SIDEVALVE NEWS

Journal of the Ford Sidevalve Owners' Club

Vol 17 No 4 August 2000

MacPherson's 50th

Dutch Courage, Panic Galore!

FSOC Takes Seaside Dip

Exclusive! New Ford Special

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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 7.00 pm and 9.00 pm ONLY.

BRISTOL AND SOUTH WEST	**Ivor Bryant 01454 411028** Last Fri; The Fox, Easter Compton. 8.30pm.
DEVON AND CORNWALL	**Ian Rooke 01752 228498** Please ring for details of local activities.
COVENTRY	**Barry White 024 76 403789** 2nd Tues; Queen's Head, Meriden. 8.30pm.
GLOS, HEREFORD & WORCS	**Philip Birch 01531 820575** 3rd Thurs; Black Dog, Newent, Glos. 7.30pm.
HAMPSHIRE	**Mick Crouch 023 8069 2359** 3rd Wed; Please ring for details of local activities.
LONDON NORTH	**Robin Thake 01279 659245** 1st Mon; King William IV, Sandridge Rd., St.Albans, Herts. 8.00pm
ESSEX	**Pam Lincoln 01708 507117** 1st Tues; The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.
LONDON SOUTH EAST	**Stan Bilous 0181 764 7068** 2nd Tues; Dutch House, A20 Sidcup Road (nr jct A205).
MERSEYSIDE	**Frank Hayes 01942 708536** 2nd Mon; Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.
NORTHAMPTONSHIRE	**Danny Moody 01604 810095** 1st Thurs; Stags Head, Earls Barton. 8.45pm.
SCOTLAND	**Jim Hendry 0141 951 4177** 3rd Tues, Country Club, Strathblane. 8.00pm.
SURREY	**Tony Russell 01737 221578** Please ring for details of local activities.
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Strutting MacPherson

Fred Fielder

It's not often I write about things technical because quite honestly I have always been one of those dabblers who just occasionally get their hands oily.

Evidently half a century ago the MacPherson Strut, to great and radical applause, appeared and now forms the front suspension to most of the world's cars.

The strut was the brainchild of Earle S MacPherson, who patented his idea that he might become very, very rich indeed.

Basically, and I had to look this up, he designed the strut so that the wheel hub should be attached to the bottom of a combined spring and damper unit and make the whole assembly turn as the front wheels steered.

The bottom of the assembly would be hinged to the body by a transverse track control arm and an anti-roll bar would both triangulate this assembly to stop the wheel wobbling back and forth. It would keep the body's leaning under control.

Now I know why I didn't become an engineer and my son did: he would not have had to have looked up the information but would have had that sixth sense imbued of all engineers; if you do this and this, simple, it works! After spending hours on a problem one feels a little incompetent.

One simple way of testing the effectiveness, or not, of the strut is to jump on the front wing and bounce like a demented devil and then jump off and see how quickly the wing regains its level. The usual children's warning: 'Please do not try this at home, especially if the car is moving, it can be dangerous!'

After reading the manual and then realising the tools I would need to repair a strut, and the amount of work required to make an adequate replacement of the faulty strut, I decided the better part of valour was to leave it to the experts. So I take a trip to Gregory's (featured last issue) for them to make good the offending strut by replacement and, as usually, am reliably informed, both sides need replacing: therefore, MacPherson doubles his income in one fell swoop!

When you've driven the Moggy split-screen around and realise the difference in handling, it's little wonder that Mr Macpherson was on to a good thing.

Evidently Earle worked for Ford's American arm of the company, but Ford of Britain was using his invention long before the parent company. This was basically because Ford in America was using a separate chassis construction whereas in Britain we had gone over to monococque bodyshells. It can only be presumed that MacPherson had designed his strut to be used with the monococques in mind.

The basic premise was that, instead of a double wishbone, the telescopic strut did not need strengthened areas to support it and it needed fewer parts to operate effectively and as such it was therefore an effective damper to absorb shocks.

Nearly all vehicles now use Earle's invention and like all good ideas every marque of car has them on all four corners for essential comfort and road-handling.

The one problem area of the strut was the top. This is where all the force and wear and tear takes place. If you look in the scrap yards quite a number of the old cars have a strut trying to emerge through the bonnet, especially on old Fords as the top of the tower has fallen prey to rust. However, with more modern cars and better rust proofing and design this type of problem very rarely, if ever, exists.

I'm sure that our technical department will have a lot more to say about the engineering aspects of the MacPherson Strut and I must admit that I did not submit this article for technical approval. Please do not send too many adverse comments... I'm only 'Strutting-My-Stuff': Happy 50th MacPherson Strut...

Midlands Special Run and Lunch in Warwickshire

10th of September

and we have at least 10 intrepid crews on standby to start East of Birmingham and to finish near the fair town of Rugby. Full details from John Porter with a SAE

****

4 & 5th November International Classic Motor Show at the NEC Birmingham Contact Barry White

Events Listing

John Porter

27th & 28th of August. Celebration of Steam & Transport at Maidstone West Station Car Park, Maidstone, Kent. Contact D Spink, Town Centre Manager 01622 678777.

2nd & 3rd September Shackerstone 2000 at Shackerstone, Leicestershire just off the M42 North of the A5. We will have a club stand there as usual. Contact Barry White for details.

2-6 Septembre. Le Merlin Classique Tour de Normandie en France. Naturellement! Telephone Keith McGee 01935 47 4630

10th to 17th September. Classic Car Tour (en Angleterre maintenent!) at Rawcliffe Hall, Blackpool, Lancashire. Contact D Bagot 01771 3239762.

23rd & 24th September. Vintage Weekend & Real Ale Festival at Barcomb Mills, Lewes, Sussex. Contact A Cannings 01273 400568.

24th September. All Ford Rally, Daltons Airfield, Abingdon, Oxon. Just a reminder; full details in last issue.

29th October National Restoration Show, NAC at Stoneleigh near Coventry, West Mids. Call Barry White.

4th & 5th November. International Classic Motor Show at the NEC, Birmingham, West Mids. Organised by Centre Exhibitions, but call Barry White if you want to show your Sidevalve.

Events August 2000

So, what have you been doing this season? As I write this column in late June, it is surprising how little is going on in the way of the traditional outside classic car show.

Our favourite here in the Midlands was the Leicester Mercury Show at the Abbey Park in the middle of Leicester, but due to some upheavals this wide ranging classic vehicle show has gone and with it the assembly of cars, motorcycles, buses, pushbikes, tractors, funfair, autojumble and so on.

The best thing about it was that it was free for the public and was always crowded. Something the high cost shows are not! Instead my wife and I have spent some sunny hours (and some not so sunny hours) out and about in the surrounding counties, these being Staffordshire, West Midlands, Warwickshire, Derbyshire, Leicestershire and Northamptonshire - often all visited in one run out! One of the benefits of being in the centre of all these counties.

Despite all the evidence, we have not be rained on once in the Siva! It is a chance to get away from the Madding Crowd to a completely different world of drum brakes and cables with not a hint of servo assistance. No power steering, or air conditioning (or heater come to that!). No radial tyres. No roof or doors. A very hands on experience that also gives an instant tan, albeit on the top surfaces only!

It really is surprising the distance that we cover just jogging along with the power of Fords eight small horses.

One thing that is noticeable is the noise that the Euro Boxes make with their screaming engines and low rolling resistance tyres on the non slip road surfaces. No wonder the wildlife have left, or are they now deaf?

Talking of county-wide runs, Pat and I spent a wonderful day at Burford last Sunday where we had arranged to meet up with Michael Saunders - the originator of the Siva Edwardian. Michael and I have been in snail and e-mail correspondence for some years now and he had threatened to come over to the old country this summer. This he did and we were able to have a photo session and Michael had a little drive in the Siva for old times sake.

We spent some four hours talking about his time making what must have been one of the last Ford Pop kitcars in the late 60s and early 70s. I had my trusty folder of photographs and photocopies with me and we were able to spark off some memories.

Quite how he felt seeing his youthful self in the driving seat of the blue two-seater Roadster in the 1969 Hot Car article, I don't know. He did point out that his hairline has slipped back over his head a bit though! Like many people who were anywhere at the time, he admits to vagueness over numbers built and dates. This was due he said to various accidents of a vehicular nature testing and not testing the latest creations that he and Neville Trickett were dreaming up. Perhaps we should all remember that when we read glossy classic car monthlies containing interviews with people that were there at the time.

Michael has spent most of his time since the Siva days designing and developing vehicles of many different types in Canada where he moved when he parted company with Siva.

Like many designers he has a head full of ideas that he will find it hard to develop in the time he has available. It was enlightening to hear the business scrapes that have occurred over the last 30 years. He appears to have found a fair number of people that are less than honest in the entrepreneurial field. I think he was being tactful!

Hollowell Steam Rally 2000 - the Coventry Groups annual pilgrimage and this year somewhat better organised from the stand point of view. Last year we were scattered across the field due to over enthusiastic stewards who kept the exhibits moving... Our man from Coventry (Barry White) set up the stand on the Friday and David Want took care of things over night, and a wet night it was too! We ended up with trying to get all the cars on a 20 car plot despite asking for a 30 car plot.

Barry apologises for those that could not get into the scrum. He said that his hands were tied..?

Despite a brief rainstorm it was as always a great event as long as you didn't mind smuts on your sidevalve (from the steam engines). Barry will doubtless tell you who won all the prizes in his Coventry Group News.

Stop Press: (Photos page 15)

East Midlands Group arises from the long grass.

What follows is quite difficult to understand but here goes. John Palmer, a merry man of Nottingham, was in contact with someone married to Helen in Beeston with a 100E about getting things going. Sounds like a suitable case for treatment?

Anyway, could that person get in touch with John who has lost all his addresses due to a termination of his electronic functions.

How is that for PC? Anyone else brave enough can contact John on 01773 788021 or e-mail fore493a@ntlworld.com to find out more? Here in the Midlands, we are trying for a Run & Lunch in Warwickshire - find out more from me on 01455 212038.

Oh yes, that Great Adventure - you will have to possess your souls in patience, as our Chaplain at school would say, and wait for the next issue of Sidevalve.

Area News

NORTH LONDON

Robin and Jennie Thake

Rushden waterlogged, Enfield cancelled due to bad weather, our Sidevalve holiday the wettest we have had: is this the sign of things to come with the weather this year?

That's the gloom, now the bright side. The Sidevalve holiday was very enjoyable (report on another page in **Club News**) with nine cars attending and only minor problems; Jim's 100E with slight ignition trouble, which was sorted easily with the help of the JP holiday box which is full of all sorts of spares. Mick Capps had starter problems on the last day which we were unable to sort in a short time, so it was a push start and Mike was going to drive home without stopping unless he found a hill (unlikely in the Cambridgeshire area). Stuart and Laura's 100E which had been in a garage for six years ran like a Rolls Royce!

Hurrah! We have been to a show and got sunburnt. The beautiful weekend saw a full lawn of cars at Papworth hospital fete and the Luton Show was also very busy. Three Counties Radio broadcast from the show so Jennie bravely took the car to the broadcast unit and spoke about the E04A and Sidevalves in general. She was the only lady to do so.

Club meetings continue to have an excellent attendance, usually at least a dozen members; we are all looking forward to the rest of the summer and hoping to see lots of Sidevalvers at Hollowell and The National.

Gloucester, Herefordshire & Worcester

Philip Birch

The group appears to be going from strength to strength after a bit of a low a year ago. Recent additions include two young (younger ?) lads from Gloucester who own 100Es and whose interests included hot rods and drag racing.

The June meeting saw John arrive from Cheltenham. John is an E493A owner who has had recent clutch work done at his local garage which will hopefully cure his severe juddering and take up problems. John hasn't been out much in the car because of all these problems and seems to think Sidevalves break down a lot! Hopefully contact with the group will give him the confidence he needs to get back on the road.

Tony Mator from Worcester has an E04A project car (ex Malvern area) to start and Bob Lawrence from Ross on Wye still prefers working on his 103E pop to starting his Daimler restoration. Dave Fisher continues work on his 100E Escort, which he found near Swindon. When that's on the

Continued on next page...

road watch out!

Dave has got some interesting plans for his yellow 100E with talk of high speeds, more gears, special camshafts etc. We must keep him away from those Gloucester boys.

Richard, from Upton Bishop, came to our May meeting clutching bits of chassis and muttering about needing a welder. Richard's green 103E Pop is fitted with the aftermarket Armstrong shock absorbers and the near side chassis rail had failed with a sizeable chunk falling off. The evidence was there of stress fractures and not rust. This could be a timely warning to others with these shock absorbers to check their chassis. The design I suspect was never tested for a life span of over 30 years. All went well and Richard arrived in the Pop at our June meeting. If you can check his car out at the 'All Ford' it has some very sensible changes for an everyday car, which this car is.

John Pole nears completion of his black 103E Pop restoration with recent fitment of the wiring loom and electrics. Just the interior to complete and another 103E hits the road. I've convinced John to book in to the 'All Ford' this year, which I think is about 5-6 years since we loaded the 'mauve and gold' shell up in Bristol. John has never blamed me once!

Dave Prosser and myself have had rebuilt engines over the winter. Dave's E83W flat bed is running well with recent trips to Mid-Wales and also to the place of the trucks working life as a milk lorry at Chippen Camden in the Cotswolds.

My 7W has done fewer miles since the rebuild of the engine, but it is loosening up nicely. The block I chose to rebuild with hardened seats etc. turned out to be a very rare beast with oversized main bearings on the outer face. Fortunately Dave Curtis of Hereford had a set of new +20+15 main bearings on the shelf: thanks Dave! Anyone else out there with sets of bearings that appear thicker than usual and don't fit a normal engine, you know who to sell them to.

We were a bit surprised not to be invited to help organise the AGM at Gloucester, but we went anyway. Nice to meet the faces of the names. I was impressed with the quality of Shirley's new engine parts. The big gap now is con rods. Is it time to look again at modern shell replacements from a more common car, or cheaper mass white-metalling? The outline plan for the July meeting is to meet early, have a drive into the Forest of Dean and stop at a pub in Ruadean where Dave Fisher knows of a car collection. Sounds interesting.

Addendum to the above report

North Nibley Show

This weekend (June14-15th) saw the ever popular Gloucestershire show at North Nibley, Dursley to joyfully celebrate Lister Petter engines and Tyndale, a local preacher, who completed the first English translation of the Bible.

The weather was fantastic, as usual, with blue skies and sun all day, both days. There is always a big steam presence but the 100 plus stationary engines took centre stage. Ford Sidevalve cars on Saturday included 'Noddy', Peter William's red E83W, Dave Prosser's green E83W flat bed milk lorry.Ivor Bryant brought two cars, a 103E Pop and an Anglia upright which he left for the weekend. Both cars are in unrestored condition! My 7W completed the Saturday line up.

On Sunday 'Noddy' was in again, and Dave Sheldon from South Wales had brought his Falcon Special complete with hydraulic brake conversion. I made a change and went in my 1938 Standard Flying Ten special, being open top it seemed a better bet in the heat. There was also a 300E in pale brown, which was for sale and numerous American Ford V8 Sidevalves with beautiful waterfall grills.

Shows in the area to look forward to include Much Marcle, Bromyard, Welland (the old Upton show) 28-30 July, Hay on Wye (13 August), Hanbury and the big one, Malvern, for all those winter bits held on the last Saturday in September and the first Sunday in October.

The FSOC stand is full but they are still taking single private entries.

We haven't heard from the G, H & W Group for some while, so thanks Philip for taking the time and effort to write. Hope you can send some pictures sometime. Ed.

Bristol and South West

Ivor Bryant

We had a record meeting at The Fox at the end of June, no less than 11 members and partners attending, but only two Sidevalves. No we didn't all arrive in just the two Sidevalves !

We were represented at the two day show at Bristol's Ashton Court. I was hoping to put on a Club Stand, but I need a bit more support. Maybe next year we will be able to arrange this (mustn't complain as I didn't go myself this time.)

The Lister-Petter show the following weekend at North Nibley was again a good event. There is discussion between Phil Birch of the Gloucester area and myself on whose patch this is: he was even worse at the AGM in Gloucester ! Saturday was attended, as last year, by Phil in his 7W ten, Dave Prosser in his E83W milk float, Peter Williams in his E83W covered wagon, my own E49A Anglia and 103E Pop... I had another engagement on the Sunday, but left my cars ...see Phil's report for Sunday.

Thank you to the Coventry group for letting me on their stand at the NEC; a bit of an odd mixture of cars including sports, racing and 'our' types of car.

I did find a Ford wire screwdriver in the jumble to add to the collection, see page 16 of the last issue, second column.

Sunday 25th June saw the 5th classic car run from Chipping Sodbury, three Ford Sidevalves in attendance: Alan and Jacky Lander's 1949 Prefect, Paul Caldecott's E83W van and Alyson Marsden's Lotus 6 with 100E power .Hopefully Alyson will be joining the Sidevalve Club. There were about 125 cars and bikes in this run of approx 75 miles, dating between 1925 to 1975.

We are already planning our stand for next January at Shepton Mallet...WANTED a white car for display, two manikins (shop dummies), volunteers to help realise a number of ideas. This may seem a one-sided report, but no one else appears to take on the post of area co-ordinator.

PS: Land Rover green looks a better match for pre-war dark green than the 1972 Datsun colour to me. Cannot recall if the Datsun colour was from Sidevalve News or from the Y and C Register.

HAMPSHIRE

Mick Crouch

For the first time in my living memory the Enfield Pageant of Motoring was cancelled due to extremely wet conditions. To say that we were disappointed would be putting it mildly, especially as we were all packed up and ready to go.

We have to say a very big THANK YOU to Mick Williams of the Essex Group who very kindly kept me informed on the telephone regarding the state of play at Enfield. Mick's very timely calls saved us from three hours travelling up there and getting stuck, not only in the mud, but in the traffic which at one point was grid locked around the playing fields on the A10.

However, we have our fingers crossed for a sunny weekend at Ardingly which is our next motoring show. So far this year we have only managed to attend one small local event at the beginning of May. July promises to be more eventful, so lets hope that we have some summer weather to go with events and that I will be able to report on our Sidevalve meandering in the next issue.

Coventry

Barry White

It has often been said that most people who own pre-war Sidevalves never actually go anywhere in their vehicles, but it doesn't have to be that way, as Janet and I proved. In fact it was quite a shock when we returned home from the Club Sidevalve holiday in Eastbourne and realised we had clocked up over 830 miles in my 62 year old Prefect; and all in one week!

The car had performed almost without fault, but there was one heart stopping moment, it was during the third day of the holiday. I had just selected reverse gear, and was in the process of reversing,when suddenly the transmission locked up solid and stopped me dead in my tracks.

continued on page 30...

Club News

Jennie Thake & Fred Fielder

FSOC Holiday at Eastbourne

Our message to any newcomers to a Sidevalve holiday is usually, "don't worry about the weather, we always have a fine week." This year everything was fine except the weather.

We just managed two fine days the rest were showery, wet or very wet!

We had an excellent holiday staying in a hotel together for the first time. We had a lovely landlady who was born in Kowloon where one of our group was stationed after the war. This was an opportunity for many jokes and Anna Lam ended up the week by calling him 'Dad'. Anna kept us all in order. As she ran the hotel on her own, being both cook and bar lady, we had to ring a bell for a drink to which she replied, "Wota you wont !"

We started off on our holiday after meeting John and Marg, Stuart and Laura at the M1 Services and soon met Mike Capps on the hard shoulder having just changed a punctured wheel at Thurrock.

After a coffee stop we drove over the bridge to the A22 and met up with Shirley and Richard, Rose and Colin, Pauline and Jim; all within five minutes of arriving. Excellent timing by the navigators.

Following more coffee we meandered our way to Eastbourne in time for the kick off in the Cup Final - it's a pity Aston Villa lost, but never mind.

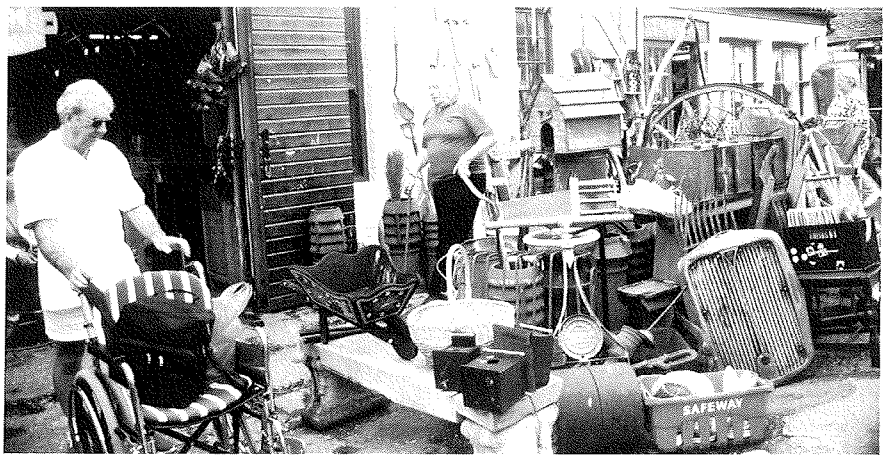
We soon made ourselves at home in The Ridings, joined Barry and Janet at dinner and made plans for the coming week. Bentley Wildlife park was Sunday's outing. We parked next to the Alfa Romeo Club and made a pretty picture; this day was rather wet, but there was an excellent tea room to shelter in.

We were joined in the evening by Arthur and Eileen who had been delayed due to building work at home and the weather!

Monday dawned bright and sunny so we set off in our shorts and had a very pleasant cross country journey to Battle and Rye where we wandered around the many antique shops. Tuesday was very wet and fortunately we had decided to visit the Bluebell Railway which was very interesting. The journey on the train very relaxing! The evening's visit was to see The Gladiator at the Cinema Complex, for those brave enough to go.

Wednesday started fine and was a day off so we could all go our own ways. Some went to Brighton and some to Hastings, but we all seemed to look at Antique shops before the rain set in. We turned back the clock in the evening with a visit to the Ten Pin Bowling Alley. It was all so easy back in the 60s but the sight of John Perren on his back in the lane will remain with us for a long time.

Thursday was the best day for the weather and so we went to Amberly Chalk Pit Museum, a long hectic journey but well worth it when we arrived. We displayed our cars by the station before spending a very interesting time looking at the displays and listening to the craftsmen; everyone was interested in what they were doing which made it all the more enjoyable.



We arrived back at the hotel just in time for dinner before setting of for the theatre for what was to be an end of the pier show. Only eight members in the cast, but they managed so many forms of entertainment it was excellent. Laura and Jennie just laughed and laughed at the ventriloquist with the skunk.

Friday being our last day we decided to look at Eastbourne when it was once again OK in the morning, but by lunch time it started to rain and poured for the rest of the day. In need of refreshment, four of us went to the Tea Pavilion and spent a very pleasant afternoon making our way through the menu. Our last evening arrived and we all gathered in the bar as it was far too wet to go out. Robin and I were most pleased and grateful for the gift of a plant and some photo frames (which I have since filled), for our part in organising the holiday. The landlady gave all the ladies a Chinese rock candle and we in turn gave her a bouquet.

We were joined during the evening by David Taylor, his wife and son, for a very pleasant chat and drink; David is a new Club member who lives at Hailsham and has an E494 Anglia.

The holiday was voted a success and we all returned home, tired, but refreshed ready for the new show season, and promising to meet up again next year.

Jennie Thake

Photo 1 Top:
Cars lined up ready for a day out, outside the hotel at Eastbourne.

Photo 2 Bottom:
Antique Yard at Hastings. "What is John trying to exchange Marge for?"

New Members join up!

I had to telephone a reply to one of our Classified Advertising Forms this week.

'No names no pack drill' and as it was, in fact, an order for a number of items with a covering cheque I suggested very diplomatically that we do and can only supply members with spares.

Evidently one of our members had very kindly suggested that the Club would be able to supply the spares to the car owner and passed on the photocopied Classified Advertisement Form to him.

The owner of the car understood that he would need to join the Club and asked for me to send him an Application Form which I have now done. He was quite happy to join, but had not realised that we do offer a very good service from our Spares Department.

I have included in this August's copy an Application Form which you can photocopy and then pass on to any enquirer. Hopefully, if you do get any enquiries you will all now be able to hand a copy of this form on to the car owner and we will then increase our membership and they will keep their vehicles running. Ed.

Letterbox

Fred Fielder SVN Editor
5 Coastguard Cottages, Pegwell
Ramsgate, Kent. CT11 0NH
e-mail: fred.fielder@easynet.co.uk

From: Jochen Roth
To; fred.fielder@easynet.co.uk
Sent: 28 June 2000 13:10
Attach: prefect.tif
Subject: SVN Contribution

Dear Fred,

I suppose that you have heard of me, if not I am from Namibia and if I find something for the newsletter, I submit it.

Well I found this photo of a Prefect together with two youngsters and I find it quite cute.

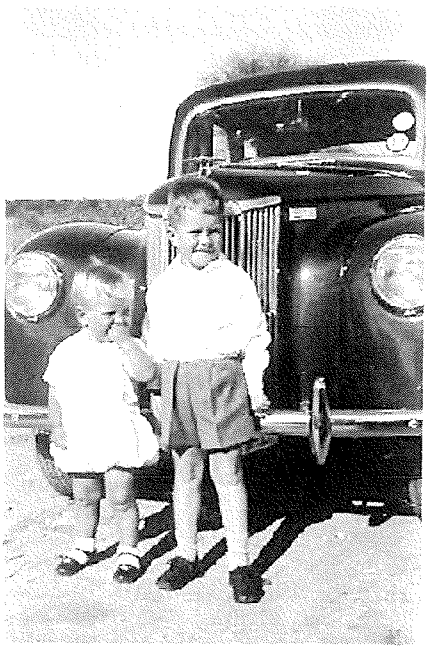
The year according to the licence disc is 1953. I do not know who the kids are but I think it is a nice photo, seeing that these Prefects were not so full up here in the early fifties.

None are running anymore except for mine; the country has no more to boast with. I shall keep on looking for more material for the newsletter. I hope you like it.

Regards and keep up the good work!

Joe Roth M/S No. 6563

Windhoek NAMIBIA



Heartbeat Police Sidevalves

Dear Mr Fielder,

I'm wondering if you could possibly assist me with a little research?

I know that 'Heartbeat' featured a 100E Police car but, did the 'real' police use Sidevalve Fords? I know that the individual forces made their own decisions with regard to the type of cars used but which forces (if any) used 'our' type of car?

I would be very interested to know if the Club has any information in the archives, or to hear from any members who either remember or have any photos of these vehicles. In particular I am looking for details of 'marked' cars, ie additional equipment fitted such as bells, radios, lights etc; also any tuning modifications such as aquaplane twin carbs, overdrive units and so on.

Any information would be very gratefully received, and may in fact lead to an article in the Club magazine in due course.

Yours sincerely
Wayne Parkhouse
Membership No 8872, tel 01753 579642

NZ Scrap

Dear Fred,

My name is Jason Williams and I am a member from NZ. I saw some photos in the June magazine taken by member Stuart

Holding, also from NZ, of a scrap yard full of sidevalves.

I am wondering if you can tell me where in NZ these photos were taken or how I might get in contact with this member (if possible) to find out. I would be interested to see the place for myself. Any information would be much appreciated.

Many Thanks,
Jason Williams

Jason, this was passed on to me by Mick Crouch, our Membership Secretary . I have replied to you by e-mail and you'll need to write to him (page 2). Ed.

Wonderful Ed?

Dear Fred,

You are doing a wonderful job, well done with the FSOC Sidevalve News.

I have been a member for many years and devour your news in the magazine each issue.

I have my 100E motor stripped down at present having cracked the number 3 exhaust valve seat and 1/4 inch of the block. This is now repaired and new rings are to be inserted this weekend. I have spoken with a number of the old timers around here; some know, others don't know, about the existence of the Water Distribution Tube that is inserted behind the water pump and runs along behind the valve stems to the back of the block. It is visible in one of the cut away drawings of the motor in the manual and there is only one minor mention in the text under cooling system.

Where can these be obtained? Mine has obviously disappeared or disintegrated a long time ago. Please pass this letter along to any possible sources of information.

Thanks.
Gregory Parsons

(PS: I also have a '49 E493A and '48 A93A, both on the road.) Pictures will follow some time soon, when I get them scanned.)

Where is that article?

June 20, 2000
Good morning Fred.

Yesterday I received the June Sidevalve News and as usual I started immediately to spell out one of my favourite magazines.

In the AGM report I also read your presentation and noticed you saying that e-mails and articles (by snail mail) for the SV News normally were acknowledged by you as soon as possible. It is therefore that I have a question for you.

Somewhere in April (the precise date has escaped me) I sent you an article and a picture. I fully appreciate that space in the Sidevalve news is at a premium or that the article was regarded as not suitable and therefore did not appear.

However it would be nice if an acknowledgement had been received or otherwise. Has the article gone missing in the mail? The main purpose of my article was to pay homage to the unique parts service the Club has available for members and to Shirley Wood, who renders such sterling services to the Club. In particular I think it is important that from time to time officers get some praise, as the majority of people (and for that matter this is the problem in every club) take it for granted that club officers are always standing by, day and night, at every occasion, for free and are very disturbed if on some day that does not happen. I know the feeling being the general secretary myself of the Dutch Historic Automotive Society.

Maybe you can use my e-mail address.

continued on next page...

If nothing has been received by you, I would be happy to try to send it again. Keep up the good work with the SV News.

Many greetings,
Friedel Erdelmann

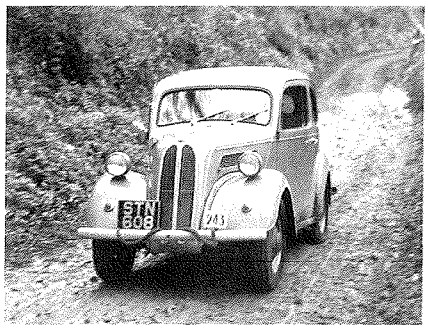
I don't normally reply to snail-mail hence there was no confirmation, but you can now read the article on the next page! The AGM takes up a lot of space, so some articles have to be held over I'm afraid. Well that's my excuse! I'm hopeful that Friedel will tell us about his work for the Dutch Historical Society sometime. Ed.

Notorious Hill Climbers

Dear Mr Fielder,

I thought you might be interested in the photos enclosed, which I took at the Lands End Trials on Easter Saturday.

The location is the notorious Mineshop One in Two and a Half hill near Crackington Haven in North Cornwall.



STN 608 'Steady as She Goes'.

I don't know who the owners are, but if any one is interested perhaps you could you pass on the photographs. **Robin Del Mar**

Two spare tyres are better than one going downhill!

Sussex Sidevalvers?

As a new member with a 1951 Anglia I am keen to get to know other Sidevalve owners in the Sussex area.

The object is to hold monthly meetings and organise events and runs etc.

If you would like to take part please contact **David Taylor on 01323 845001, evenings please.**

MGF & ODO

With regard to your article in the latest edition of Sidevalve News please find picture attachment (above).

I also part exchanged a Vauxhall for our MGF two years ago and it now has 31,000 many enjoyable miles behind it. The story behind the Pop is rather longer [perhaps I will send you the details one day] but it has been in our family ownership since the sixties. Many acquaintances and friends find the combination of the two vehicles not only strange but also amusing!

Keep up the great work on the magazine.

Regards, Deryck Burton

Did You See 'Classic of the Week'?

Ian Maddams writes:

'Sidevalves are in the London Evening Standard again! Wed, 28th June, '00.

We've finally taken our place alongside such previous classics as the Lotus Cortina and E-type Jaguar (now a Ford stepdaughter of course), and they seem to have got the history details correct for once.

The article, which Ian sent me, is entitled 'Classic of the Week' and the author, Dave Selby, suggests that the Ford Anglia, Prefect and Popular100E swept away the fossils of an earlier era. In 1953 the cars were a radical departure in design, although of course it had retained the somewhat geriatric Sidevalve engine which, however, was re-engineered, but was still rather ancient.

The two door Anglia and four door Prefect with extra chrome and well equipped and finished interior completed a series which was never exactly scintillating but always an honest value-for-money contender to the marque.

Well done Dave Selby of the London Evening Standard for bringing the 100E to an even wider public's notice; long may it continue!

Ian is going to do a 'tools' article soon I trust he has recovered from his recent illness. We always look forward to his observations and cuttings for SVN. Thanks, Ed.

Snail-mail Membership Tip from Mick!

When I was away on holiday in June, the Royal mail tried to deliver an item of post that required a signature. As I was not at home, they left me a card and took the item back to the sorting office.

Unfortunately, as they only keep this type of post for 7 days it was returned to the sender before I could collect it.

The moral of this story is please do not send me items of mail that require a signature, as both Jean and myself are out at work during the day and the item is always taken back to the sorting office.

There is a considerable delay before I receive it or, in the above case, do not receive it at all. It is far better to send your payments by ordinary letter post as this is both cheaper and quicker.

Mick Crouch

German Contact?

I am highly delighted, having received the new edition.

In the past, I was helped by Mick Crouch, who has retired and now has a successor: I say "welcome" to Simon Crockford. What does Simon look like? I know the outer appearance of Your Prime Minister, his wife and some members of your Royal Family. Is Simon the very happy looking young man on page No 3 of the latest SVN? Concerning my membership, I feel rather contented, but the distance for my presence at club meetings seems to be a problem.

My intention is to come and see you this year as I seem to be disturbed by some brake-and steering and front suspension problems. If my 100 E Prefect should be in ill condition would it be allowed to come to Club meetings with other cars ? Please tell me, because I do not want to do things against the Club rules. What about noting my address on page 2 of the SVN (International Contacts)? I would be the first member of your German FSOC.

I wish that we'll have a fair football match between the German oldies and the British fighters tomorrow. We both should bet. My tip is: The Island Team will beat the German oldies 2 -1. What is Your Opinion? I have learnt, that British people like to bet. Is that true? If I lose the bet, I will write a very nice letter for the SVN in my worldwide well-known 'special English'. Hoping not to have disturbed your beginning weekend activities.

Yours sincerely, Gerd Dhonau

Gerd, 'Yes' to everything, except the bet which you lost, so let's be hearing from you again. Please write to the Secretary, Shirley Wood, if you would like to be our German Representative. Thanks, Ed.

PANIC GALORE!

Or 'The Tale of the Unexpected'

Friedel Erdelmann

I hope that by the time this article has been published, that the Club has a new 100E Spares Co-ordinator, as the availability of spares is one of the most important services the Club renders for its members.

I can speak from experience, having already wondered through the treasure cave of Steve Waldenberg in the seventies. As a long-standing continental member, the Club has come many times to my ultimate rescue as it did recently. September 1998, returning home with the E493A from a local rally, a big bang, silence, and then the noise of an emptying machine gun. Moving on its own steam, I had suddenly stopped.

The local tourist service (comparable to the UK AA) transported the car back home within an hour. As I already had suspected the gearbox for some time, I thought that it was there to look for the solution. By coincidence, a few days later, I emptied the sump to refresh the engine oil after a hectic rally period.

Returning to the garage after a well-earned cup of coffee, I could not believe my eyes: all pieces of metal, clearly recognizable as bearings. So the problem was far worse than I thought. It was a blessing that I did not dismantle the gearbox and change it. Imagine what a surprise it would have been, after the winter had passed, to start the engine and hear the same machine gun noise again.

So the engine came out in December and was transported to a reliable engineering firm in Amsterdam. Then, a telephone call in January, "We cannot use this engine anymore. Already oversized pistons (non-Ford) used, different sizes of main bearings installed, connecting rod bearings gone. We would advise that you try to obtain another good block with standard cylinder bores."

As brand-new original Ford oversized pistons had been in my possession for more than 15 years, that would help to solve that problem. I had a complete engine at home,

which came from Australia to the Netherlands in 1978, together with the 1939 E93A Tourer.

However, in Amsterdam they found out that, as this engine had been stored for more than 20 years in a damp shed, it was also worthless to use, except for a nearly brand-new crankcase which came out. Thus the only rescue again: the Ford Sidevalve Owners' Club.

After letters 'from and to' and some embarrassing telephone calls to Shirley Wood (one time I caught her on Saturday morning shopping in her local supermarket) we finally made a good arrangement.

After Easter 1999 I would come by car to Abingdon and visit the FSOC spare store. I stayed with friends in Essex and on a sunny Saturday morning drove to Oxon. There Shirley was with her brother available for one customer: that guy from the Netherlands. What a splendid service! Two engine blocks were chosen together with a full gasket set and after a tasty pub lunch I went back to Essex and next day to the Netherlands. The engineering firm was amazed that I made it.

The next call I got from them was in June when they ordered (they knew about the FSOC spares list) a host of new spares: main bearings, a set of cylinder head studs and a set of valve guides. At my request Shirley mailed everything directly to the engineering firm in order to save time and additional mailing cost. By now I began to be a bit restless as it was nearly ten months after the breakdown had first occurred. When I came back from vacation in September, another call: I would need to have a complete set of new valves. They did not want to take any risk with the old ones and the ones I had given them earlier. So Shirley was written to and, again, the now usual splendid service! In October the final call from Amsterdam, "The engine is ready." The firm had found in the meantime a new timing chain and other bits and pieces. So I went home with one nearly brand-new engine, three other blocks, a couple of big boxes containing various, crankcases, pistons, petrol pumps, cylinder heads, etc. Nothing was thrown away. The great cleaning job will start when summer 2000 arrives.

In November I built-in the new engine at my local Ford Dealers (the Prefect had been stored there free of charge since December 1998). As they have plenty of space the workshop manager suggested that I would do the job of completing everything in their place. Fantastic! Imagine a big hall, well-lit and well-heated, all for yourself. No one else in sight. If I needed advice or the use of a special tool, I just popped out into the adjacent hall. After three weeks everything had been cleaned, polished, painted and properly fixed. Now came the moment supreme: starting of the engine and also the great disappointment: non-starting.

After half an afternoon's fruitless attempts, we decided the next day to tow it behind the Dealer's service car: after one or two attempts it started to make noises. Very rough and totally unadjusted (we had put the distributor in using the well tried 'trial and error' system). I warmed up the engine running around two big empty parking places nearby - it was now close to Christmas. Back at the Dealership we managed easily to adjust everything precisely and then it became apparent how nice and quietly the engine ran. With great relief I returned home, however with one deficiency: I had no clutch pedal return spring. I could not remember how the situation was more than a year before and nobody could remember having seen a spring at all. I put the car in store at home and decided to wait until kinder weather had arrived.

And again, the story becomes a little tedious; but Shirley Wood came to the rescue and a new spring has been delivered (and installed) in the meantime. The original Ford parts number suggests a different spring for LHD and RHD. I did not find any problems. The RHD spring fitted neatly on my LHD car.

After a thorough cleaning and polishing job (see the enclosed pictures in the close proximity of our village - the car complete after 18 months) the task of carefully running-in the engine has arrived. But with a full rally season in front, that will not be a problem.

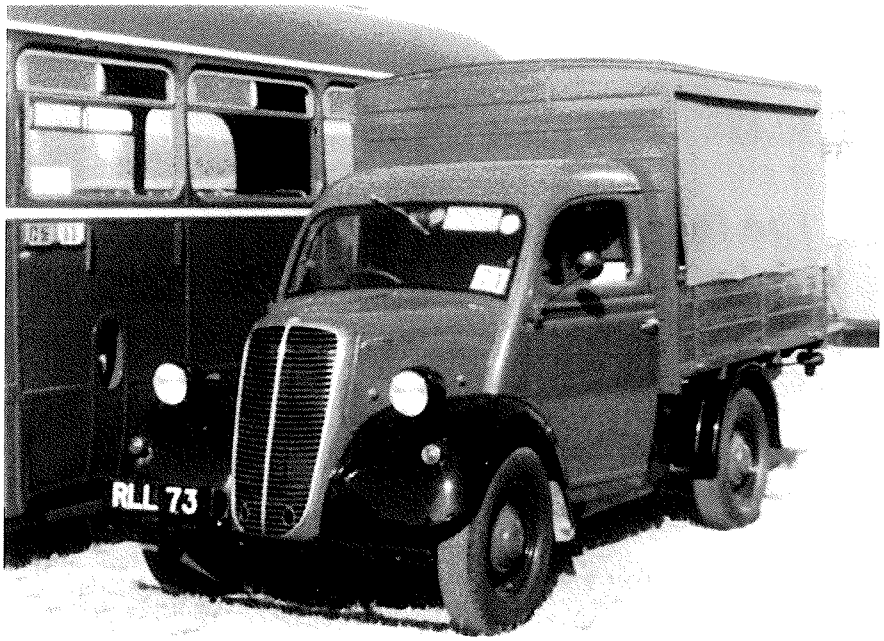
The moral of this story is living on the Continent one cannot do without the Sidevalve Club. If one lives in the UK one may underestimate the importance of such a club nearby. But living abroad where spare parts are as rare as hen's teeth, one appreciates such sterling service as experienced recently. What do I say? Better than many renowned commercial enterprises. And Shirley Wood? The Club should be very protective and careful of her!

Friedel Erdelmann

The Netherlands

E83W Register

Glen Bubb



Firstly, apologies to Ivor Bryant for crediting him with ownership of Peter Williams' E83W tilt. This was due to a small error in the AGM minutes which made me get my Ivor's and Peter's in a twist.

My E83W motoring is currently limited with 1¾ E83W's living in Kent and an E83W registrar living in Shropshire. However I do make a number of visits 'down south' to enjoy my E83W motoring. Unfortunately my first outing of the year was not to be.

PKP has been to all Enfield Pageants since they began so, with the threat of bad weather later in the Spring Bank Holiday weekend, we loaded our sandwiches and Autojumble search equipment into the van on Saturday morning. As we were about to leave, the phone rang with hot news from Mick Crouch that the event was cancelled for the day and, as it was such a distance from Hampshire, it would not be worth them visiting later in the weekend.

During the weekend we made a number of calls to the EDVVT answerphone only to be told on each occasion that due to the weather the Pageant site was not accessible. Finally on Sunday evening the answerphone declared "The Enfield Pageant is cancelled."

This meant that I would have to wait for my first outing of the summer! Fortunately, as a write this late in June, I was able to attend the Waldershare Steam Rally yesterday where, although no other E83Ws were on show, there were a number of Sidevalves.

Another visit to Malta this spring lead to us spending an interesting time with the Malta Old Motor Club (see separate article) and also finding another very derelict E83W pick up somewhere on the island that I probably could not find again. The picture included with this article shows the pick-up which involved a rather death defying stunt of climbing a very loose stone wall in order to obtain the picture **(below left)**.

Where are they now?

A particularly interesting shot (picture 2 **above**) has been drawn from the Bubb archives this issue. RLL 73 was a greengrocer's lorry owned and restored by Geoff Heels from Epsom. The picture shows RLL alongside Geoff's ex- London Transport GS bus at Southsea in the mid 1970's. The truck was exported to America shortly after this picture was taken. Does anyone know where it is now?

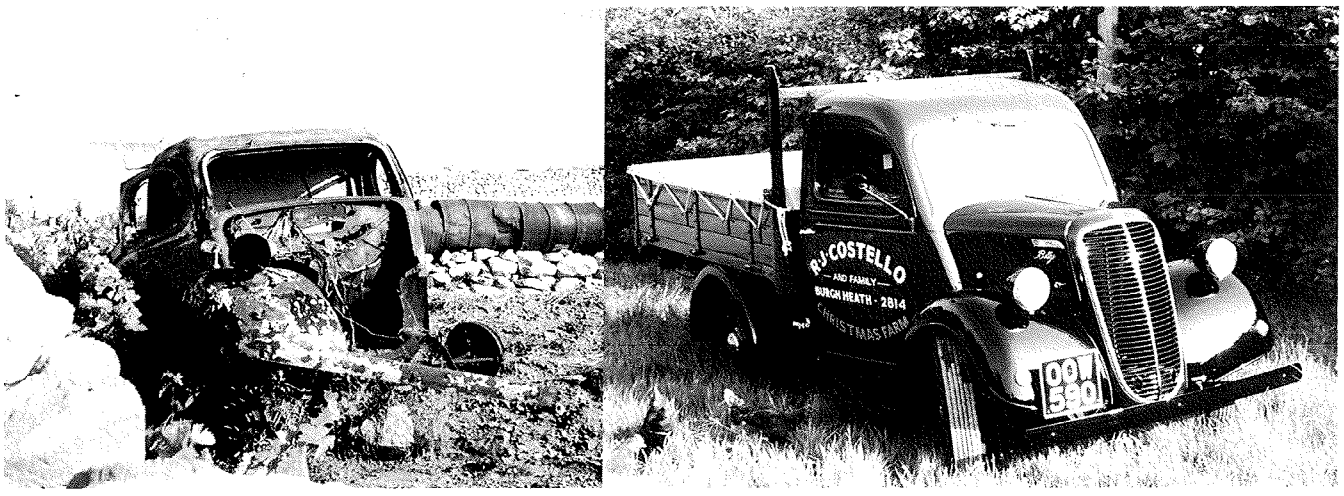
As an interesting aside there must be something about London Transport GS, Guy Special, buses and E83W ownership. Geoff was one of at least three GS owners who also owned an E83W, along with Brian Speller and ourselves. Also former FSOC committee member Bill Ballard also owned an LT GS. It must be the Ford sheet metalwork on the front that attracted us all.

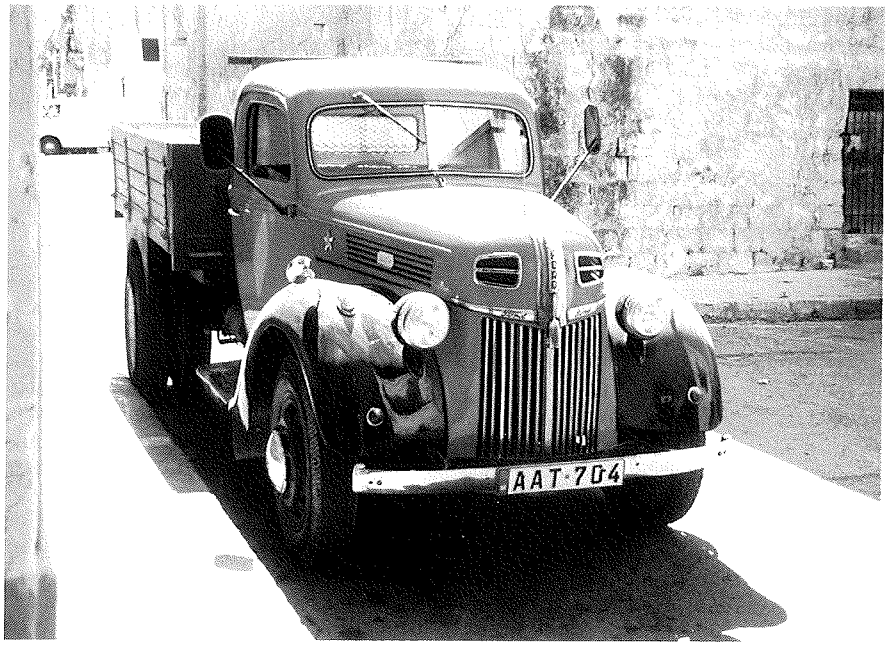
Incidentally I am hoping to have some pictures of antipodean E83W's for the next issue: there's something to look forward to.

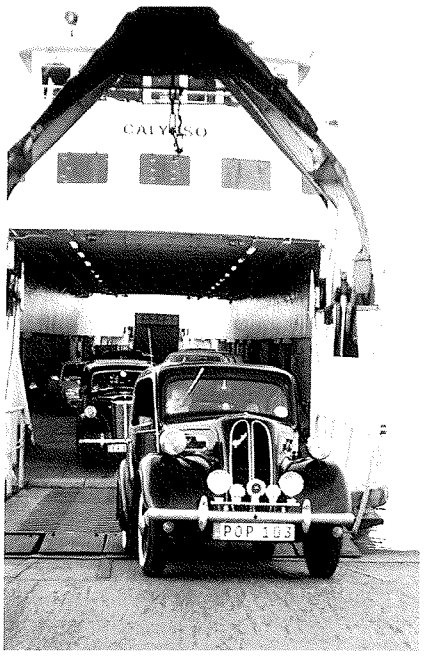
Wheels!

I am sure that many of you know that E83W pick ups, utilecons and most export models had 6.00 x 16 wheels, but did you know that those fitted to early versions where different to those on later models? From 1938 to 1951 the centre of the wheel was welded to the centre of the wheel base. From 1951 onwards the centre was welded offset to give a wider track and was intended to increase stability. We had four later wheels and one early wheel with our 1951 pick up, but managed to find someone with the opposite combination and did a swap.

Finally I have received a photograph (picture 3) from Susan and John Costello of their pick up OOW 590 after successfully completing the London to Brighton run and returning to the farmyard, complete with chickens.







Overseas Car Rally or 'A Day Out on Gozo'

As mentioned in my E83W column, I have again ventured from these shores to the sunny climes of Malta. On deciding that we would go to Malta again and booking the dates, we contacted our friend and FSOC member Effie Pisani to let him know when we would be arriving. As luck would have it, we had picked the weekend of the Malta Old Motor Club Gozo Run.

On the Saturday we headed off to see Effie to find out what the format of the next day's event would be. During our journey we spotted an unusual looking lorry turning down a side street, it was not the usual Bedford O or A type or even the, less common now but still occasionally seen, RAF Dodge. We had to follow, but remained well and truly stuck behind the lorry in the narrow back street of Paolo. Was it an early Commer?

Luckily the lorry pulled up in a square with the driver using the auxiliary handbrake, a large rock under the back wheels, it was, what I thought was, a pre-war Ford V8 **(picture 4 above)**, a big sidevalve. However I have since been informed that its origins appear to be from 1941.

We arrived at Effie's to find him busily converting his Bedford A series everyday lorry to power steering with the assistance of a suitable Japanese front axle. We discussed the next day's run and, on finding that the meeting time was set for 0745 hrs at the ferry terminal, opted to meet up with the run later in the day.

We arrived in Gozo at about 1200 hrs with only the knowledge that it is difficult to hide 40 classic cars in an island as big as Gozo. As luck would have it the pre- lunch stop was on the hill overlooking the harbour. We tagged on to the back of the run in our KIA and met up with Effie and a number of the other members at a small seaside town just outside the capital of Victoria. Here we also met Popular 103E owner Victor Dalmas of Zetjun who is also an FSOC member. Victor's Pop and Effie's Prefect E93A were parked back to back at the lunchtime stop **(picture 5 below left)**. Victor's Popular has the very apt registration POP103.

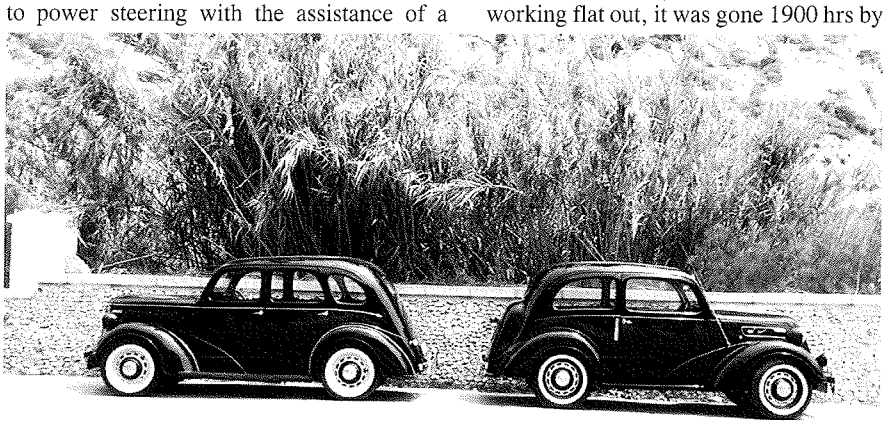
After our lunch we left the run participants to further explore the island and to continue back to the mainland , arriving before the return of the classic cars in order to take some photographs of them leaving the ferry.

The ferry was due to arrive in Malta at about 1820 hrs. However, due to the number of people who had travelled to Gozo that day and even though all four ferries were working flat out, it was gone 1900 hrs by the time Effie and Victor left the ferry **(Pictures 6 & 7 top right and bottom right).**

We said our goodbye to Effie and family and headed back to our hotel for supper.

During our stay on the island we saw a number of 100Es **(picture 8, this column middle)** and 107Es, along with various 300E variants, but we only saw one upright Sidevalve in use, that being the E83W featured in my last Maltese report, that still carrying cement from the docks.

If you are thinking of going to Malta, make it soon as the old cars are disappearing fast. However, with the Maltese hospitality and the excellent weather, a good holiday would be guaranteed even if you didn't see an old car.



'UPRIGHTS' Technical Queries and Notes

Bryan Baker

Feedback:

Valve Guide Removal. Upright tinkerers, please do not try extracting your engine's valve guides using the method outlined in VB's letter, page 21 June issue. It may well be OK for those 'new fangled' 100E motors, but, if you persist with it on an upright, damage, possibly extensive, will be caused.

On this subject agent GB kindly sent me a sketch of an extractor that he made up and used successfully on his engine - a copy will cost you an SAE.

It consists of shaped steel rods suitably cross braced. My guess is that it would work except on engines where the guides are very carbonned. In such cases I think the rods would flex and absorb the hammer blow's energy. The 'official' special tool is quite a substantial forging and therefore better able to transmit the hammer's force to the guide. Also the end of the tool that contacts the guide is chamfered so as to force the guide halves together as the tool is struck.

Another special tool that GB mentions is the 'sort of folding cylinder with ball bearings inside and out which acts as temporary valve guide when grinding in the valves'. This is, I think, an excellent description of what I remember as being called a 'dummy valve guide'. Using it when tapping in the valves (a) certainly speeds up the process and (b) minimises the chance of grinding paste getting between the valve stem and guide. The folding cylinder consists of a hinged pair of die castings with, as GB stated, ball bearings to keep the valve aligned. Just had a look in the 'shop manual' but there is no reference to this tool.

12 Volt Conversions

Most of the emphasis in this regard has been on voltage controlled systems, ie with two brush dynamos. GB reminds me that three brush systems can equally well be converted. In his case judicious bending of the cut out assemblies spring increased the cut out voltage from 7 volts to 14. So the cost of converting a three brush system is a battery, in his case £28, and the bulbs. Sorry to have neglected you three brushers; it was nothing personal.

Girling Brakes

From a leaflet supplied by GB (thanks for all this information), I see that the Lanchester 10 also used a Girling brake system, the main difference being that the front brakes incorporated a mechanical linkage to provide a two leading shoe arrangement. More complication would have meant more parts to wear and, for all normal uses, the leading/trailing set up was more than adequate. Anyway the writing was on the wall and hydraulic systems soon provided an easy, effective two leading shoe arrangement. Does anyone have a hydraulic brake conversion with two leading shoes on their Upright? There has been doubt expressed that the standard brake back plates are man enough (should that be person enough?) for the task. Anyone with good or bad experiences to relate?

Tool kits

How's the promised article coming along, IM? I note that Andy Main is offering drawings, YES PLEASE, Andy!

Continued on page 15 ...

Stan's Technical Tips or now known as 'Rusting in Pieces'

Stan Bilous

No Technical Tips this month - but our intrepid Technical Man has turned Super Sleuth.

'If you go down to the woods today... a very big surprise indeed!

However, I am sworn to secrecy regarding the location of some 150 cars, mainly Fords of all models. The owner of the land prefers to see them rot into the ground rather than part with them!

For example, a MkI Consul (with immaculate interior) has its bonnet gaping open, supported by a 'sprung' MacPherson strut emerging through the inner wings rather like creatures from the film 'Alien'. (Did Stan have a premonition that I was going to write about MacPherson? A bit spooky. Ed.)

An alien place indeed as I managed to get off a few pictures before being chased away. But I shall return and have not given up hope - so watch this space...

(Photos show three examples of some 150 cars reposing in the wood.)

Photo 1 (above): An E83 W ready to pull out of its wood - bark flooring.
Photo 2 (bottom left): CX Fordor just slightly exposed.
Photo 3 (bottom right): Our Super Sleuth spies a Model Y through the bushes. Photos SB

107E Register

Jim Norman

Photo top:
DFF and Joss's 108E at the IOW campsite, with a variety of Sidevalves in the background. I warned you what would happen if you didn't send in your stories...

107E Register: Report No 2

The Register

Since my report in the last Sidevalve News, I have taken delivery of the Register itself from Philip Hardwick. There is, to say the least of it, a lot in there. Dave Simpson had originally collected much material from various members and other owners and each subsequent registrar would seem to have collected his share. But while the information is undoubtedly interesting - fascinating, even - being a collection of individual pieces of paper in no particular form of order and with no cross referencing, it makes the story of any individual vehicle or owner very difficult to follow.

This is where technology comes in. While Sidevalve Fords, even those fitted with overhead valve engines, are not normally associated with cutting edge, state-of-the-art, computer technology, that's the way we're going to go. The first job, now done, was to establish a database on my computer with separate fields for each type of information recorded. The key field here is the vehicle's chassis number; there are several cars for which we have several sets of records but all entries come together and can be viewed as a whole once the chassis number is entered. Sometimes these are exact duplications but with other cars some details have changed; the first registered owner may have sold the vehicle and the new owner has then re-registered it. Nor, these days, do registration numbers remain constant.

This compilation is, I feel, essential prior to the appeal for updates which is going to come. Once I have the information we already have in an understandable and retrievable order, I will be asking you to update it, so we know the latest position of each 107E. Many of the existing records are now ten years old, some actually nineteen, so changes are bound to have occurred in the intervening time. A revised Register questionnaire is under development even as you read this.

I think I should make it clear that the use of the computer simply facilitates the process and avoids much administration and paperwork. The information contained on the database is, quite properly, confidential and will never be released, even within the Club, without each member's express permission. The new questionnaire forms will tackle this issue in greater detail but in the meantime, if any member has any concerns regarding confidentiality, please feel free to contact me.

Members' Contributions

Following my heart-wrenching appeal last issue for tales of 107Es, contributions have been pouring in at the rate of zero per day. Let's just say that replies have been in very round numbers. Your stories are essential for the success of the Register page and, yes, we do want to read yours: tales from the 'sixties when you bought your Prefect brand new, how your 'relationship' with the car developed, progress on that mammoth restoration project, tales of epic journeys to Sainsbury's: I'll take anything!

The reality is that we are the smallest register within the Club with less than 100 known extant vehicles. We are non-standard from the mainstream Sidevalves, having such revolutionary attributes as upstairs valves and no less than four gears. We are easily overlooked and it is essential to show that the model has an enthusiastic following if we are to receive the attention and, possibly, spares that we need. An active Register page would be evidence of such enthusiasm. The future is in your hands.

The 108E Prefect

No, you're not reading it wrong; for Left Hand Drive vehicles, Fords simply added '1' to the RHD model number, so the 108E is the version with the steering wheel on the wrong side.

Over Whitsun 1992, the Club had a 'Sidevalve Week' on the Isle of Wight and amongst the group that went were the last two known survivors of this very rare breed, with Jos Schumacher from Holland and Larry Hubbard all the way from Texas. Two more 108Es are now known to exist, both in the USA. One is said to be in good order while the other is for spares only, which is rather a shame. This information is courtesy of the North America English Ford Registry, for which my thanks.

The 108E was identical to its RHD cousin in most respects other than the reversed controls layout. But there was one thing they had as an option but we Brits didn't: they had the option of a fresh air heater instead of the recirculatory type which was the only type available in the country of manufacture. It looked not unlike the recirculatory version except for two

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Anglia, Prefect and Popular Register

Andy Main

In the week that Rover became a 'British motor manufacturer' again (with the aid of American money) Ford announced the closure of the Dagenham Assembly Plant. Perhaps Laurie's 'Children in Need' Dagenham Pilgrimage was the last visit by the Club. The register was formed by like-minded members following a Club visit in 1980 - yes, 20 years ago. The answer to Henry Ford's rejected purchase was the row of cottages in Arlington Row, Bibury.

However, I had better stand in the corner with a hat on as Bibury is in Gloucestershire and not Oxfordshire as I originally stated.

Puddle Jumper and 100E

The first rally I attended this year was for the centenary of the Rother valley Railway celebration on 25/26th March at Robertsbridge Station, East Sussex (photo above right), the original name for the railway, being the first built under the Light Railways'Act of 1896 by Colonel Stephens, sometimes known as the Light Railway King; the railway eventually reaching Headcorn in Kent.

Road competition in the 1920s caused the line to incur ever-increasing losses and Colonel Stephens introduced petrol rail buses; two road buses linked back-to-back and fitted with flanged wheels, one unit being a pair of Ford Model Ts.

The railway closed to passengers in 1954, but since 1974 the Kent and East Sussex Railway Society have reopened the line between Tenterden in Kent to Bodiam in East Sussex. The lifted section to Robertsbridge will reopen when funds permit.

The celebrations included a classic car display which also featured Bruce Palmer's 1953 E493A Prefect, with well-worn original paintwork.

The next time our Sidevalves met it was at a different location, a very muddy Sellindge held on the Spring Bank Holiday weekend. Whilst a number of events were cancelled, the rally was still quite well attended on the Monday, and my 100E reached the field.

However on leaving, following a very heavy shower, I became bogged down in the mud. Whilst awaiting a push from some stewards, Bruce in his Prefect just bounced across the mud to safety: now, why did they get called Puddle Jumpers?

1950s Re-creation

(**Editor's note:** The **two photographs** supplied for this article have been used for the **back cover** of this issue. They were taken by John Stiles, one of the group of Steam Railway enthusiasts referred to in the text, and were chosen by Andy to give a flavour of the described event.)

Martin Goldstraw from Telford was lucky enough to be invited along with Cecil (CSL 634), his 1954 103E Popular, to join a group of Steam Railway enthusiasts who had chartered a complete train and the whole of the Severn Valley Railway line from Kidderminster to Bridgenorth. They were pleased to be able to use Cesil as a 'prop' in the re-creation of scenes from the mid to late 50s.

On loan from the Mid-Hants Railway, 1952 built British Railways Ivatt ZMT 2-6-2T No 41312 was renumbered as 41207 for the photo shoot. 41207 was an engine of the same type as that which actually ran on the Severn Valley Railway in the 1950's.

We joined a group at Highly Station and they must have taken hundreds of photographs whilst instructing the engine driver and signal man to move the train at varying speeds back and forth and on each of the tracks. It was wonderful to see Cecil in period surroundings and it was easy to become lost in my own imagination of a time now lost. This, I felt, was the nearest a 'mere mortal' could get to time travel - sheer bliss!

Once they had finished photographing Highley Station, Cecil was parked next to the signal box and the whole party (which now included me) boarded the train and headed off towards Arley Station (Sidevalve Day 1997) and then Bridgenorth where they treated me to a very nice fish'n chip lunch.

The whole day was thoroughly enjoyable and would have been reward enough, but to top the lot I was invited to join the driver and fireman on the footplate, by which time I was in ecstasy.

Small Ford at Smallford

Mr R White of Bedford writes:

"Just a line to keep the Register updated with our 1954 Ford Popular 103E **(pictured below)** registration number KFW 919. photographed at a place called 'Smallford' near St Albans in April 2000.

The car has recently returned to the road after an 18-month restoration, although we have owned it for 8 years. We have kept the car as original as possible, using 11 litres of Bristol Fawn cellulose to paint it inside and out. It features the original valve radio made for the 103E, in working order, Champion L10 spark plugs with Bakelite tops/caps and new 'old stock' starter switch stamped 'ENFO'. The only item we would like to find for the car is an original hessian tool roll: so would many others, I imagine.

We have already started using the car (called Horace by a previous owner's children) for rallies and shows. Perhaps we will see you at an event in the future.

'The Name's the Same'

I have previously featured the village of Ford; but how about an appropriately named street.

For a start, London Transport bus route No 8 goes via Old Ford Road. Last time I saw a bus working the route, it was a 1960s Routemaster.

Old Ford Road runs between Bethnal Green and Bow in the borough of Tower Hamlets. I expect street furniture, yellow lines and parked vehicles would reduce the chances of an appropriately posed photograph.

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So you see, IM, there is more interest in this subject (more anoraks?) than you might have thought.

WHAT'S NEW? Actually not a lot. There have been a couple of inquiries regarding:

12 Volt Conversions

JW and JL were both interested to receive information relevant to this favourite subject. The former was interested in the solid state regulator - so, are you still interested now you know the cost?

Panhard Rods for Uprights

What? Panhard has to be one of the oldest names in the automotive world, dating from the 1890s. They (or should it be he?) developed a suspension linkage to keep the axle positively located across the vehicle - the Panhard rod. Upright axles are not positively located since their transverse springs have shackles at each end, therefore the addition of such a rod, better still a pair of such rods, will improve the Upright's directional stability.

In April 1982 the FSOC asked if anyone would be interested in the Club having Panhard rod stabilisers remanufactured and it seems that they might have done, for in June 1984 there was an endorsement for their effectiveness. Maybe there are still some in stock? Only kidding, Spares Sec.

Vaporisation

I didn't think our summer had been that good, but, there you go, RJ seems to have experienced it. Since he wrote and I answered, the weather has deteriorated still further, so I guess his 'concern' has vaporised. On this subject JW made the comment that in order to reduce the possibility of vaporisation he had used a thicker gasket between the fuel pump and cylinder block - good idea? Well yes, but not if the gasket is so thick that it reduces the effective stroke of the pump to such an extent that you experience fuel starvation limiting speed to 40 m/h; 55 now with the gasket thickness reduced; 80 with no gasket?

Re-roofing

Request from SH in Ireland for the re roofing procedure - good luck with it. But the thought came to me as I wrote to him that when re-roofing one must really investigate the condition of the channel that takes the sealing rubber. In many cases water trapped therein will have played havoc and it cannot easily be rectified. If this is the case, it might be worth thinking about leaving the original roofing in place and putting another roof skin over it; right over the original seal and securing it with beading outside the line of the rubber seal. This 'fix' (or should that be 'bodge?') was common enough in the days when these cars were numerous - but only you can judge if your skill/budget is big enough to make a proper repair. I just offer the thought for your due consideration.

Thanks for your letters and for the SAEs that come with them. How are you getting on with unleaded? Do let me know.

Bryan

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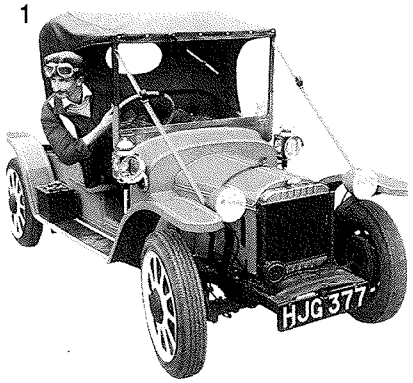

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Photo 1: Michael Saunders in 1969 (Hot Car Magazine).
Photo 2: Michael in 2000 some 31 years later at Cotswold Wildlife Park, Burford!
Photo 3: David Want's E83W at Hollowell Steam Rally 2000.
Photo 4: Nigel's Trials Pop. Alan Astle's 1st Prize 7W and David Want's E83W.

Photo 5: Shirleys belonging to Geoff Hammond and Roy Frost (2nd Prize) and Adrian Chettle's 7Y (left to right).
Photo 6: Upright line-up: John Hone's E493A and Barry White's Prize-winning E93A.

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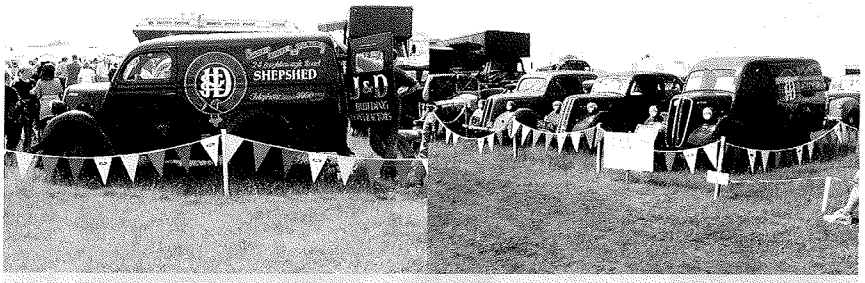

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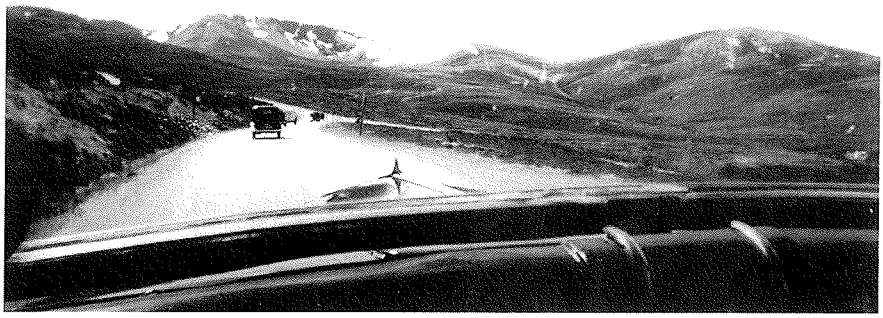
Pre-War Register

Yvon Precieux



After writing about the lack of initiative by events organisers for vehicle shows, it was pleasing to be an entrant in the Model Y and C Register's Convoy 2000.

Inspiration for the run was the 72 hour Dependability Test of 1933 where Model Y's supplied via the dealerships were encouraged to participate with vehicles from stock. Graham Miles of the Y and C Register was the initiative with the Chairman Sam Roberts and cohort Bob Wilkinson setting up the ground rules and organisation. Harking back to the original run, correct me if you may, I do believe that the crew for the Dagenham Motors dealership at the time was an all female team who made some incredible timings against mainly male crews.

Further news of how the cars and particularly my Model C fared is given mention below.

With safety paramount in the use of our Fords please take heed of certain mechanical parts, which you may inadvertently be using. Fords constantly reviewed the mechanics for the better. Those, if not all of us, who endeavour to drive old vehicles should have some capacity to maintain their vehicle. Guidance is available via the manuals and technical advisers and confidence in your vehicle will be greater, especially as the small Ford is one of the simplest and less technical vehicles you will ever come across.

7Y Restoration

7Y Ford 8 BDP 238, **seen above**, is a DVLA application submitted by George Herbert from Exmouth, Devon. Registered in March 1939 the vehicle is the standard model with the original colour as black. The 7Y retains the fibre cam engine with the main bearing bolts visible from the exterior. This refers to the earlier Model Y engine, a few of which were left over to be installed in the 7Y before a new block was made to encompass renewable main bearings and internal main bearing bolts. 7Ys and 7Ws, although unfamiliar in styling to the Model Ys and Cs as with other pre-war models up to 1940, shared a certain number of mechanical parts applicable to these earlier models. Of the larger parts, those which come to mind are the Armstrong pear-shaped shock absorbers, engine parts and the Model C gearbox, Ford cunningly using a special brake cable clamp to utilise the handbrake bolt holes on the C gearbox for the new and far more efficient and effective Girling brake system. The instrument panel on the standard 7Y and van also incorporated the CX speedo, the model Y ammeter and fuel gauge with Model C handles for the doors. Your parts book will provide you with more detail and, if you have not purchased one, then now is the time,

With regard to steering parts, the front axle spindles were used on both the 7W and 7Y from the Model C until approx spring 1938 when the familiar cranked spindle was standardised for later 7W/7Ys and all later Fords. Continuing with mechanics and with safety in mind, it is well worthwhile going for the splined taper steering box rather than the earlier plain taper and key. Play can manifest itself at the key area and normally machine pressure has to be exerted to ensure the drop arm is properly secured. If the key shears, you will be left with no steering. From an exterior point of view the steering boxes from the 7Y and 7W are exactly the same as the Model Y and C, except for the rocker shaft and nut; the 7Y and W being splined and safer. Ideally the spindles should be crack-tested and checked for trueness and illustrations are enclosed as to what can happen to king pins and)spindles. Photos supplied via members of the FSOC. George Herbert's 7Y standard saloon was advertised in Classic Car Mart and is believed to have been stored since 1967 with the majority of the time under some cover. The pre-war Y engine was seized, but otherwise complete as the illustration shows. It is understood that the previous owner had intended to hot-rod the car but after some careful thought decided luckily to negotiate its restoration, which is where George comes in.

The eight was delivered to Exmouth from Middlesex, where it had lain, in March this year. The engine was freed up but compression was found lacking and work has now commenced on panelwork to bring the vehicle up to working condition. I am informed that the car has the name 'Lucy' taken from the young lady at the garage nearby.

Convoy 2000 Model...

The June period was a hectic time for Christine and I as with the van requiring attention before the run and a Scottish house move destined for the 1st of June, time was short.

The Convoy 2000 had been mooted since the previous year and much had been done by the Model Y & C Register committee to ensure that the run, which was to characterise the 72-hour Dependability Test of the early thirties by Model Y Fords, was well organised and interesting for all, besides raising money for the Children's Promise charity; the run as with the thirties test being initiated from Dagenham travelling up the east coast and down the west terminating at Dagenham.

Being West of Scotland based, I elected to participate in the full Scottish leg of the run ending at Ayr where we would leave the crews of the Y and C register to continue down and eventually back to Dagenham via Hastings. Excursions to and from London with my backpack laden with tools and spares sufficed to ensure that the engine was decoked and valves trued up a week before the event, the engine in the van being quite unique in having a pre-war 10 but with an 8 starter circa 1935. However, as you know well, laid plans something inevitably go wrong as I found out when I started to fill the radiator with water.

A splashing noise from water spewing from near the cylinder head directed me to the water outlet which had cracked quite nicely across the studs. A frantic call to Julian Janicki and a number of other pre-war owners provided a rapid delivery of the required part from Graham Miles and I was back on the road.

Moving from Largs to Wemyss Bay proved interesting, for, with the van fully laden with garage items and on its first journey after the engine revamp, it gave up the ghost by running out of petrol brought about by my not checking a low petrol gauge.

In the pouring rain and half an hour later with a can loaned to me, the van responded to its dose of unleaded petrol and I eventually arrived at Cliff Lodge somewhat bedraggled, but pleased at its performance. Days and evenings were spent spraying the vehicle with cans of midnight blue and gloss black to bring the van into some condition of respectability; T cut compound did the trick but not recommended as it is most tedious to the arms.

Wednesday, June 14th we set out from Wemyss Bay with suitcases, tools and spares and headed for Edinburgh via Glasgow. An hour into the journey smack bang on the M8 the engine cut out suddenly with the ammeter showing no ignition. Lifting the bonnet the

low tension lead had come adrift from the distributor the male nut lying on the cylinder head.

After some due attention, the engine fired up and no further problems were encountered and even the weather brightened up. South Queensferry was the identified destination to meet the Model Y and C Register entrants who had started out from Dagenham on the Sunday travelling up the east coast to rendezvous just outside Edinburgh in sight of the greatest bridge in the world, the Forth railway bridge. Arriving at the Travel Inn at South Queensferry we were met by the Y & C contingent with a few joint FSOC. The Y and C Register included old favourites such as Sam Roberts, Bob Wilkinson, Jim/Graham Miles, Tim Brandon and two members I haven't seen for ages, Christine and Owen Baldock. Also on the run were pre-war register members Rob and Martin Bolland from Holland with two immaculate Model Ys, each of which set a cracking pace at every stage of the event. Model Ys abounded in all guises and all colours and I was quite surprised to see the majority of the 10 HP models Cs rather than CXs evening out in an old single decker bus to Lothalmond Bus museum where one can find a model Y. The contingent of vehicles motored across the toll bridge adjacent to the Forth railway Bridge to assemble at Dundee for a photocall and visit to Scott's vessel Discovery. Christine and I opted to look around Dundee which is one of those Scottish cities which can look quite foreboding and grey in darkness providing a near lookalike to parts of Moscow ideal for filmcrews in spyfilm thrillers. A long trek ensued although we decided to stop in Perth before advancing onwards to Aviemore.

Aviemore provided a welcome breather on what was to become a very hot week for both driver, passenger and vehicle. The C van rode up and down all inclines with plenty of power for more, but driving the van with its solid square bodywork into the wind at a speed above 45 was not worthwhile, although if the C wanted to it would do so with the resultant reduction in petrol economy.

After stopping at the information centre prior to the town the ignition switch decided to make provision for intermittent current to the coil and a lead borrowed from Sam Roberts provided the power to motor to the accommodation provided (I realised later it was the ignition key), full power to the ignition coming on soon afterwards.

Two days at Aviemore between photo shoots provided rest and time for overhaul of vehicles ranging from full oil changes (compliments of Texaco) to pulling half the AS road surface from tyre treads. (I managed to extract two half inch pins which luckily had not penetrated the tyre.) The ignition switch was dismantled and cleaned up, though nothing untoward was noted.

The evening consisted of a dinner on the Strathspey steam railway although the carriage we were in had to stop at the only tree beside the track which just slightly masked a very a scenic part of Aviemore. From the town, part of the convoy split with those proceeding to the Culloden Battlefield via the notorious A9 although the road luckily enough at that time of day was relatively quiet as we motored towards the town of Inverness.

Parking posed no problems and a walk took the strain off driving. The ruins of Cagtie Urquart on the banks of Loch Ness was the next stop for the prearranged photo call, but prior to this was the picturesque village of Drumnadrochit which included the Loch Ness centre and a stop break was worth the effort as I spotted members of the FSOC and Pre 67 Ford Club with Model Y (Roy MacDonald) and C respectively. Alas the Roy's Y expired with a cracked manifold as it continued its journey with us to Fort Augustus. I carry an asbestos type bandage and this came in useful in tying up the fracture. So I hope Roy, you got back safely to Elgin.

For the next half hour Model Ys, Cs and CXs gathered together and a lone classic car driver in a E type Jaguar out for the day looked quite forlorn and out of place in such 30s company. Castle Urquart next loomed but we had to speed by as with limited car parking the police were taking no chances and we were waved on to continue our journey to Fort Augustus which was full of Japanese tourists taking photos of the scenery and our vehicles in the car-park. The end of the day saw vehicles steadily plodding into Fort William on the banks of Loch Linnhe where, during dinner, a somewhat very enthusiastic waitress informed us that England had won the match against Germany in Euro 2000. Regretfully one of the Model Ys had to leave us with a very sick engine the next day, especially as the trailing down the west coast of Scotland was at its most spectacular.

A coffee stop at Oban with a short tour towards Inverary provided some interesting driving as the weather got hotter and the hill became steeper, the C taking all inclines in its stride which must be down to the 6.6 compression the C was designed for. Ys and Cs from the convoy were dotted around Inverary as we entered the town for lunch and the Jail and castle with its grey sandstone was well worth the visit. Travelling further down the west coast in baking sunshine it was good to have the provision of an opening windscreen and after a very hot drive the contingent split up to the various B&Bs at Dunoon on the Clyde.

Early on Monday the ferry across was negotiated. Getting ready to drive off, Martin Bolland in one of the Dutch Model Ys accidentally slipped the clutch, at which the Y jumped slightly. Looking across we were met with Martin's huge grin, as if to say, "Oops!" The distance between the Y and a four-wheel drive was just a matter of inches.

Four ferries later all the convoy was back on dry land and on the opposite side of the Clyde heading for Ayr and Burn's country. Jim Miles, Tim Brandon and Sam Roberts made a special detour to Wemyss Bay for a special photocall at Cliff Lodge, our new address in Scotland. Roadworks posed delay in travelling to Ayr and experiences with petrol vaporisation beset one of the CXs. With goodbyes at Ayr it was hoped that the remainder of the journey for those of the Y & C Model Register journeying to Hastings and further on to Dagenham was safe and just as eventful as the journey Christine and I had taken with the convoy during its exploits in Scotland.

It proves, without doubt, that these cars, many of which are over 60 years old, can still motor more than adequately on today's roads and in today's traffic and travel considerable distances.

If anyone is interested in taking their vehicles on similar trips, drop me a line as maybe there is a sufficient number of long haul enthusiasts similarly within the FSOC who, bored with the one day shows, would like to participate in a longer journey.

Photos by YP. I have had to hold over an article on Girling Brakes by Yvon until next issue, due to lack of space. So watch this space! Ed.

Fords in Miniature

Dave Turner

The 7Y

Although it seems that small Sidevalves have been appearing in the magazine for quite a time, only Model Ys and variations on the 1OOE have so far been featured. We have only scratched the surface of the subject!

Many gaps exist in the scene as a whole, like short rad. Ys, a decent 107E complete with bright trim and duo colours, and the E04A Anglia. Probably the biggest hole in any Sidevalve collection is the Model C lOhp range. So far I haven't found any, although one or two makers of the more expensive handbuilts have threatened to produce one, as yet nothing... but the way the model car world seems to be galloping onward, it is only a matter of time.

Small versions of the '37-'39 7Y are about as sparse as full size examples. As is so often the case, it was the model railway people who came up with the earliest examples. Probably the smallest 7Y was a rather doubtful N Gauge trackside accessory produced by W & T Manufacturing, a provider of all manner of useful items for the modeller since 1972 Wyatt & Tizard had their products distributed by W & H (Models) Ltd. of New Cavendish Street in London, a well known name amongst older railway buffs which, like many old established modellers' suppliers, closed its doors recently for the last time.

The earliest reference I have for the 7Y is a price list dated Nov 1976, in which it was listed at 65p. Not until seven years later did I see a second reference, this time in W & Hs' own comprehensive catalogue for November 1983, in which the model was illustrated!

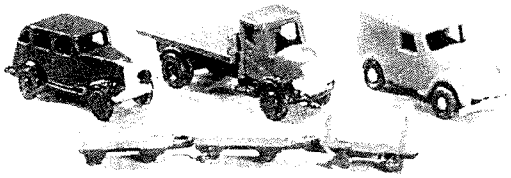
I suspect that they had, in fact, produced an E93A Prefect and didn't know the difference, in any case, from the illustration there is a rather generic appearance about it (See Illustration 1).

W. & T. MANUFACTURING

A range of white metal kits or road and rail vehicles—simple glue construction—that may be painted to choice.

ROAD VEHICLES

H1 Ford 8 Saloon car, 1938/1950.
H2 Bedford 10 cwt van, 1946.
H3 2/3 Ton Platform Lorry.
H4 Electric Station Trolley set.
H5 Farm Cart and Horse.
H6 2 Wheel Delivery Van and Horse.
H7 Water Cart and Horse.
H8 Cambridge Farm Roller and Horses.
H9 Allchin Traction Engine.
H10 Steam Roller.
H11 Two Fowler Traction Engines and Cultivator.



W & T did make some excellent detailing parts for 00 gauge however, but another well known model railway producer, Scale Link, did an excellent 7Y kit in the late 1980s, this time in the more practical scale for collecting of 00 gauge. Price listed in 1992 was £5.25. I described the background for this big range some time ago as they also did a Model Y saloon, the 7Y being, in fact, their second Ford subject. Like the Y, the construction is simplicity in the extreme. Parts, all in nicely cast white metal, include base/bumpers, wheels, seats, steering wheel/column, headlamps, and one piece body; they almost fall together!

Interestingly, Scale Link have made their 7Y kit suitable for making as either a Standard or De Luxe saloon. A wheel and a cover are provided for the rear panel as appropriate, while simply removing the running boards goes with the open spare wheel for the Standard version. Also provided with the kit is a casting for a boot lid that includes a rear bumper, intended to make the kit into a E494A, but, as the grille is definitely a 7Y, some rather careful sculpting would be necessary to create a convincing Anglia. Other than the seats and steering wheel no interior detail is provided, but making up a dash wouldn't be too difficult for the committed but, after all, these are meant only as lineside accessories for railways.

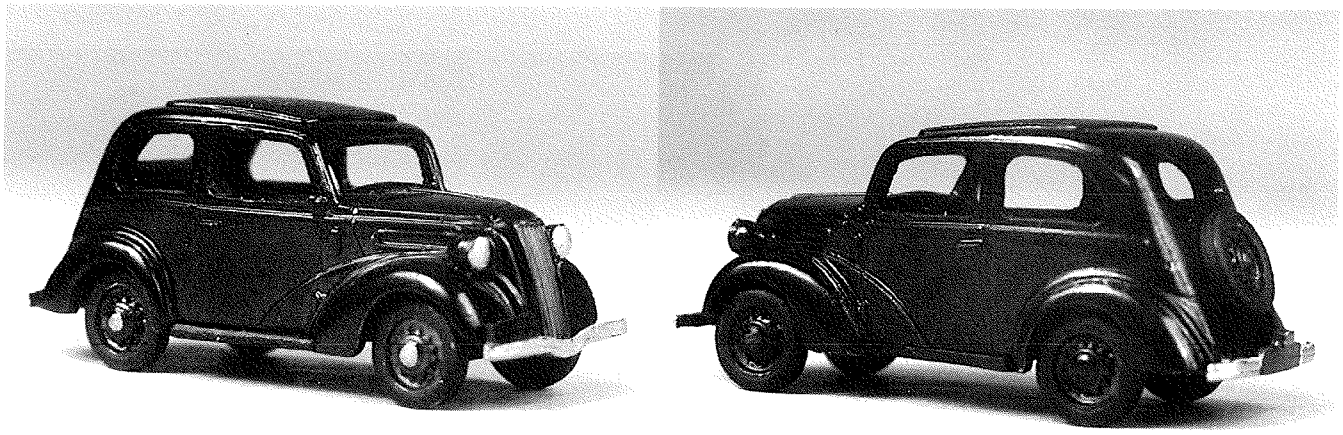
If a serious model of a 7Y is what you are after, then the Somerville number 503 should be just for you. In 1978, the first Somerville 1:43 scale model appeared, an Austin FX4 Taxi, followed by a 2-Door Austin Allegro. The company's founder, Doug McHard, had worked for many years at Meccano Ltd and so was certainly familiar with the production of small models: the quality of the subsequent Somerville series has been a benchmark for the handbuilt model world ever since.

Fortunately for us Ford people, several Sidevalve subjects have been included in the range and will, in the fullness of time, be described.

By late 1997, around 40 different models had appeared in the Somerville range. Most were made in batches, sometimes in kit form, and repeated every few years, with detail improvements; so if you missed one it eventually came around again, ...apart from the 2 Door Allegro which became something of a collector's Holy Grail! A new series called 500s was commenced around this time, each limited to 500 only and no kits: the third in this series was a 7Y. Finished in grey, blue or black, this model was listed at £75, and really is a delightful miniature.

Super shiny paint, a grey roof insert and silver wheels with correct black and plated hub caps create that first impression. Those distinctive headlamp bubble glasses catch the eye next, along with nicely plated, ribbed bumpers and delicate plated door handles Inside is an impressively effective 'bakelite' dash, long gear lever and umbrella handbrake.

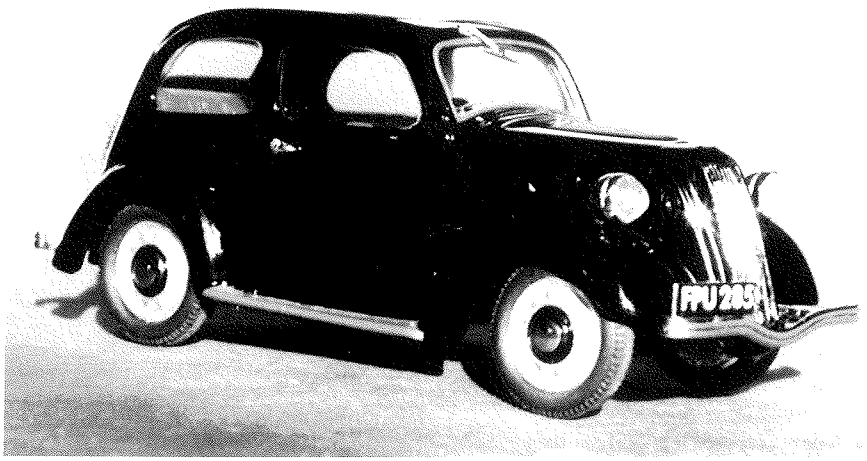
Exposed spare wheel and single screenwiper suggest a standard version, the registration number suggests an early example, running boards were deleted from the less expensive 7Ys from October '38, so are quite acceptable. A single tail light above the licence plate suggests a car in original condition. Underneath there is plenty of detail to admire - engine, transmission, exhaust, suspension, fuel tank and the main chassis frame are all present, while the assembly screws are thoughtfully blackened and 'hidden' within some of the detail, unlike some models



which display their bright screw headed attachments plainly from both front and rear.

Nothing in this world is perfect, so one or two little niggles can either be corrected or regarded as part of the model's charm... The entire grille is plated so add a central panel of grey paint, the headlamps have fully chromed bodies, again add some body colour leaving the rims bright. The spare wheel seems to stand off the rear panel too much and the entire body casting of my example seems to have a slight lean to the right side at roof level - not noticeable unless studied front end-on.

At the time of writing, June '00, dealers are still advertising the model at its original price.



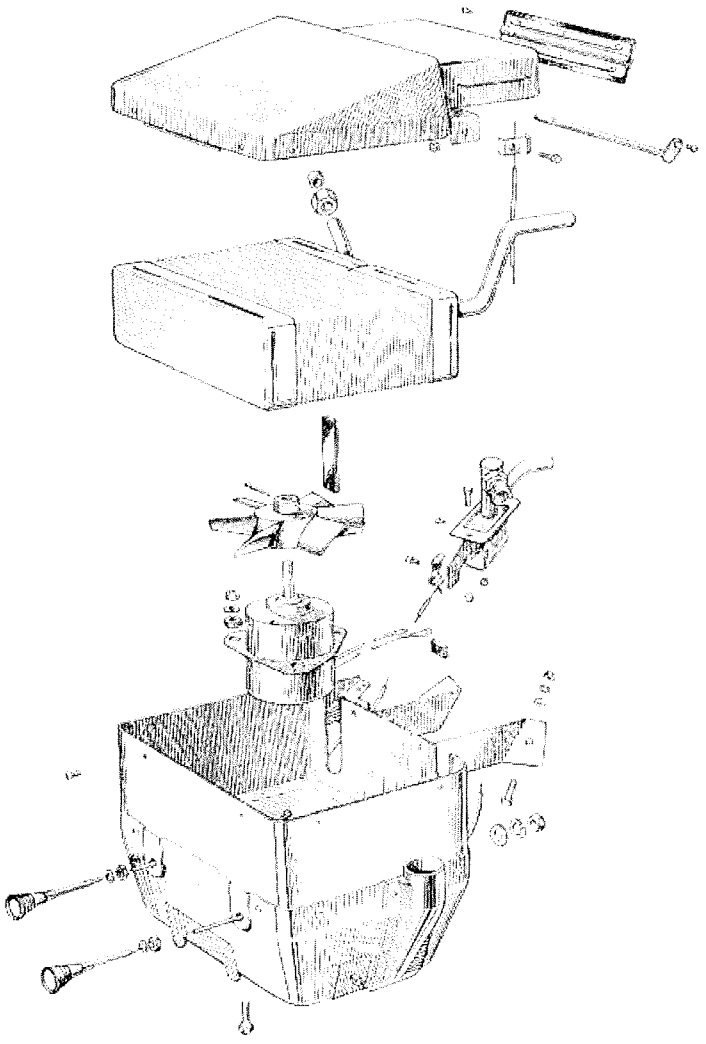
Illustrations (by Author)

1. (Top of previous page): Illustration from W & H catalogue showing the rather vague looking 'N' Gauge small Ford described as a '38-'50 Ford 8 in the W.& T..range.
2. (Bottom left of previous page): Scale Link number 80. '00' Scale 7Y built with running boards in place.
3. (Bottom right of previous page): Scale Link 7Y built with exposed spare wheel and removed running boards for a late Standard example.
4. (Above, this page): Somerville number 503, an early Standard 7Y in 1:43 scale.

continued from page 13

additional control knobs, one to control the mass of air passing through and one to regulate the flow of water and so control the air's temperature. Joss's car was so fitted - the only example I have ever seen. But of course, I have seen only two 108Es anyway!

The standard heater was effective in its work of warming up the interior, less so in its demisting capabilities when the lack of any indrawn air was a distinct disadvantage. How did the fresh air version compare? Perhaps Joss could let us know. I do not recall that Larry's car had a heater, but then, would you need one in Texas?



Caption

Heater drawing: (to the right)

The main parts of the fresh air heater as shown in the parts manual. The object, about centre, is the water valve to control the water's flow and hence the temperature of the air. It was operated by the control knob on the left, while that on the right operated a flap valve (top right) regulating the entry of air into the top rear of the unit, so controlling air flow. The usual rheostat switch is replaced by a simple on/off type, ie, the booster fan was single speed only.

Like everyone else, I didn't get around to it; so I'll save it over to the next issue. However, as usual, Jim has given us a riveting report and, as soon as I've got some time, I'll send the information about my 107E. Your overworked and underpaid Ed!

100E Register

Tony Lloyd

Escorts and Squires are thin on the ground. Based on the 300E van with windows and horizontally split load doors, both were introduced in September 1955 and 50,943 were produced out of a total 100E production of 778,554. This breaks down as 33,131 Escorts and 17,812 Squires.

I have records of 24 Escorts and 23 Squires on the register so that, according to the register, the survival rate for Squires is slightly better.

Basically the Escort was trimmed as an Anglia and the Squire as a Prefect. When first introduced, the Escort cost £622 and the Squire £669. The early Squire had a lot of features that differentiated it from the Escort.

The easiest to recognise of these were the wooden strips that adorned either side of the body. These were no more than decoration to give the vehicle that 'station wagon' look. Other external differences were the chrome headlight surrounds, Prefect grille and 'aeroplane' bonnet motif. Sliding rear passenger windows with chrome plated surrounds were also a Squire feature. Interior features included de-luxe instrument cluster and grey lino covered the load floor area, with chrome plated rubbing strips to finish off.

The 1957 face-lift saw the Escort follow the basic Anglia but the Squire lost its wooden station wagon strips to be replaced by the plated waistline strips of the de-luxe Anglia and Prefect. The Squire's chrome headlamp surrounds were also lost, replaced by painted ones with plated insertions. Both models had the new instrument cluster and the 'vee' bonnet motif.

When the Squire was discontinued in 1959, the Escort received some of the Squire's features including the grey lino load floor covering (this time with polished alloy rubbing strips) and sliding rear windows. Production finished in April 1961 and was replaced by the 105E estate.

It is often forgotten that the 100E estate cars were the first that Ford had produced that were aimed at the mass market, and as such deserve a special place in our motoring heritage.

FROM THE ARCHIVES

It is December 1981 and amongst the season's greetings were some interesting snippets for the 100E owner.

Jim Norman describes how to change the front top suspension mounts, and as usual advocates the use of "your largest hammer." In his words, "two blows from a light hammer do not equal one good blow from a heavy one."

One job that was described and which still applies to all models is the re-greasing of the rear hubs. You may or may not know that the rear hub runs on a hardened section of the rear axle tube. If maintenance of this is skimped there is a likelihood of early failure of your hub bearing and axle tube. There used to be a kit available to repair this but alas this is no longer available, so keep up the greasing to get as many miles as possible from your axle.

Steve Waldenberg describes how he put a four-speed gearbox into his Squire and his trials and tribulations of getting the correct cross member from a 107E.

Talking about gearboxes, one letter describes how an E83W gearbox was rebuilt using parts from a 100E gearbox. The author says that gearing is slightly higher but otherwise it is OK.

Are 100Es still in production? This is the question posed by one article. Apparently, a member returning from India reported having seen new looking vehicles similar to the 100E. On asking local people he was told that a car plant was set up by Ford in the mid-fifties to produce tractors and light vans. The vans were based around the 300E body-shell and used a German Ford engine.

Another article describes how to fit Austin/Morris 1100/1300 electric wiper motors to the 100E. When fitted ,Mini wiper arms and 10-inch blades are used. At the time these cars were fairly plentiful in the scrap - yards, but today you would probably have to search around a bit to find one being broken up.

In the 100E Register column the 100E registrar, Mel Smith, pleads with members who have good 100Es to look after them. He also asks members that have restored their cars to send in an article about the restoration so that it could be published in the magazine.

Listed under useful information were the numbers for 100E oil seals. Early front hubs NA481, later front hubs and 107E NA478, steering rocker shaft NA043, water pump NB023, transmission main NA006, transmission extension NA167, pinion NA372, rear axle NA008, and rear hub NA370. I have no idea if these are correct, perhaps somebody could let us know.

The Murray overdrive for the 100E is described. This overdrive is the one that is operated by a separate lever and was a constant mesh helical gear with a dog clutch arrangement. This provided a 22.9 per cent step up in all three forward gears and used in top gave 18 mph per 1,000 rpm. Therefore 70 mph in overdrive was equivalent to mph in normal top. On fast runs petrol consumption was improved by some 5 mpg and the maximum speed in overdrive second was 55 mph. In town using the overdrive in all gears improved fuel consumption by 10 mpg. Price was £29 carriage free, and fitting at a Ford agent was £4-£5.

In the small ads the cheapest 100E was a 1958 Prefect at £150 and the dearest a 1962 Popular at £650. A 100E engine could be had for £15 and offers were invited for a rear nearside panel for a two-door vehicle.

REGISTER NEWCOMERS

Photo 1 (above):

Black 1961 Popular 479 VPC is owned by Steve Brodie of Bagshot, Surrey. Steve tells us that no major work has been carried out, but a new water pump has been fitted as has a new chrome bumper.

Photo 2 (top next page):

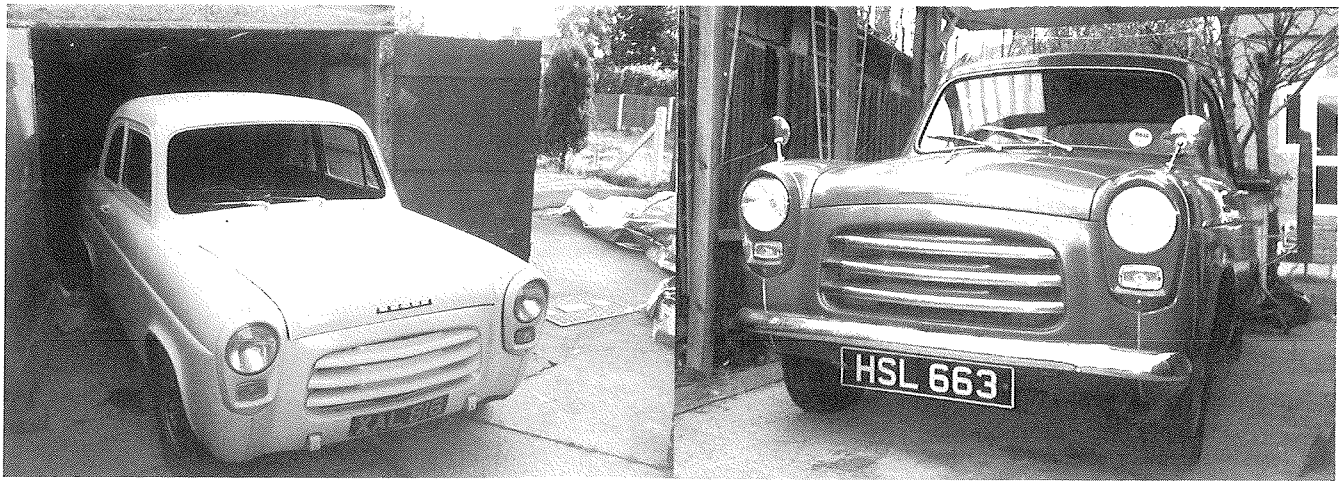
VRR 64 is a black much modified 1956 100E Anglia. Owned by Alix Rowley of Stourbridge, this car has had its inner and outer sills replaced as have been the chassis rails, outriggers, floor pan, inner and outer rear wheel arches, front flitch panels and front wings. The bulkhead has been modified so that a 2000 cc ohc (Ford?) could be fitted, coupled to a 5-speed gearbox and Capri rear axle. Brakes and suspension have been uprated using Capri struts and discs. The car was purchased locally from the previous owner who had bought the car to sell the registration number and then found that, as it was not on the Swansea computer, he could not. Before that it had been standing in a shed since 1970.

Photo 3 (middle left):

Another Anglia is green XAL 816. Owned by Stephen Parkinson of Nottingham. This car has also been modified with Capri front struts and brakes, 105E rear axle casing with RS2000 diff. Power is provided by a 1600 cc Pinto engine, using an Escort crossmember.

Photo 4 (middle right):

An old friend in a new guise is 1955 green Anglia HSL 663. Now owned by Susan Cockings of Dartford, Kent, this car was previously UTT 747 'Jumbo' which was on display at the now defunct Totnes Motor Museum.



Specials Register

Malcolm McKay

I'm delighted to announce the most dramatic development in Ford Specials for decades - the launch of the first 'new' Ford Special since the SIVA of 30 years ago (It appears on our front page and I'm happy to say it's an exclusive but you may see it also in the Telegraph's Motoring section! Ed.) when the irrepressible Tony Russell, Surrey area organiser, tipped me off about what was coming,

I thought he must have been dreaming (or drinking - or both!). But member Tony Weale of Reigate has astonished us all by producing a highly desirable little spaceframe-chassis two-seater for sidevalve running gear, neatly solving in a matter of six months' development problems which floored many in the Fifties.

He is ex-Caterham and, having inspected his work closely, I'm happy to give it the highest recommendation I can - which in my case is to write about it in both Sidevalve News AND the Daily Telegraph!

Altair - Simplicity on Wheels:

Descendents of the first Specials, all the Lotus Seven-style kit cars, are still with us today. Lotus Seven authority Tony Weale reckons they've all gone too far from their basic origins in the mad quest for unusable power:

"Kit cars should be inexpensive, simple, easy to assemble, good-looking and have superb handling and performance," he says, "and you don't need a huge power unit to achieve it."

Unlike most bar-room boffins, Tony went out to his garage to prove it and, six months later, he's developed the Altair (Arabic for 'flyer', Altair is the brightest star in the Aquila galaxy). It uses Ford Pop components just like in the Fifties - but an immensely strong welded-up spaceframe chassis ensures that they work properly. Beam axles front and rear keep wheels upright at all times; telescopic dampers and Panhard rods maintain adequate control and the original transverse leaf springs provide progressive-rate springing and a comfortable ride. A neat hydraulic brake conversion dispenses with the original

mechanical operation, while the Ford Pop steering box does a reasonable job, if a little heavy at low speeds with a tiny steering wheel.

By using a longer wheelbase with standard torque tube, Tony has moved the weight distribution rearward, lowered the engine and left room for low seat pans in one fell swoop, without the car looking at all out of proportion. By simply applying his brain, Tony has solved problems that have troubled enthusiasts for decades; fitting an external water pump, converting to hydraulic brake operation, making 15 inch wheels, fitting a higher ratio axle; all the details that make this a well-rounded car.

Exceptionally light weight - c950lb - is down to the car's small size, light aluminium panelling and the little sidevalve engine, which also enables a very low bonnet line.

And keeping the weight down means you can make full use of the 30-odd bhp of the standard Ford engine. It's astonishing how lively the car is, its wide torque band easily overcoming the gaps in the three-speed gearbox and making this a highly enjoyable tool on country lanes.

Of course, there are cars that go faster. In fact, in a straight line virtually every other car goes faster. But that's not the point. The Altair is a laugh-a-second fun machine that makes everybody smile, gives enormous driver satisfaction on country lanes or in town, costs next-to-nothing to run and could even be used for commuting if you're wild enough. It's a great way of opting out of the rat race and recycling mechanical components from a car way beyond restoration; there are plenty of parts at most autojumbles and suitable donor cars can easily be found through the Ford Sidevalve Owners Club. The donor car's identity and tax-exempt status should be transferable, meaning no need for seat belts, emission tests, SVA test or Q-plates.

Standard kit price (chassis, inner and outer aluminium body panels, cycle wings with stays, floor and several smaller components) is just £1,297.

You could be on the road for under £2,000; a £2,500 budget should ensure a really nice example. Unbelievable by modern kit car standards, it's the Super Two of the new Millennium. Just right for using up the parts left from that rotten Pop you bought as a donor for the little bits you needed in your 103E restoration, or for that one you left in the back garden ten years ago intending to restore but now the body's beyond it... And for all those tuning bits you've been hoarding for years waiting for a car to put them on...

.ALTAIR SPEC Engine: 1,172 cc Ford sidevalve

4-cyl Power: 30bhp @ 4000 rpm Torque: 46lb ft @ 3000 rpm Gearbox: 3-speed Ford E93A Suspension front: beam axle, transverse leaf spring, Panhard rod, telescopic dampers Suspension rear: live axle, torque tube, transverse leaf spring, Panhard rod, telescopic dampers Weight: c950lb (432kg) Max speed: 75mph (est) 0-60 mph: 20 sec (est) Consumption: 40 mpg (est)

Something for everyone:

To complement the Altair, Tony has spent months ensuring that he has a solution to all the common problems and disadvantages of Specials, some of which will be of equal interest to other Special and even Upright owners. He's working on a rear axle end rebuild kit, and can already offer the following:

Panhard rods

Front and rear are available; I don't think he'll mind me saying that they are modified Fiesta rear ones, £15 each to modify if you supply the part.

4.4 axle conversions

Currently priced from £150 - you supply the axle casing. The conversion is neat, strong and effective.

15 inch wheels

On sale at £47 each - made with proper Ford centres so they really fit, unlike VW wheels, and take the standard hubcaps

Hydraulic brake conversion

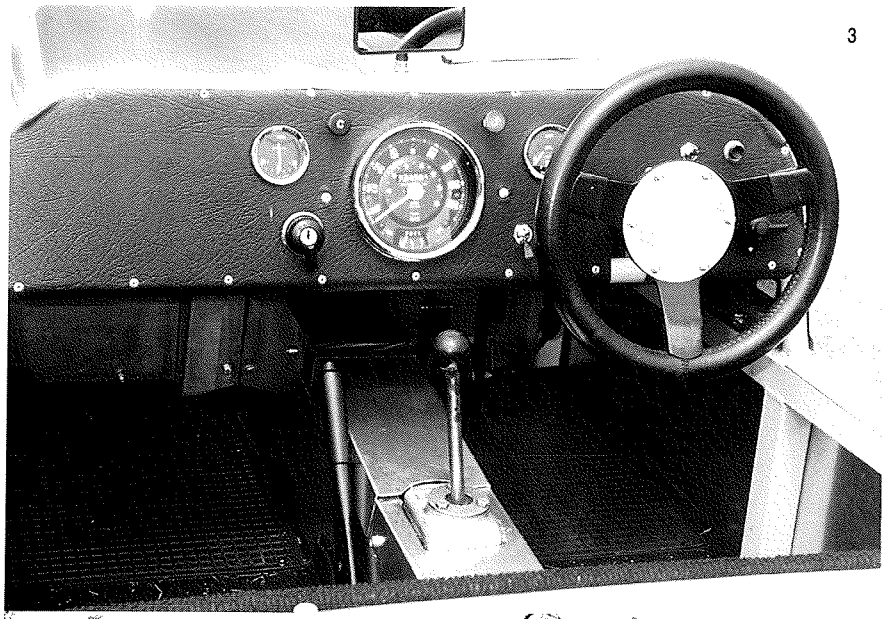
Front and rear, priced at £220 the full set, a neat and effective conversion that retains the original Ford brake shoes, unlike Bowden's period conversion.

E93A water pump conversion A particularly ingenious conversion that puts the pump in a similar position to a 100E one! No price yet as still under development, but I can confirm it works.

Contact: Tony Weale Tel 01737 240482 Altair Engineering, PO Box 252, Reigate Surrey. RH2 8YZ

Photographs

1. (Front Cover): The new Altair Special, a brilliant amalgam of old and new for remarkably little money.
2. (Page 20): Tony Weale sets off into the lanes, demonstrating the remarkably low seating position in the spaceframe-chassis Altair.
3. The essence of simplicity: who needs more?
4. Weale's wondrous wheels: 15in, £47 each.
5. Neat bulkhead, neat remote gear linkage.
6. Simple and effective hydraulic brake conversion, telescopic dampers and front Panhard rod.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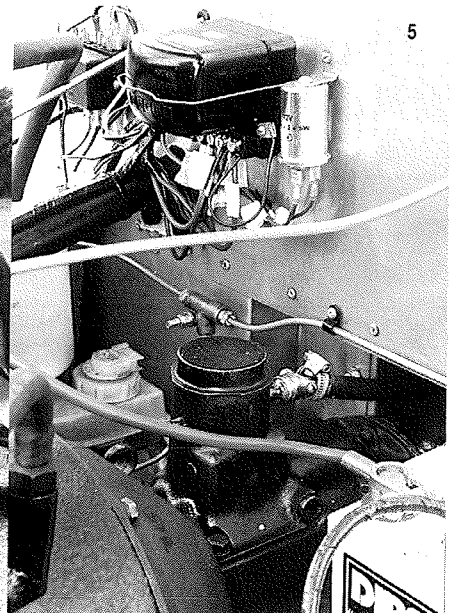
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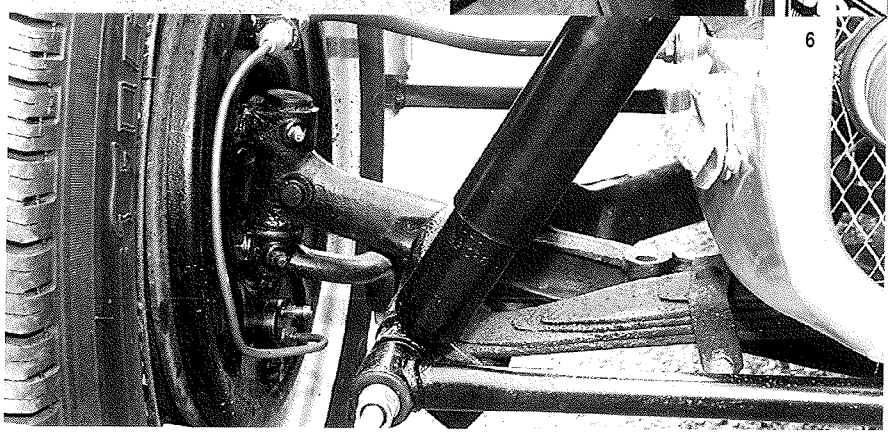
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Scotland

Jim Hendry

Well, for once, the sun shone on our new venue for Scottish Ford Day... though some dark clouds threatened it never came to anything - Wallace's Monument must have scared them off.

Bridge of Allan in the shadow of Stirling Castle was the new setting and a big thank you must be extended to our hosts the Pre 67 Ford Owners' Club for a well organised event that suited a car fraternity with a wide range of interests. This year it was a low key event just to see how the new location would suit and I must say "suits you Sir!"

As usual, the stand pixies arrived 'early' and stuck up a variety of signs, bunting and gazebos - trust me the millennium dome would have been easier to put up.

Prize giving was held in the afternoon as usual and both David Cummings and Douglas Glass went home laden down with brass ware. At least Douglas' Prefect would go faster since he lightened its chassis by leaving all his stuff behind - my very tasteful green striped folding chair has now had its lonely hearts prayer answered and has found the chair of his dreams, a rather snazzy dresser called Flora - although I think this relationship may be short lived in the name of good taste.

On a more serious note, this year's turnout was lower than usual due to the fact that I couldn't get in contact with you all. So if you have moved house or changed your phone number, please drop me a line with your new details or you will be lost forever.

Happy holidays!

Jim Hendry

Ford Sidevalve Owners Club Limited Application Form
Please use block capitals

This forms supercedes any previous form.

Make all cheques and postal orders payable in Sterling on a London bank to the **FORD SIDEVALVE OWNERS CLUB LTD** and send to:

The Membership Secretary, 30 Earls Close, Bishopstoke, Eastleigh, Hants. SO50 8HY

Full Name .....

Address .....

.....

.....

Post Code ..... Telephone .....

Name of Family Member (if applicable) .....

DETAILS OF CAR

Model ..... Year .....

Model Number ..... Saloon/Conv/Van/Pick-up/Estate/Ute

Registration Number ..... Colour .....

Engine Number ..... Chassis Number .....

Vehicle Condition: Concours? Good? Runner? Box of Bits? (Circle one)

How did you find us? ....

UK, European, USA and Canada Annual Subscription (Jan-Dec)	£25.00 .....
UK, European, USA and Canada Subscription (Jul-Dec)	£18.00 .....
Rest of the World Annual Subscription (Jan-Dec)	£31.50 .....
Rest of the World 6 Months Subscription (Jul-Dec)	£22.00 .....
Family Membership Supplement	£1.50 .....
Club Badge (please specify ROUND / SQUARE)	£8.50 .....
	Total .....

Prop: Ford Sidevalve Owners Club Ltd. Reg. No: 26400 (England) Reg. Office: 36 Fengates Road, Redhill, Surrey. RH1 6AH
August 1999

Did You See?

The Mail on Sunday's Supplement about the Queen Mum to whom we send our Hearty FSOC Congratulations on Her 100th Birthday. This is just before our publication date in August.

There were a few photographs of the Ford V8 Pilot which she had been reunited with after it lying derelict for a great number of years. Her Majesty and George VI had spent many happy hours using it to get away for peaceful picnics on their Sandringham estate.

The 'Harry Potter 4' Anglia 105E at the signing of the latest Harry Potter Book.

It's encouraging to know that Royalty and the magical still like older cars!

Application Form

Please note I have arranged for readers to have a copy of the Club's Application Form printed so that they can either tear it out or pass it on to a vehicle owner.

See article in Club News on Page 6 'New Members'.

You may of course, if you wish, photocopy this Application Form.

DeadlinesDeadlines!

Please note that we do everything possible to get your Pop Shopper request in, but please remember that it has to arrive on my desk by the 10th, so if there is any delay then your advertisement is left over to the next issue.

Pop shopper is typed into the magazine at the studio and the studio is some way from my cottage. This means that slight delays in transferring information can occur.

The information you send is typed at one sitting and be assured it is an horrendous task as we try to make sure no errors creep in. We have to have a cut off day and I'm afraid I've made an executive decision that it is the10th of the month. This means **that day's post**. I suppose if you send an e-mail you could in effect have all day but if I am away on business or teaching I will not necessarily have read your e-mail, but Pop Shopper will have been typed out.

As adverts come in everyday of the week by snail and e-mail no advert has a priority over another and all are entered into the Pop Shopper Folder as and when I arrive at the studio.

So, to make it clear, you definitely need to send snail-mail in advance to arrive by the morning of the 10th and e-mails by the 9th. Please note this change of date for e-mailers. As Private Eye would say 'Geddit?'

I hope this makes it perfectly clear and my apologies to those last minute e-mailers.

Ed.

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 Upright for sale

1949 Prefect, Black. Fully renovated with spares etc. Taxed and tested. £2,500 ono. West Yorks. 01274 416694.

1950 Prefect E493A, Black with brown leather interior. Showroom condition. Many new parts used in original restoration. New carburettor and carpets recently fitted. £2,600 ono. Worcestershire. 01527 578328.

1951 Prefect in restorable condition. Missing only front seats, starter and one door handle. Comes with spare dooor, fenders, hood and trunk lid. Manitoba, Canada. 204-832-5075.

Two 1951 and 1953 E493A Prefects. Complete cars for restoration, plus many spares. £1,000 ono. Essex. 01702 202380.

1952 Prefect. Good condition. All original. MOT. Car must be sold, as too good to be left outside in all weathers. £1,000 or swap for anything. West Kingsdown (Brands Hatch) Kent. 01474 852227.

1953 E494A Anglia. Fawn. Stored many years. 31,000 miles. Known history. MOT, taxed. New tyres, battery, king pins, track rod. Reg CEJ 354. £1,600. Widnes. 01514 240070.

1953 E493A Prefect. Green. New exhaust, excellent tyres, 12 volt conversion. Nice car with nothing to do. Full MOT. Cleveland. 01642 281375.

1955 Popular 103E. Totally original and complete. Mechanically and bodily very sound. One previous owner. £800. Lincolnshire. 01673 857197.

1956 Popular. Good condition. 12 months MOT, new tyres. Anglia dash and headlight. £1,250. Rochdale Lancs. 01706 371414

Anglia 'Sit up and Beg'. Running, in very good condition. Many spares. No reasonable offer refused. No hot rodders please. Stevenage, Hertfordshire. 01438 239285.

103E Headlights, bakelite door handles, bumpers. Whole car for spares/repair. Nottingham. 01949 861749.

100E/107E for sale

1955 100E Anglia Deluxe. Restored Mexican Red, original number plate YWL 113. Original Manuals, new exhaust/tyres, custom interior, engine rebuilt, new brake system. Offers considered. South Wales. 01656 668226.

1956 100E Anglia. Rebuilt engine, gearbox etc. Windscreen, headlamps, headlining all new. Used regularly. MOT October. Tidy car. £400 ono. Exeter. 01392 876537.

1956 Anglia, reg SXW 757, for restoration. Two owners from new. 1956 instruction book and repair charges schedule books. Original manufacturer's warranty. Carshalton, Surrey (SW London). 020 8648 5109.

1956 100E Prefect, 4-door. Original condition, complete. No MOT. Spares or repair. £200 ono. Stourbridge, West Midlands. 01384 392192.

1957 100E Anglia. 8,440 miles, two owners from new. Complete, but needs restoration. Registration 82 AHW. Stored 25 years. £1,500. Forest of Dean. 01594 842374.

1958 100E Anglia, good condition, low mileage, underseal from new. Long MOT, good tyres, taxed, many spares including gearbox. £1,400 ono. London Area (Surrey). 020 8542 8606.

1959 100E Anglia. Original condition. Five brand new tyres. All parts included. Great project. Terrific condition. No holes! £250. Stoke-on-Trent. 01782 761305.

Popular, Blue saloon. First registered 1 June 1960. Sound condition, stored indoors since last MOT in 1984. Leicestershire/Northants border. 01858 880886.

1960 100E Popular, de-luxe. Grey/Blue interior. Body sound. Engine worn and MOT expired, also owner's enthusiasm. Sensible offers please. Gillingham, Kent. 01634 576966.

Unfinished project. Dry stored for last eight years. Lots of spares. Need space in garage. £450 ono. Windsor, Berks. 01753 861564 or 07801 564909.

1960 (23 November)105E, registration AAU 549A. 77,412 miles. Average condition. Ideal restoration project. Open to offers. Derbyshire. 01332 753083.

1960 107E Prefect, 4-door, original Green. MOT mid-November. 71,658 miles. Spare windscreen. Careful lady driver for 20 years. Well maintained. £1,900. Strawberry Hill,Twickenham. 020 8404 7712.

Spares for sale

8 HP Model 'Y' Engines (one twin and one single water outlet), £375 each. 10 HP short Engine for re-build, £50. Suffolk. 01473 780818.

Pitman's Ford 8, plus Anglia, Handbook, 1933-48, £5. Hertfordshire. 01707 321555.

'Sit-up-and-Beg' Anglia's/Popular's new Front Wings, Radiator Grille, Panel Sills, and many more new parts. Too many to list. Plymouth. Details on 01752 707483.

Upright Spares just in! Quantity of tools (eg Spring Spreader, King Pin Broaches), some rare. Other spares, mechanical and electrical. Keep on calling... South London. 020 8764 7068.

Upright Spares: Engine (running), Gearbox, Prop, Rear Axle, Front Axle complete. All overhauled, new cables etc. Two new Tyres. Two good Tyres. 103E Body, rough, mint doors. Ring for details. Wiltshire. 01985 211248.

Stacks of Spares from103E Upright Anglia/100E. Lost interest. Stevenage, Hertfordshire. 01438 239285.

100E for Spares. Classic suspension, brakes. 105E Rear Axle, useable Wings, Front Panels, Bonnet (no engine or gear box), couple of Grills etc. 'Phone for more details. Northampton. 01604 644572.

1958 100E Front Valance and Wings, Rear Indicator Lens and other bits. Free to a good home. Plymouth, Devon. 01752 842392.

Pair 100E Wheels with unused Crossplies, £25.100E Van Factory Handbook, £5. Oil Filter, £3. Fan Belt, £1. Speedo, £3. Carb, £8. All suitable 100E Popular. Norfolk. 01953 605558.

1960 100E/107E Top Suspension Mount and Bearings. Telephone/Fax 01702 392999.

100E/107E Spares. Too many to list. Some Chrome. 'Phone for details. Essex. 01702 511975.

100E Spares: Screen, £10. Set Wheels, £10. Bumpers, £30. **107E Spares**: Front Panel, £15. Overriders (need refurbishment), £15. Dash and Clocks, £15. Plus many more. Kent. 01303 812706.

105E Anglia Spares: Radiator, Heater, Petrol Tank, five Hub Caps, Front Chrome Grille, Interior Door Panels in Red. Rear Lights. Cleveland, United Kingdom. 01642 656870.

Parts available for all Sidevalve Models 1932-62. Some new. Plenty of used, including rubber. Norfolk. Telephone 01692 650455. Fax 01692 651451.

Wanted

Four Overriders to suit 494A Anglia. Eastbourne. Telephone David on 01323 845001.

100E 2-door Popular or Anglia. MOT, Engine, Gearbox and original registration not required. Must have sound shell. Cheap please. Can collect. Hertfordshire. 01707 260595 or 07968 447727.

Old Radio for 1955 Popular Deluxe. Must be positive earth and, perhaps, with speakers? Rochester, Kent. 01634 250434.

For 100E Anglia and Thames Van, 1959 and 1958. Front and Rear Park and Tail Lights, also Grill. San Diego, Ca, USA. 619-298-7157.

100E Popular 1962 SV Engine and Gearbox. Must be in good order. Also Rear Gearbox Mounting. Will Collect. Blackpool, Lancs. 01253 405260. Trevor on 07714 398794.

For 1939 Prefect 2-door. Left Front Fender and Plates on both side of Hood. Kalmar, Sweden. E-mail: erikbe@hem.passagen.se

103E Headlining Pattern or suitable old Headlining to copy (SWB Saloons: E04A, E494A, etc would also do.) Also, any notes on fitting one! Help!. West Midlands 0121 745 1027.

Exchange: 1,000's New Football Match Video Tapes, library cased, retail £7.99/£12.99, lists available (cheap) for best van, Upright 'Y'. Newport, South Wales. Telephone: 01495 225663 (night), 01633 2200 600 (day).

Information and Advice on 100E models: Considering buying: Are engine rebuild parts available? Have read in UK car magazine that engines only good for 50,000 miles. All advice helpful. California. 485 4833. Please E-mail: hotrodrambler@webtv.net

Personal: New FSOC member (E494A Owner) seeks contacts with others for advice and knowledge. South Devon. 01803 404871.

Next Deadlines:
Snail-mail (PO)
10th September 2000
e-mails 9th September

Classified Advertising OrderForm

SIDEVALVE NEWS

Sidevalve News is published bi-monthly on the fifteenth of the month, commencing February.

Return this form to:

FRED FIELDER
EDITOR, SIDEVALVE NEWS
5 COASTGUARD COTTAGES
PEGWELL, RAMSGATE
KENT CT11 0NH

DO NOT TELEPHONE THE EDITOR

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 FSOC members.

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.

If Vehicle For Sale or Wanted
eg. 1961 100E Prefect

Year	Model No.	Model Type				
				Area	STD Code	Phone

PLEASE INDICATE HEADING:

☐ Pre-War ☐ Post-War Upright ☐ 100E/107E

☐ Special ☐ Spares ☐ Wanted

☐ Miscellaneous ☐ Other (Please state):.....

Name.....

Address.....

.....

FSOC Membership No.....

You may photocopy this page if you wish.

100E/107E SPARE

Please note comments under 'Spares Lists' on next page and other ordering information at the end of this list. Please see footnote re. underlined items

ENGINE PARTS

100E-6051-B	Head Gasket	£15.00
100E-9448	Manifold Gasket	£2.50
E55Z1	Conversion Gasket Set	£25.00
E81Z1	Decoke Gasket Set	£25.00
100E-6521	Gasket Valve Chamber Cover	£5.00
353000ESA	Core Plug	£2.50
E93A-6270	Timing Chain	£14.00
100E-6102	Pistons (per set) STD & Various over sizes-State Which	£150.00
100E-6149	Piston Rings ditto	£35.00
100E-6308	Crankshaft Thrust Washers (per set) STD & plus 2.5thou	£13.50
100E-6331	Main Bearings various U/Size - ASK Please	£28.00
	Big End Bearings ditto	£28.00
100E-6505	Exhaust Valves (per set)	£20.00
100E-6507	Inlet Valves (per set)	£20.00
100E-6513	Valve Springs (per set)	£15.00
	Small End Bushes (set of 4)	£23.50
100E-6714-B	Oil Filter Element	£5.00
100E-9278	Oil Pressure Switch	£6.50
100E-6038	Engine Mounting (exchange - please remove rubber) *£10 surcharge	£30.85
100E-6887-B	Seat Oil Filter Element	£1.50
E93A-6256-A	Cam Shaft Gear	£27.00

FUEL SYSTEM

100E-9288	Flexible Petrol Pipe	£14.50
	Fuel Pump Repair Kit	£9.50
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9959	Gasket Carburettor Float Chamber	£1.00
100E-9627-A	Rubber (Air Cleaner)	£3.50

EXHAUST

100E-5250/25/55	Stainless Steel Exhaust System	£97.00
	Clamp (Silencer Outlet Pipe)	£1.35
	Van Silencer - Mild Steel	£20.00

CLUTCH AND GEARBOX

E0A-2078E	Flexi Hydraulic Hose	£13.00
E266-GD-1	Slave Cylinder (exchange) *£10 surcharge	£32.00
E149-Z-1	Slave Cylinder Repair Kit	£4.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
E74-7580-A	Release Bearing	£10.00
100E-7569	Pressure Plate (exchange) *£10 surcharge	£44.50
100E-7550-C	Driven Plate (exchange) *£10 surcharge	£26.00
Y-7119	Washer (countershaft gear thrust)	£2.00
100E-7071	Washer (intermediate gear thrust)	£2.00
EOA-7107-A	Ring Synchroniser Blocking	£5.00
100E-7114B	Gear & Bush Assembly	£25.00
100E-17286	Ring Speedo Gear Retainer	£1.00
100E-6068	Gear Box Mounting (exchange) (100E & early 107E)	£18.00
100E-7052	Front Oil Seal	£7.00
100E-7657	Rear Oil Seal	£7.00
100E-7086	Gasket Tail Shaft Housing	£1.80
100E-7039	U/J Repair Kit	£9.00
100E-7111	Counter Shaft	£10.50

COOLING SYSTEM

EOA-8100	Radiator Cap	£3.60
100E-8260A	Early Top Hose	£12.50
100E-8260B	Late Top Hose	£6.00
100E-8286	Bottom Hose	£6.00
100E-8275	Water Inlet Tube	£8.20
100E-8501	Water Pump (exchange) *£10 surcharge	£55.00
100E-8507	Water Pump Gasket	£3.00
116E-8575	Thermostat	£5.50
EOTA-8620-C	Fan Belt	£6.00
100E-8115	Radiator Drain Tap (not original)	£3.50
100E-8250-B	Late Top Hose Connection	£6.50

IGNITION SYSTEM

100E-12405-T	Spark Plug	£1.75
100E-12200	Rotor Arm	£2.50
100E-12199	Contact Set	£6.00
100E-12116	Distributor Cap (D type)	£17.50
105E-12116	Distributor Cap (round type)	£14.75
100E-12300-B	Condenser	£6.50
100E-12259	H.T. Lead (sets)	£6.00
7V-12098	Nut H.T. Lead Distributor Cap (set of 5)	£3.00

REAR AXLE

100E-1175	Rear Hub Seal	£7.00
E493A-4050	Half Shaft Seal	£7.00
100E-4209	Crown Wheel and Pinion	£75.00
100E-4676	Pinion Seal	£7.00
100E-5781	Rear Spring Eye Bush	£6.00
100E-5781	Rear Spring Eye Bush (pair)	£11.00
100E-4235	Half Shaft	£25.00
100E-5713	Bar Rear Spring Shackle - inner	£5.00
100E-4851	Flange (Propshaft)	£18.00
100E-7091	Yoke (Propshaft)	£12.00
100E-1107	Wheel Stud	£2.50
100E-5719	Bush Rear Spring Shackle (set of 4)	£7.25
E-7ED-1	Rubber Bush (Bottom Shock) (2)	£3.00
100E-18080-A	Shock Absorber	£40.00

STEERING AND FRONT SUSPENSION

E38-DB1	Mount Bearings - per side	£23.00
E55-DB1	Top Suspension Mount	£40.00
E55-DB1	Top Suspension Mount (pair)	£75.00
E55-DB1	Pair of Top Suspension Mounts + 2 sets of Mount Bearings	£110.00
E38-DB1	Mount Bearings - per side	£23.00
100E-1190	Hub Seal 0.983"	£7.00
105E-1190	Hub Seal 1"	£7.00
105E-1201	Hub Bearing Inner 1"	£12.00
Y-1202	Hub Bearing Inner 0.983"	20.00
Y-1216	Hub Bearing Outer	£12.00
100E-3073	Track Control Arm Repair Kit	£16.00
E-20-LB-1	Stud and Bush	£15.00
100E-3289/90-B	Track Rod End - per pair	£22.00
100E-3304	Drag Link	£25.00
	Front Suspension Bush Kits	£25.00
E-10-DB-1	Bushes per pair (Track Control Arm/Anti Roll)	£7.00
E-7ED-1	Rubber Bush (Bottom Shock) (2)	£3.00
100E-3078-C	Track Control Arm R.H. (Exchange) *£10 surcharge	£27.50
100E-3079-B	Track Control Arm L.H. (Exchange) *£10 surcharge	£27.50

ELECTRICAL

E0A-13480	Brake Light Switch	£6.50
100E-10505-B	Voltage Regulator (push on terminals)	£28.00
E0A-10505-D	Voltage Regulator (screw terminal)	£28.00
105E-11057	Brush Set Starter Motor	£3.00
E1050-NC-1 100E-134641-C 50563-S	Rear Lamp Lens) (Red Tail Light) Rear Lamp Gasket) Anglia/Prefect Fixing Screws) 1957 onwards	£15.75
	Pair of Lenses complete	£26.50
100E-11001-C	Starter Motor (exchange) *£10 surcharge	£43.00
EOTA-10001-B	Dynamo (except Popular) (exchange) *£10 surchcarge	£65.00
105E-10001-B	Dynamo (Popular) (exchange) *£10 surcharge	£43.00
E93A-10043	Brushes (EOTA Dynamo)	£3.20
E274-CQ-1	Pinion (Starter Motor Drive)	£6.70
105E-10043	Brush Set	£3.20
EOA-13011	Headlight Unit (Wipac) (Lucas Equivalent)	£22.50
204E-13007A	Headlight Bulb Pre Focus 40/50 watt	£3.50

FRONT BRAKES

100E-2018	Front Brake Shoes 7" diameter	£16.50
100E-2018-C	Front Brake Shoes 8" diameter	£16.50
100E-2035	Front Shoe Return Spring Kit	£3.60
100E-2038	Adjuster Repair Kit (front)	£13.50
100E-2061	Wheel Cylinder 1957 onwards RHS	£12.00
100E-2062	Wheel Cylinder 1957 onwards LHS	£12.00
100E-2061/2062	Wheel Cylinder Repair Kit 1957 onwards per axle set	£7.00
E0A-2078	Hydraulic Flexi Hose	£13.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
100E-2207-B	Dust Cover Wheel Cylinder	£0.50

REAR BRAKES

100E-2220-A	Rear Brake Shoes 7" diameter	£16.50
100E-2220-C	Rear Brake Shoes 8" diameter	£16.50
100E-2261-B	Rear Wheel Cylinder 7" (53-55)	£14.00

100E-2261-D	Rear Wheel Cylinder 8" (57-62)	£15.80
	Wheel Cylinder Repair Kit per axle (Fits 2261B,C & D)	£7.00
100E-2096/7	Rear shoe return Spring	£3.60
100E-2295-B	Hand Brake Cable	£31.50
100E-2857B	Hand Brake Clevis	£1.50
100E-2119-B	Compensator (Hand Brake Cable)	£5.00
100E-2041-B	Snail Cam (Shoe Adjuster)	£0.50
100E-2075	Connector (5-way Brake Pipes)	£8.50

BADGES

100E-16185/9	Triangular Wing Motif	£15.00
E6AJ-1	Prefect Boot Script	£15.00
100E-16606	Prefect Bonnet	£15.00
E5AJ-1	Anglia Boot Script	£15.00
100E-16606	Anglia Bonnet	£15.00
100E-16606-G	Popular Bonnet	£15.00
100E-7042514	Popular Boot Script	£15.00
100E-16850	Bonnet 'V' Motif	£35.00
	Deluxe Boot Script	£15.00

MISCELLANEOUS

100E-17262	Speedo Cable	£15.00
100E-964280	Window Winder Handle	£5.15
100E-7010128	Door Sill (right hand side)	£35.00
100E-7010129	Door Sill (left hand side)	£35.00
100E-7029744	Rear Side Window Rubber - 2 door - per side	£15.50
100E-7042084-B	Rear Screen Rubber - Deluxe only	£25.00
100E-7303110	Front Screen Rubber - Deluxe only	£25.00
100E-7043504	Boot Handle Rubber (Anglia/Popular) escutcheon seal	£1.95
EOA-732003-B	Floor Grommets - per set of four	£5.15
100E-7322610	Interior Door Handle	£8.75
E40GB1	Gear Lever Gaiter	£20.00

MANUALS

	Reprint Workshop Manual for 100E and 300E	£19.95
	Reprint Parts Manual for 100E and 300E	£13.95
	Technical Tips for the 100E/107E	£7.95

107E SPECIAL ITEMS

105E-7563D	Clutch Pressure Plate	£44.50
105E-7550C	Clutch Driven Plate	£26.00
100E-9627A	Air Cleaner Rubber	£3.50
100E-9959A	Float Chamber Gaskets	£2.00
105E-9448	Manifold Gaskets	£2.00
107E-5246C, 5225B, & 5255B	Stainless Steel Exhaust System	£125.00
107E-8260	Top Hose	£6.00
107E-8286B	Bottom Hose	£6.00
105E-8620	Fan Belt	£3.00
353000 ES	Core Plugs	£2.50
105E-8501	Water Pump	£40.00
E258-GD1	Clutch Slave Cylinder	£25.00
E72-Z1	Clutch Slave Cylinder Kits	£4.00
105E 4676B	Pinion Oil Seal	£7.00
105E 42A8B	Rear Hub Oil Seal	£7.00

The UNDERLINED items are suitable for 107E as well as 100E

Please note this change in this Spares List

The order Form for this section is now to be found on Page 31

UPRIGHT SPARES

**Denotes New Items.

Braking System

Y-1175-A	Retainer (rear wheel grease) assembly	£6.75
B-1175	Rear Wheel Retainer (fits E83W)	£6.65
7W-1225-B	Rear Hub Bearing (fits all models except Models Y, C and E83W)	£28.00
68-1225-A and 68-1236-A	Rear Hub Bearing inc outer race (fits E83W only)	£65.00
YE-2019A, CE-2019B, 7W-2019	Brake Shoes (set of 4, all models, exchange, £10 surcharge)	£45.00
7W-2035	Spring (brake retracting) not E83W	£4.90
7W-2035	Spring (brake retracting) (set of four)	£18.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y & C)	£7.50
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C & E83W)	£8.45
E93A-2248	Rear axle brake plate securing bolts, long (each)	£5.00
7W-2249	Rear axle brake plate securing bolts, short (each)	£5.00
Y-2454	Brake Pedal (exchange, £10 surcharge; remove rubber from old pedal)	£9.95
	Brake Pedal Return Spring	£5.00
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£61.40
E83W-2580/1B	Front Brake Cables (Pair E83W)	£20.25
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£39.95
YE-2793	Spring (handbrake lever pawl)	£0.75
7W-2853C	Hand Brake Cable (fits all models except Models Y & C and E83W)	£14.50
E83W-2853B	Hand Brake Cable (fits E83W)	£13.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.05
E8363-2035	Spring(brake retracting) E83W only	£5.50
E83W-2035 E83W	Spring (brake retracting, set of four) only	£19.95

Steering and Suspension

Y-3030	Perch Bolt (Model Y)	£12.00
CE-3030B	Bolt (front axle to radius rod, except Models Y & E83W)	£15.50
E83W-3032	Bolt (front axle to radius rod E83W)	£15.80
YE-3290-E, E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£54.00
	Track Rod Ends (pair) E83W	£51.00
YE-3304C	Draglink (Model Y)	£69.50
YE-3332	Track Rod End Dust Cover (each, fits all models)	£1.30
YE-33111	King Pin Set, complete (Model Y)	£65.00
CE-33111	King Pin Set, complete (Model C)	£65.00
7W-33111	King Pin Set, complete (7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£51.00
E83W-33111	King Pin Set, Complete (E83W)	£59.00
Y-3446	Front Axle A-frame Bush (fits all models)	£4.25
YE-3616B	Horn Button & Nut (Model Y)	£5.25
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.00
E93A-4607	Pin (drive shaft)	£1.95
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£1.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.50
	Shock Absorber (exchange, £10 surcharge) except Models Y, C and E83W	£45.00
	Shock Absorber Link (exchange, £10 surcharge)	£20.00
	Front Wheel Bearings (per wheel)	£25.00
	Front Wheel Bearings (per axle set)	£48.00
	Suspension Buffer (fits all models except Model Y)	£13.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system	£75.00

CE-5230,-5255B	Model C stainless steel exhaust system	£85.00
E04C-5230-A	5cwt van stainless steel exhaust system (all 5cwt vans)	£75.00
E83W-5230-A	E83W stainless steel exhaust system	£75.00
E93A-5230/E93A-5255-C	Prefect and 7W stainless steel exhaust system	£85.00
E93A-5230/E04A-5255-B	Anglia, 103E and 7Ystainless steel exhaust system	£85.00

Engine Parts

E93A-18670, E98T-18672	Oil Filter Unions (pair) (fits all engines)	£5.60
Y-6038	Front Engine Mounting (exchange, £10 surcharge; remove rubber from mount)	£6.50
E93A-6250A	Camshaft (Chain Driven)	£59.50
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft	£2.65
E93A-6270	Timing Chain	£14.00
YE-6280A	Washer (camshaft thrust) all engines 1936 onwards	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.85
E93A-6319	Starting Dog (fits all engines)	£4.50
Y-6375	Fly Wheel & Ring Gear (jib all engines)	£55.00
Y-6384	Starter Ring Gear (fits all engines)	£45.95
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A-6505B/D	Intermediate Length Valve (exhaust and inlet available)	£7.00
E93A-6505F	Long Exhaust Valve (can also be used as inlet)	£14.50
E93A-6510B	Valve Guides (per set of eight)	£94.95
Y-6513	Valve Springs (set of eight) (fits all engines)	£9.95
Y-6520	Valve Cover (fits all engines)	£5.85
Y-6560	Drive Bush (oil pump & distributor) (fits all engines)	£4.50
Y-6561	Drive Sleeve (oil pump & distributor drive gear) (fits all engines)	£3.95
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.50
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.00
Y-6610B	Oil Pump Gear (fits all engines)	£4.50
YE-6623	Oil Pump Screen (fits all engines)	£2.65
	Main Bearing Set, all sizes available (fits all engines)	£50.00
	Pre-War Piston Sets (8hp & 10hp)	£35.00
	E93A 10hp Piston Set (std, +0.010",+0.020",+0.030", +0.040")	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040")	£34.00
	3-Ring 10hp Piston Ring Sets (+0.005", +0.010", +0.020")	£15.00
	8hp Decoke Gasket Set (1932-34)	£27.50
E15-Z-1	Decoke Gasket set (E93A 8hp and 10hp engines)	£20.00
	Conversion Gasket set (E93A 8hp and 10hp engines)	£20.00
YE-6501-B	8hp Cylinder Head Gasket	£14.00
	10hp Cylinder Head Gasket	£14.00
YE-24052C	Studs (Cylinder Head) Set	£29.95
	Used engines suitable for rebuilding	£60.00

Clutch and Gearbox Parts

Y-7015	Main Drive Gear (8hp)	£32.75
YE-7015	Main Drive Gear (10hp)	£38.00
7W-7050	Retainer (main drive gear bearing)	£7.50
YE-7059B	Mainshaft and Bush	£25.50
E04A-7070	Retaining Ring (snap ring)	£0.99
E93A-7085	Rear Bearing Retainer	£17.00
Y-7090	Universal Joint	£30.00
103E-7114	Counter Gear (10hp)	£45.95
CE-7141	Reverse Gear	£24.50
YE-7222	Selector Housing	£19.05
Y - 7523	Clutch return spring	£5.00
7W-7533	Clutch linkage clevis pin	£2.00
Y-7550	Clutch Plate (exchange, £10 surcharge) (all models)	£20.00
7W-7561	Clutch Release Bearing Hub (all models)	£10.00
YE-7563B	Clutch Cover (exchange, £10 surcharge) (except E83W)	£59.00
**E83W-7563	E83W Clutch Cover (exchange, £10 surcharge)	£59.00
E74-7580A	Clutch release bearing (all models)	£10.00
Y-7660	Clutch Pilot Bearing	£4.50
C-943070	Gear Lever Gaiter (except E83W)	£14.40
E83W-943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly (exchange, £10 surcharge) (all models)	£85.00
Y-2454	Clutch Pedal (exchange, £10 surcharge); remove rubber from old pedal)	£9.95
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£22.50
Large selection of used gearboxes available (collection only)		£30.00

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E/some E493As)	£3.60
Y-8109	Radiator Cap (brass screw type)	£5.50
Y-8260/8286	Radiator Hose (reinforced; straight for pre-war engines, state top-bottom)	£4.25
	Radiator Hose (moulded; state top-bottom and model)	£8.95
YE-8606B	Fan Blade (11")	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£5.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£5.20
E93A-8620-A	Fan Belt (late 8 and10hp engines without water pump)	£5.75
E493AFS-8620	Fan Belt (late 8 and 10hp engines with export water pump)	£5.75
E493A-8501	Export water pump	£79.00

Fuel System

	Fuel Pump Repair Kit	£9.50
E04A-9080	103E-E494A Petrol Filler Grommet	£12.50
7W-9080	7W-E93A -E493A Petrol Filler Grommet	£9.95
BE-9288-A	Flexible Petrol Pipe (except E83W)	£14.50
YE-9355	Fuel Pump Cover (all models)	£1.50
YE-9365	Fuel Pump Cover Screen (all models)	£0.75
7W-9425	Inlet Manifold (10hp)	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold 'hot spot') (all models)	£1.75
YE-9510-A	Carburettor (8hp only - exchange, £10 surcharge)	£85.00
YE-9555	Carburettor Float (all models)	£3.50
	Carburettor Gasket Kit	£4.75
**YE-9660	Connector (Starter Valve) Assembly	£2.00
	Prefect Choke Cable and Knob	£7.95
48-9735	Accelerator Pedal (all models except Y,C,and E83W)	£12.55

Ignition System

CE-3686	Cylinder Lock and Key (ign/lighting switch) all models	£4.65
ET6-11656B	Switch (ign/lighting, less barrel and keys)	£24.95
E83W 12024A	6V Ignition Coil (all models - not original)	£25.75
YE-12100B	Distributor (reconditioned) exchange £10 surcharge	£90.00
YE-12116B	Distributor Cap (all models 1935 onwards)	£10.50
YE-12135B	Oiler (screw-in type) (all models 1935-1955)	£1.35
YE-12185B	Toggle (all models 1935 onwards)	£0.55
YE-12199B	Contact Set (all models 1935 onwards)	£6.00
YE-12200C	Rotor (all models 1935 onwards)	£2.50
YE-12214B	Insulator (all models)	£0.55
YE-12300B	Condenser (all models 1935 onwards)	£4.75

52-12405A	Spark Plug (L86C) (All models also 100E)	£1.75

Electrical System

	Dynamo (2 brush)	£87.50
	Dynamo (3 brush, early - exchange £10 surcharge)	£110.00
E494A-10001	Dynamo (3 brush-exchange, £10 surcharge)	£87.50
YE-10160	Felt (dynamo drive end bearing)	£0.55
7W-10505	Cut Out Assy (exchange only, for use with 3 brush dynamo)	£24.65
E93A-11001	10hp Starter Motor (exchange, £10 surcharge)	£150.00
YE-11001C	8hp Starter Motor (exchange, £10 surcharge)	£92.00
E93A-11049	10hp Starter End Plate	£15.00
BE-11450	Starter Switch	£17.00
E493A-13007	E493A Pre Focus 30W-24W Bulb (E493A Prefect only)	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb	£4.95
ET6-13007-B	Headlamp Bulb 36W-36W	£4.00
E493A-13010	E493A Headlamp Body (E493A Prefect only)	£28.50
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models	£12.20
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim)	£0.48
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE-13081	Spring (front sidelight socket 1934 on except E493A)	£0.55
YE-13101	Spring (headlamp focusing)	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A only)	£7.75
E93A-13130	E93A-E04A Headlamp Rubber Base Pad (pair) (EO4A and E93A only)	£18.50
103E-13405-B	103E Plate (Rear Lamp Base) Specify Nearside/Offside	£21.25
103E-13405-B	103E Plate (Rear Lamp Base) pair	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.95
	103E Complete Rear Lamp Unit inc Bulb (pair)	£82.00
ET6-13465	Stop-Tail Bulb 6V 21W-5W index pin (straight pin also available)	£1.20
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£0.75
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£0.75
E83W-13550B	Popular Number Plate Lamp (E83W and 103E only)	£18.60
CE-13740A	Toggle Switch (panel lamp)	£2.50
38193-57	Headlamp Mounting Bolts plus nuts (each)	£7.80
E04A-118004B	Semaphore Direction Indicator (6volt, exch. only)	£42.50

Rubber Grommets and Seals

E68-AD-1	Fixed Side Window Rubber (per ft) (saloons 1937 onwards)	£1.95
7W-16625	7Y, E04C, E494A, E494C,103E Bonnet Cnr Pads (pr)	£4.00
	E83W Bonnet Corner Pads (pair)	£7.95
	E83W Bonnet Corner Pads (full set)	£11.95
81A-16754	Bumper (bonnet side panel)	£0.90
81A-1670	Bumper (bonnet dowel locating)	£3.50
E93A-17772/3	E93A Prefect/Anglia/103E Bumper Grommets (pair)	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A-35184	Pedal Plate Rubber Bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W-111172	Opening Windscreen Rubber for E83W	£18.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.30
48-702610A	Door Post Rubber Bumper (one per door post 1937onwards)	£2.35
E04A-7040318	Rear Number Plate Rubber Bumper (Anglia and Popular 1939 onwards)	£2.10
100E-7043531	Boot T Handle Escutcheon Rubber Seal	£1.95
62E-731942	E83W Door Rubber Seal (enough for both doors)	£11.00
7W-940502	Opening Windscreen Rubber for Prefect & 5cwt van	£14.60
7Y-940502-B	Front Screen Rubber for 103E/E494A/E04A	£12.50
7W-941480/1	Weatherstrip Door Bottom (per ft) All saloons 1937 onwards	£2.55
7W-970700	Roof Weatherstrip (per metre) (All models exc Y & C)	£4.50
103E-7025856	Rear Screen Rubber for all saloons(not E93A or 7Y deluxe)	£12.50

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, 'Thames' (blue enamel) (E83W)	£12.50
103E-8213-A	Ford Popular Grille Badge (103E Popular)	£9.10
E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W-8215-A	E83W Grille Badge Mount	£17.00
E04A-16719-B	E04A-103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE-16750B	Bonnet clip (Model Y)	£5.85
103E-17261/2-B	Speedo Cable (state model)	£17.50
C46412AR	Dovetail (female)	£4.00
CE-17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door Handles and Escutcheons-pair (Anglia/103E/5cwt van; shafts and barrels not included)	£49.50
E493A-7022400	E493A Locking Door Handle with Escutcheon (shaft and barrel not included)	£25.50
E493A-7022401	E493A Prefect Non-Locking Door Handle complete	£16.90
E93A-7043500	Locking boot handle	£11.60
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£8.75
BE-964280-H	Window Winder Handle	£4.65
7Y-949624	Stainless Steel Door Hinge Pin (all saloons 1938 onwards)	£3.90
Y-949967A	Striker Plate (rear door 4-door Y model 1932-1934)	£3.80
C-949967C	Striker Plate (C & CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect & Anglia)	£14.25
	Radiator Muffs (E93A Prefect only)	£26.60

Received and Wanted

THANK YOU very much regular contributors for sending all the copy for this issue in early; the last two came struggling in on the11th of the month. It was such a help to get everything finished so quickly. The whole issue was completed by the end of the 11th of July. Well done everyone!

E-mails makes my life so much easier and if you have a computer remember to use Word 2000 for articles on disk as this really makes my job even easier! Typewritten scripts, can you please make sure it's no less than 10pt in size as I use the OCR facility to reproduce this.

I've had lots of e-mails from all over the world: please keep them coming.

One or two have snail-mail written to me from Canada but I could not read the e-mail address offered clearly and despite repeated attempts, have not been successful in replying. Remember, I do not generally reply to snail-mail.

Wanted

I already have three articles, a 100E item, an historical item and a technical item on Girling Brakes for Uprights for the next Issue. Please let's have even more articles about some of the older cars still being used in various continents of the world.

Don't forget you **107E owners**, Jim's threatened us with more of the same so, however short, let's be having your contributions to him. If you'd rather send them by e-mail to me then I'll pass them on!

If you have any ideas for improvements or other items you think might be of interest, then again send them in to the editor. It's YOUR magazine. Fearless, Ed.

REGALIA

See page 31 for ordering details.

BOOKS

Technical Tips for the 100E/107E by Jim Norman .. £7.95

Reprint Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 ..... £14.50

Reprint Parts Manual for 5 & 10 cwt vans, Anglia/ Prefect 39-53, Popular 53-59 ..... £14.50

FORD 8 & 10 van, Anglia and Prefect service manual for Y/7Y/ E04A/ E494A/ 7Y 5cwt van/ E04C/ E494C/ 7W/E93A/ E493A/ E83W 10cwt van £17.50

Reprint Parts Catalogue, Y/C/CX/7W/7Y £12.50

Reprint Model Y Bulletin £11.35

Reprint Workshop Manual 100E & 300E £19.95

Reprint Parts Manual 100E & 300E £13.95

100E Anglia & Prefect Instr book (1953-59) .. £3.00

The John Howe book of Cartoons £5.00

Ford Motor Cars 1945-64 ..... £6.50

STICKERS

Running In Instruction Sticker Upright £0.75

Running In Instruction Sticker 100E £0.75

Window Sticker - FSOC design £0.50

Silver Jubilee Window Sticker £0.50

Historic Ford - Keep off My Arse!! sticker £0.65

I Love My Sidevalve Sticker £0.65

Register Sticker (state model)..... £0.60 ..... or two for £1.00

FSOC 30th Anniversary Sticker £0.50

MAGAZINES

Binder for Club Magazines (holds 2 years) ... £5.90

Back copies of Club magazines £1.00

1990 APR, OCT
1991 AUG
1994 DEC
1995 FEB, APRIL, JUNE, OCT, DEC
1996 FEB, APRIL, JUNE, AUG, OCT, DEC
1997 FEB, APRIL, JUNE, AUG, OCT, DEC
1998 FEB, APRIL, JUNE, AUG, OCT, DEC
1999 FEB, APRIL, JUNE, AUG, OCT, DEC
2000 FEB, APRIL, JUNE,AUG

LEAFLETS

Ford Pop Motoring at Still Lower Price bklet . £1.25

Running In booklet Anglia/Prefect (date 9/49) £1.25

MODELS

Scale Link metal kit 4mm 1937 Model 7Y van £5.50

Ceramic Cream Model of 103E Pop £4.50

Limited Edition E494C FSOC 30th Anniversary Model..... £19.99

BADGES

Enamel Lapel Badge FSOC, 103E or 100E ... £1.75

103E Popular Cut-out Lapel badge (Black or Blue) £1.05

FSOC Grille Badge; Round or Square £8.50

Register Grille Badge; Popular/Prefect/100E/107E £8.50

CLOTHING

FSOC SWEAT SHIRTS

Embroidered in Script £14.95

Red MED/L/XL/XXL; Black MED/L/XL/XXL; Sky Blue SM/MED/L/XL/XXL; Navy MED/L/XL/XXL; Racing Green SM/MED/L/XL/XXL; Burgundy SM/ MED/L/XL/XXL; Royal MED/L/XL/XXL; Jade MED/L; Raspberry SM only

FSOC POLO SHIRTS

Embroidered in Script £12.60

Aqua L/XL; Sky SM; Gold XL; Royal Blue XXL; Lemon SM/; Burgundy XXL; Emerald SM.

T-SHIRTS:

Model designs £7.75

Specify choice of model, colour and size

E83W picture printed on front in Red XL, Black L/XL

100E Design White L/XL

Upright picture printed on front in Black XL; White L/XL

T-SHIRTS:

Script Badge design £5.95

Ford Popular: Green, Black, Red, White, Royal and Navy SM only.

Ford Prefect: Yellow, Royal, Navy and Green SM/ MED; White SM only; Black MED; Red SM/L

Ford Anglia: White, Green and Yellow SM only; Navy SM/MED; Black and Royal MED; Red SM/ MED

PLEASE STATE SIZE, DESIGN AND SECOND COLOUR

OTHER REGALIA

'New Design' Mug £3.50

Tea Towel, All Models design £2.95

Leather Key Fob: Ford/Popular/Anglia/Prefect (please state) £1.65

FSOC Woven Tie £7.65

Xmas Cards pack of 5 different designs £1.25

Licence Disc Holder £0.50

DUSTERS: Yellow duster printed with various sidevalve models around border, Club logo in centre.

Per Duster £1.25
Pack of two Dusters £2.25
Pack of three Dusters £3.00

GIFT VOUCHERS (can be exchanged for Regalia, Spares, or Membership) £5.00

continued from page 5

With fingers crossed I nervously engaged first gear and drove slowly forward. It seemed OK and thankfully the fault did not recur. However, the gearbox now seems a little noisy on the overrun and in due course will probably be exchanged for a reconditioned unit.

The holiday itself was great and it was good to see the car park of our holiday hotel full of Sidevalves. Many thanks to Robin and Jenny Thake for making arrangements that made the holiday run smoothly and keeping us all amused with some interesting and unusual activity: I even ate my first Chinese meal, what an experience!

Coming closer to home, we've done a few local car shows in our area, and one worthy of note was the Hollowell Steam and Heavy Horse event near Northampton. Dave Want and myself arrived on the Friday preceding the weekend to set up the FSOC stand. To our dismay we were confronted with a sea of mud at the entrance to the rally field.

However, despite further light showers the rally field remained well drained and did not spoil our enjoyment over the weekend. We displayed 22 Sidevalves on the Sunday; a fine show of club vehicles.

Don't forget the All Ford rally in Abingdon on Sunday, 24th September. If you are within striking distance and you've never been before, then give this event a try. You won't be disappointed because there is lots of lovely Ford related auto jumble on sale. You can be sure our group will certainly be there.

Please go back to page 23 for Scotland Area News.

Urgent

A £200 Gift Voucher available for half price. The voucher was given as a present but unfortunately cannot be used (has to be before the 31st August) for a one day Activity Day at any one of the following:

Brands Hatch, Alton Park or Snetterton Race Tracks.

Rather than let the ticket go wasted it's hoped that someone might like to take up the offer. Please contact:

Mr. and Mrs. Ashby. The Mellerstain Trust, Mellerstain House, Gordon, Berwickshire TD3 6LG

or Tel. 01573 410 629 (Office 225)

Spares and Regalia Order Form

All items for sale to FSOC members only. Complete form in **BLOCK CAPITALS**, and return to:

8 & 10hp Spares and Regalia, c/o Shirley Wood, 17 Baker Road, Abingdon, Oxfordshire. OX14 5LW

100E and 107E Spares, c/o Simon Crockford, 38 Rownhams Lane, North Baddesley, Hampshire. SO52 9GG

Cheque with order. All cheques must be payable in STERLING ON A LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD. MINIMUM ORDER £5. Do not make payments direct to the Club's bank as this causes delay.

This price list supersedes any previous price list. Prices charged will be those ruling at the date of despatch. Note that all prices include postage, packing and VAT for members in England, Scotland and Wales only. Other members should check the cost of postage with the appropriate spares secretary before ordering. VAT is also applicable to EU countries.

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

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

A number of members are failing to return exchange units to the Club for reconditioning and therefore it has become necessary to introduce a surcharge of £10 for each exchange item. If members are not able to send in an exchange item with their order then they should include an additional cheque to cover the surcharges. This cheque will be returned when the exchange units are sent to the Club or banked if the items are not sent to the Club within four weeks.

There is no telephone number available for spares enquiries, you are therefore, advised to order in good time to allow for delivery and any necessary correspondence. Parts should normally be delivered in the UK and most of Europe within 28 days.

Many second-hand parts are available. Send SAE with your list of specific requirements for more information.

Parcel Insurance

Currently if a spares parcel is lost in the post Parcel Force will only refund £20. Therefore, if your order exceeds £20 and is less than £100 please add a further £0.50 to cover parcel insurance. If your order exceeds £100 and is less than £200 please add a further £1.20 to cover postal insurance. If you order exceeds £200 please add a further £2.35 to cover postal insurance. Failure to do this will result in orders not being insured and the Club will not stand the loss.

Club Stores

Members are welcome to visit the stores to purchase 8 & 10hp spares by prior arrangement only with the 8 & 10hp spares secretary.

PART NO	Qty	ITEM DESCRIPTION	ITEM COST £	ITEM COST p	TOTAL £	TOTAL p
		TOTAL				
		If total exceeds £20 and less than £100 add a further £0.50 for postal insurance				
		If total exceeds £100 and less than £200 add a further £1.20 for postal insurance				
		If total exceeds £200 add a further £2.30 for postal insurance				
		Overseas members add extra for P&P				
		GRAND TOTAL				

COMPLETE IN BLOCK CAPITALS

Name .....

Address .....

.Postcode ..... Telephone ..... FSOC Membership No .....

SPARES ORDERS ONLY:

Model ..... Year ..... Engine Capacity

Caption: See page 14 Anglia Prefect and Popular register, 'Re-creation'

Photos by John Stiles