours and I believe that the electrical system you describe was normality at the time.

Continued on page 32

Technical Tips contd

These cars of ours were designed in the 1930s and perform like pre-war cars. We have to remember that they were just adequate in the 1950s and only remained in production because they were very cheap to buy, had a good parts supply, were reliable by the standards of the day and were well supported by a major manufacturer. In effect, Ford brought these out post-war while it designed its new models.

There are ways of maximizing the performance and having a lot of fun with your Popular but I personally would be reluctant to consider an Upright as a daily commute car.

John

“Thank you for your reply, I think you might have missed my point, I am very familiar with the history of the Pop and that it is in fact a pre-war car that was put back into production and lasted up to 1960. I have owned 5 Ford Populars over the last 20 years and have used them summer and winter and driven them at night, and I know that the discharge on the ammeter with the lights on and engine running is abnormal; it shows almost a full discharge which isn't right and wouldn't have been even when they were new. The 6 volt system is sufficient enough for the car as long as everything is working as it should, which is why I know there isn't sufficient charge going back into the battery unless my dial is at fault. I have years of experience driving these cars and a slight 'dis' is normal but the needle should never be at the end of the scale and not return to at least the centre at a steady driving rate of at least 35 mph; otherwise, use of the lights means that eventually on every journey the battery would eventually die.

Mark

“I tried moving the third brush as per our conversation and it hasn't made any difference, I was wondering what you might suggest next: I thought perhaps replace all the brushes.

Mark”

Hi Mark,

Sorry that moving the third brush hasn't worked. I think it might be a good idea to change the brushes and see if that cures the problem. I was given very good advice when I first started on my Pop's problems and that was to change one thing at a time, and that way I could find the problem by elimination.

I found an electrical parts supplier advertising in the classic car press who I also see regularly at autojumbles. It is not difficult to source these Lucas brushes so I don't think

the club supplies them but it is surprising what is in the stores, so write to Shirley or contact me again.

“I forgot to say I also have brand new sealed beam headlamps with new 6 volt bulbs; however, they do not have the second small bulb holder for the sidelight. Is it possible to get a 6 volt head and sidelight bulb that can be adapted to fit the one hole?

Mark”

Prefect Teething Troubles

“We have just this weekend bought a rather nice E493A Prefect 1953, and I have a few teething troubles.

The wipers won't work. I have checked the obvious, that the switch is operating, and when I pull off the plastic air line to the motor and put my finger over it, it is sucking. I've looked over the engine and can't see anything obvious. I was told that it was a recon motor, therefore would have thought the paddle was well greased but don't know. Also the car has flashers and they seem to be very erratic; they start by flashing very slowly (6 volt, I guess) and then turn to a dim quick flicker which is hardly noticeable. Is it something obvious that I haven't noticed, like an earth or something?

Mark”

“Re my messages to you yesterday regarding my Prefect, I have discovered that when looking at the ammeter and when using lights or indicators the needle is showing a plus or positive reading rather than a discharge as you would expect! I have inspected the dial and it is in the correct way. I'm at a complete loss but think this must be the root of the problem somehow. Please help!

Mark”

Hi Mark,

Windscreen wiper motor. The whole assembly is pretty bomb proof. If as you say there is suction at the connection to the motor then I would suggest that the grease inside it has hardened and is preventing the unit from operating as it should. Perhaps warming it with a hairdryer (very carefully!) while it is in place for a few minutes might loosen it up. Otherwise you will have to take it out and dismantle. On my Prefect the wiper control pulls a little metal wire hook; I suppose that is functioning as it should?

I don't know about the sealed beam unit, though if it was made for the Pop/Prefect it should be possible to get the correct bulb.

With regard to charging on the Prefect: in this case you have a control box, not a cut-out as in the earlier Populars, and as I understand it the control box reacts to demand by increasing the charging rate to compensate for the greater demand. In theory then the charging rate shown on the ammeter should always be positive.

I would not be at all surprised if the fault lies with your six volt flasher unit and it needs replacing as the old fashioned tubular ones are very susceptible to knocks and do tend to stick. Modern replacements are solid state and do not have these problems. Again this would be worth discussing with the specialist and I have sent you his number.

Please let me know if this helps.

John

“Many thanks, and I will give you an update. Incidentally, my Prefect has had the polarity changed, I believe. My flasher unit is situated under the dash and isn't secured to anything; it looks like a modern unit and is about an inch square rather than the longer tubular type. I don't know how much fact there is in it but I spoke to a garage near me that specializes in classic car repairs and restoration; they said there are different voltages to different flasher units and if they are running erratically (like mine) then you need to check the two bulbs on one side of the car for their wattage, i.e. the front and back off-side indicators and both of the 2 wattages. Then add up to the wattage of the correct flasher unit and they should then flash in the correct manner. I will try this theory and let you know the result.

As for the wipers, I'm stumped. The switch is operating the unit okay and I have worked the tandem bars by hand. They don't seem difficult and move quite freely. It could be however that I have a stronger hand than the suction propelled to move them from the engine! I hope it doesn't come to it but I might have to remove the unit and re-grease anyway. I will also update you on this.

Lastly, how do you get rid of a flat spot on the acceleration? My Prefect starts very readily from cold but she wants a lot of warming up before moving off. Should you attempt to, there is a flat spot on the accelerator and she will cut out. As soon as she is running quite evenly you can pull away okay.

My Pop will pull away as soon as you have got her off the choke with the help of keeping the revs up steadily on the

Technical Tips contd

accelerator. Is this just a case of playing around with the mixtures on the carb until you are happy? Incidentally both my cars' carburettors require little if any air on the screw and they seem to run quite lumpy: is that a characteristic? I'm most grateful to you for your help, and I'm pleased to hear you too have a Prefect.

Mark"

Hi Mark,

As the polarity has been changed, does it mean that it is now 12 volt (possibly with an alternator)?

I'm sorry but your flat spot stumps me. Could your mixture be too rich or too weak? I know from my experience that the screw setting varies from the manual and I have always put this down to wear in the carburettor and allowed for this when adjusting the mixture setting. Perhaps you could try adjusting this first by small amounts and see if the flat spot disappears

Have you looked to see if there is any dirt in the fuel pump?

Please remember that if you alter one thing at a time you should arrive at the correct solution by elimination.

It is always good if you can share these problems with someone on the spot. Is there a local group near you?

I'm sorry I can't be more definite in my response.

Please keep me informed.

John

Fuel and Filtering

"I've had fuel problems over the past 12 months and eventually traced it down to a faulty fuel pump. The latter is sorted but I have this feeling that my problem may have come from impure fuel from the tank. I could dredge and clean the tank but was thinking of fitting an in-line filter. Firstly, is this a good idea? Secondly, where would I fit it? I was thinking of splicing the flexible hose and fitting it there so petrol is filtered prior to entry to the fuel pump.

Rod"

Hi Rod,

I know several people who, in your situation, have fitted an in-line fuel filter. Cleaning out these petrol tanks is not an easy job even when the tank is empty and you never really know if they are clean. I know that there is a fitting at the base which in theory can be unscrewed but in my case (and I think others) this is soldered in place to ensure

a sealed fit. For obvious reasons unsoldering it is not a safe option!

The filters I have seen have been fitted so that they are just above or below where the support that goes from the side of the chassis to the major front cross member (which supports the rear engine/gearbox) is attached to the chassis frame, next to the clip that holds the petrol line in place.

I don't know what the best way of fitting it in-line is. I think possibly taking off the olive and removing the threaded 'nut' from the copper pipe would be best as that way you are not making an irrevocable change to the petrol pipe and any changes you make can easily be changed back by buying a new flexible pipe. Replacing the flexible pipe is an easy job so certainly cut that rather than the pipe.

I hope that this is a help. Please let me know how you get on.

John

Restoring a Pop Roof

"I wonder if you could either offer advice or put me in touch with someone who may be able to offer first hand knowledge.

I am restoring a 1959 Ford Pop 103E which had a very hard competition life before I acquired it some years ago (classic trials). After a long process I now have the body and chassis pretty well finished (just the wings, bonnet and boot to do). I am trying to get it to the rolling (possibly running) stage and need to make it watertight (if it ever was!). Before I can replace the roof vinyl I want to fit the headlining (I have acquired a brand new one from someone who bought it and never used it). My problem is that I have never seen this car with one fitted as it was missing when I bought it. I have refurbished the wooden roof bars which have countersunk short woodscrews near the outer ends and facing downwards. I also have the two steel hoops which go at the rear of the roof section and the thicker front one which fits above the windscreen. Apart from these I have four short wire pieces (all identical) with loops at one end bare ends at the other. These do not appear to fit with the loops screwed to the metal above the doors and a bit further back as the ends then point too vertical (?). The new headlining has tape stitched at all the seams.

My dilemma is: am I short of some bits, what attaches to /with the woodscrews in the roof bars, do the tapes actually go over the roof bars, is there an approved method of fitting the headlining, is there supposed to be wadding between the headlining and the metal roof etc?

I have carried out most jobs on cars of many types in the past but this one job (cloth headlining) is one I have never attempted before. I would be very grateful for any advice or the contact details of a knowledgeable member!

Andy"

Hi Andy,

Thanks for your e-mail. I have sent you copies of articles explaining how to replace a headlining and a roof from period *Practical Motorist* magazines. I completed both of the two roofing jobs in the summer as it makes sense to finish the top roof covering first and then do the headlining. Renewing the roof covering is very well described in the manual and it is best to do this on a very hot day to make sure that you get the tension right.

John

"I have the instructions for the vinyl as you say in the manual. I was a bit surprised that it is easier to do that first but am pleased you told me. With the present cold spell I will have to warm the garage and the vinyl up; I prefer not to have to wait for the warm weather.

The roof hoops do not appear to have ever had any screws in them so your article will make interesting reading.

Andy"

A Red Ford Logo

"A friend of mine has acquired an original E494 Anglia. We are both perplexed as to why the Ford logo on the radiator is enamelled in red rather than the usual blue. Was it to celebrate a birth or death in the Ford family?

Graham"

Hi Graham,

You have me stumped at the moment. I have looked through all my books and no reference to the colour is made. I will ask other committee members at the next meeting and see if anyone else has any ideas.

I have looked in the parts book and I see that 'E494A-8213 Plate (radiator name) Anglia' was in use from 1952-1953, so does this mean your friend's car was built between October 1948 and 1952? The book is rather confusing as it does not mention a 'Ford' plate but suggests that it would be named as '8HP' prior to this (49/52), in which case the red may distinguish the eight from the ten? I don't know.

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Problematics With A 107E Prefect Part 1

Andrew Overton

I bought my 107E Prefect back in September 2007. Not everybody will agree to buying unseen, but I took the risk that later I may suffer problems along the way. These cars are so rare nowadays; they are like hens' teeth to get hold of.

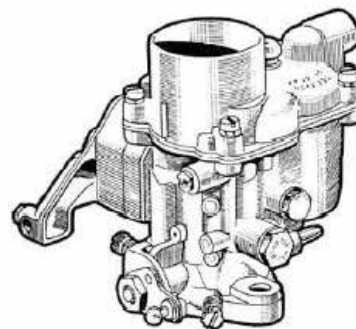
966 XUD is a Savoy Black 1960 107E Prefect and was up for sale with a price tag of £850. It had covered 70,640 miles from new. The car was originally from Dalton in Furness, Cumbria. The car had never moved far out of the area. Originally the car was registered FEO 979, not the most wonderful number plate, so I was not going to lose any sleep over losing its original plate.

Like all cars with only a brief history and not much paperwork, you can never tell what the car's mechanical condition is like, unless you find a clutch needing replacement, a carburettor that is worn out and lots of TLC for the future.

I will start with the title Problematic; I am referring to the famous Solex B30ZIC3 carburettor fitted to 107E Prefects. My father, an ex-Ford trouble shooter at Ford's Doncaster works, told me these carbs were always poor and flat spots were common knowledge; even when new many were consigned into the scrap bin at Ford. Yes, 966 XUD had a worn-out carburettor. The sure sign was when your foot was on the throttle and the engine nearly died when pressed half way down. The famous lower spindle had wear and the threads were worn down, with a nut just tightened enough to stay on.

I removed the carb from the car carefully; I sprayed the bolts with Plus Gas and gently turned each one. This carb had never been removed by the look of it. The car had been off the road 18 years before the previous owner's ownership of a mere 12 months. The carb had never had any attention from the previous owner, who allowed the car to run with a carb running erratically and racing.

The top of the carb was removed. All four screws were tight, the gasket had disintegrated with age and the float was removed with the bottom of the venturi looking like an attack of red spider mite due to the scale and clay-like thick deposits. I cleaned out the carb and removed all jets; the future ahead is why I am putting pen to paper. The brass lower spindle was too worn so I needed to get a repair kit which I thought would be readably available. Wrong: all you can purchase for the B30ZIC3 is a new float, gasket, 1 jet and the needle valve. After spending many hours telephoning carb specialists all over the UK, I decided to buy a rebuilt fully reconditioned unit from Carburettor Exchange. They supplied me with two. Both were useless so I decided to keep the second one for spares and rebuild my old original carb. The main problem was the brass spindle so I just replaced the old for the new, but didn't like the new butterfly; when closed it left a small gap on one curved edge. So the old no. 8 butterfly was assembled onto the new spindle with new screws. I replaced the carb with a new gasket, checked all jets and made sure everything was assembled correctly. I fitted the carb back on the car and crossed my fingers. It fired up first time and I adjusted the mixture; running on tick over, everything



The culprit

seemed fine. Even with the throttle pressed, no flat spot; great, let's hope it keeps that way.

The B30ZIC3 Solex carb is obsolete on replacement and parts are not available, I would like to say to all 107E Prefect owners: if you run your car with the original carb, try to get a good second-hand replacement or have the brass spindle newly made at a cost. The B30ZIC5 spindle fits the B30ZIC3, but the B30ZIC5 for standard 8 and Triumph Herald are also obsolete and rare to find. This carb is no good to replace for the 107E, but its spindle, butterfly, bush and nut can be used onto your original carb.

It would be interesting if any other 107E Prefect members have experienced carburettor problems past or present.

Part 2 of the Ford Prefect 107E 966 XUD will hopefully appear in the next issue with photographs.

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Thank you for this. I will contact you again when I have some definite information.

John

PS I have seen 103E Populars with the name Ford Popular picked out in red on this plate but most are not are not marked out.

Hi Graham,

I'm afraid the short answer is that I don't know, but I have discussed this with experts who suggest that pre-war, post-about-1937 small Fords had a red radiator badge if they were 'De Luxe' (in effect these were the 10 hp models) to distinguish them from the others, i.e. 8 hp. But as far as I am aware there were no blue badges on small Fords.

I can find no rationale for a red badge post-war as all Anglias were then standard

and certainly have no idea why your friend should have a red one!

I can think of only two possible reasons and I am rather scraping the bottom of the barrel.

1. Is it some way of distinguishing the home 8hp Anglia from the export 10hp?
2. By colouring the badge red, were Ford freshening up the pre-war designed car/using up old stock?

I am sorry but I am unable to throw any more light on your question.

Ford did have a habit of using up parts from the parts bin. I think that they most likely had some spare red enamel badges that needed to be used.

Please get back in touch if you hear of any other suggestions.

John

From the Archives

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trials along the front at Brighton or Hartlepoons (sic). I assumed the 's' on the end of Hartlepool was an error but it appears in other places in other months so perhaps this was the accepted spelling in those days.

Accessories as Christmas Presents

In the December 1949 edition a number of suggestions were made of Ford accessories that would make acceptable presents. An oil-bath air cleaner was priced at £1 15s 9d and was said to 'assure the prevention of harmful impurities entering the carburettor system. It eliminates blocked petrol feeds and is easily fitted in a few minutes.' There were vanity mirrors for the ladies which could be fitted to the sun-visors for 5s 6d and fog lamps for 32s 6d (bulb extra), which seems a bit mean.

The Continuing Adventures of Ivor's Gang

Peter Williams

Before reading this epistle, recent new members may need to know that Ivor Bryant, our worthy leader in the Bristol and West group, has lots of imagination and a very persuasive turn of phrase which, in the past, has given rise to some very peculiar activities involving Club members around here.

You'd think we would have learned from past experiences but some of us seem to have short memories. So it came to pass that we spent a very active bank holiday weekend last August. Ivor has contacts everywhere and gets to hear about all things old Ford. Who else would get the offer of a Pattison cricket pitch roller and a 'barn find' Model Y both within a short radius of home?

Roller Rescue

He borrowed a car transporter trailer, hooked it up to his trusty Vectra and we assembled at the school where the roller was now surplus to requirements. At first glance it appeared that the twin front rollers were wider than the trailer but measurements showed that it would just fit between the rear body side posts, so the ramps were positioned and the winch rope attached. Although at the limit of the winch's capability the front rollers slowly crept up the ramps and did indeed just fit the trailer. Once the rollers were in the back of the trailer it became apparent that the ply floorboards had seen better days. Taking the Mastermind view that 'we've started so we'll finish' we carried on winching.

This is when we realised that all the worries about the front rollers had taken our attention away from the rear roller, which was a single unit and much narrower than the front pair which had decided where the ramps had been positioned. Perceptive readers will be able to write the next part of the story themselves. Yes, you've guessed it, the rear roller slipped off one ramp and the whole thing tilted to an alarming angle. This had a related effect; the trailer rear cross-member bent which caused the rear corner posts to tilt inwards. Remember, the front rollers only just went between them when they were vertical. I hadn't realised that Ivor was familiar with that sort of language.

To cut this sad tale short, after much searching for big levers, much sweat and tears and super-human efforts we got the roller back on the ground. Accepting defeat, we abandoned this attempt and Ivor returned another day with a more suitable vehicle. Unfortunately we didn't have a camera between us at the exciting time but Ivor has taken a couple of snaps of it in its new resting place which appeared in the October 2007 edition – and one here (photo 1).

The Model Y

Undaunted by the morning setback we set off after lunch to rescue the Model Y (photo 2). This was really a joint exercise, Ivor now wearing his Y&C Model Register hat but we tend to blend very amicably in this neck of the woods. The Model Y was discovered by the buyer of an old house that had not been lived in for some time. At one time it had a very impressive double width and depth garage and the Y was stored in the far corner, many (probably 50) years ago. The garage appears to have been equipped with a corrugated iron roof which had rotted and collapsed onto the contents. Before it collapsed it will have done what these roofs naturally do – they sweat and drop large amounts of water onto whatever is within. Even the high quality of Ford paint will not withstand this forever and the car had suffered as a result.

The first pictures we saw of the car suggested that it might be restorable but this turned out not to be the case. Everything had rusted almost to dust. When you tried to open a door it came off in your hands, the glass fell out and the roof collapsed over the door opening. We managed to get the front wheels to turn and even inflated one front tyre but the rear wheels were more of a problem. Unfortunately the car had been parked up with the handbrake firmly applied and when the clevis pins were cut the brake levers twanged back, but this did nothing to allow rotation. We did eventually manage to free off the rear drums to allow the remains to be loaded on the trailer. You may wonder, considering the state of the bodywork and chassis, why it mattered whether the wheels would turn. In fact, the whole sorry heap could be moved by towing on the front axle. Because the chassis front end had been protected to some extent by the bonnet the front axle was still connected to the engine, and because of Ford's unique transmission the engine was firmly connected to the rear axle.

Having dragged the movable part onto the trailer and piled the rest of the bits on top, the whole thing was covered by a sheet and a spider's web of ropes for the journey home. It's all very well using a winch to get a vehicle onto a trailer but they normally run off with a bit of a push. That doesn't happen when what's left of the chassis and wings has collapsed onto the floor (photo 3). It finished up taking nearly as much effort to unload the remains of the Model Y as it had the Pattison roller earlier. We finally resorted to brute force, roping the back axle to a tree and towing the trailer out from under.

Now that we know more about the car, it probably wouldn't have been much of a find even six months after it was parked up. It had been used hard and neglected which is a shame because it is (was) the rare Fordor model with factory sliding roof. The final



Photo 1. The Pattison



Photo 2. The Model Y as first seen



Photo 3. Chassis left rear



Photo 4. A worn shackle

straw that caused it to be laid up was probably the broken rear spring; the main leaf was broken both sides of the centre U bolts. Evidence that servicing had been minimal were the rear spring shackles which had worn not just through the bushes but completely through the cast spring hanger bracket (photo 4).

I bet it was a bit of a handful to drive in its latter days. It may be that it was driven quite a bit with a broken spring; the nearside rear tyre had worn through the top of the wheel arch. This had been patched with a temporary sheet

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Wonderful Copenhagen

Søren Palsbo

Some readers may know the old Danish tourist poster with a scene from bygone days in Copenhagen, where a duck crosses a busy street with her seven ducklings. The traffic is (of course) stopped by a friendly policeman and the crowd of pedestrians, cyclists, motorists and passengers in a bus and tram are smiling.

And, indeed, incidents of that kind have happened decades ago. But I wonder if it would still be possible?

A policeman controlling the traffic is a very rare sight nowadays, and people have difficulty keeping their temper anywhere and especially in the traffic. But the tourist poster reminds us that a time not so long ago we were not so stressed.

The poster was made in 1959 when an Anglia 100E was quite common in Denmark. No doubt the artist depicted a 100E even if the parking lamp should be rectangular, not round. The steering wheel isn't quite accurate either! The bus in the background is one of Copenhagen's old half-cab omnibuses with the steering wheel on the right. This type was withdrawn around 1960. The last tram was withdrawn in 1972 – the type depicted was in service to the very end.

The old poster is still in use. It got a second life in the mid-1980s when it was sent to an international tourist poster competition in Britain. It was actually a sort of 'wrapping' for a quite new poster from Denmark, but the old poster was considered an entrant in the competition and won first prize! The mark of honour was given to the Danish representatives by Princess Diana.



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The Continuing Adventures of Ivor's Gang

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of metal which was also worn through. Oh for the days before the MoT test!

The remains are now safely stored and Ivor is in the process of removing any parts which can be saved (photo 5). As an interesting extra bit of information, the new owners of the house found a glass photographic plate in the back of a cupboard (photo 6). This shows the car while still running with, we presume, its owner and perhaps the replacement vehicle. The Model Y must have had further use because, as found, the broken original bumper in the picture has been replaced by a non-standard one.



Photo 5. The remains of the Model Y as it arrived at Ivor's stores



Photo 6. The Model Y picture reproduced from the old glass-plate