

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

DVLA and V5Cs

Removing a Hubcap

How to Change Your Sidevalve's Engine Oil

AGM 2016 Calling Notice



www.fsoc.co.uk



ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:

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www.fsoc.co.uk

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

Copy deadline is the tenth of the month preceding publication.

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Cover photo: Ian Glass's Flying Tortoise on the finishing ramp at Monte Carlo. See NW Midlands report.

John Porter

Editorial

Modified sidevalves

The 100E Owners' Club in the early 70s was liberally populated with all manner of warmed 100Es, proudly driven by '118 118' look-a-likes. At the time *Hot Car*, *Cars* and *Car Conversions*, together with the new magazine *Custom Car* were extolling the virtues of upgrading the 100E to Ford's OHV engine and four-speed. The least said about the interiors, the better...

There was a little bit of lowering, usually with blocks between the rear springs and the axle, and a shortened set of front springs. Most had wider wheels that were often produced by 'banding', which is something that would be frowned upon these days. A banded wheel? We could define it as any wheel that has been cut around its rim and has had a band of metal welded in to make the rim wider.

The more adventurous 100E owner would try a better carburettor, usually from a Mk1 Consul or possibly off one of those new-fangled 105Es with an accelerator pump. A more noisy exhaust was also desirable – often exiting in front of the nearside rear wheel to do away with the troublesome tailpipe and back box.

Moving to the uprights, the Fords 8 and 10 were the poor man's car and the young man's sports saloon before the 100E became affordable. Giving the upright a more sporting look was often down to taking off the hubcaps and a racing white line down the middle of the car. Spotlights could be added but there were never enough amps to turn them on! I once bought an upright Popular that had a two tone black and orange Dulux paint job and cycle wings on the front – and no bumpers.

So, on to the 21st century where the enthusiast will endeavour to make our cars more suitable for modern traffic and younger drivers. OHV engines and four-speed gear boxes together with disc brakes on the 100E and 107E seem to be the way to go. Uprights are not so easy due to restrictions of space (for another gearbox) and seriously period suspension and steering. Some owners have achieved this with replacing all of the running gear, but that may not be so easy in future if DVLA have their way.

The cheap and cheerful Fords were always uprated, tuned and customised. Those of us of a certain age can look back fondly on those gallant little cars that put up with a lot of abuse but usually got us there.

The market now for period tuning gear for our cars is very buoyant and replica parts are available. Genuine parts make very high prices on a certain online auction website.

If you read Mike Brocklehurst's summary of the questionnaires in the December 2015 issue, there was this response: *'Perhaps surprisingly, many members feel we should open up to modified vehicles, and a number of long standing supporters have reminded me that one of the reasons our forebears formed the 100E Owners' Club was to help owners of these modified vehicles. Whilst we may not all wish to follow the hot rod fraternity, this is something that the committee are pursuing.'*

We are indeed doing just that and extending our welcome to these owners, as was the case in the past.

DVLA and V5Cs

There has been much concern recently after DVLA decided to tighten their interpretation of the existing procedures for classic car owners to obtain a modern log book (V5C). This was apparently brought about by the closure of local offices and the discovery that each office interpreted the guidance in different ways.

As I mentioned in an earlier issue of *Sidevalve*, effectively DVLA will now not consider old tax discs and MoT certificates as evidence on their own, and this also applies to local council office records. They will only 'consider' these documents when an application is made. An old logbook is now the only sure way of getting your registration back (the V765 scheme).

I have listed some of the key points that concern registration applications from the outcome of the meeting between classic car clubs and DVLA late last year. Shirley Wood represented the FSOC at this meeting. After that meeting these points (and others that do

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not concern us in this regard) were issued to participating V765 clubs.

- DVLA needs to be satisfied that the vehicle exists and that it is 'substantially complete'.
- In the case of a sidevalve-related application, the vehicle must be inspected by a Club official.
- Incomplete vehicles cannot be registered under the V765 scheme.
- Age-related applications require proof of roadworthiness and insurance plus dating letter.
- Imported vehicles need a NOVA form completed.
- Replacement bodies under 25 years old (upright chassis vehicles) and of a different style will lead to complications and/or refusal.
- Reconstructed classics must be built from a collection of genuine period parts, all over 25 years.
- A vehicle built up from a mix of old and new parts is not acceptable

(discussions under way with DVLA by the FBHVC as this may conflict with the previous point).

- DVLA will issue a new VIN/chassis number for reconstructed classics (under review).
- If an owner has a vehicle displaying a number then complete a V62 form before V765 or age-related application is made.
- DVLA clerks have been instructed to return old logbooks, but in practice this is not always the case so only submit authenticated copies with applications.
- Post Offices will not authenticate copied documents – V765 clubs can offer this service.
- Re-registered classics will be issued with a non-transferable number.

Please consult with the relevant registrar before contacting DVLA or commencing work on your sidevalve if you do not have a current V5C.



From the Club Facebook page: Ford Squire, photographed in February at Medina in Malta

Brian Cranswick

Events

The winter hibernation is over and warmer weather ahead. For many classic car owners, Drive It Day will be probably one of the first runs out in their old motors, so make sure you are ready you to go and support your local group!

Below are just a few of the events for 2016. For a more comprehensive, up-to-date list, please refer to the Events page on the Club website.

17th April, Colne Valley Railway, CO9 3DZ.

Three Counties Group Club Stand. Contact Robin Thake for further details.

24th April, Drive It Day, Cambs Group, Lakeside Lodge Golf Club, Fen Lane, Pidley, nr Huntingdon, PE28 3DF. Contact Brian Cranswick for further details.

24th April, Drive It Day, Wiltshire Group, Standard Mtr Co, Romsey. Details from Sally Litherland.

24th April, Drive It Day, Coventry & Midlands Group, run-out. Details from Colin Pudge.

24th April, Drive It Day, Bristol & South West Group. Meet Horton Social Club at 10.30. Details from Ivor Bryant.

24th April, Kent All Ford Show, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

29th April to 2nd May, Abbey Hill Steam Show, Yeovil. Somerset Group Club Stand. Further details from Tim Griffiths.

2nd May, Culcheth Community Day, Warrington. Merseyside Group Club Stand. Details from Joe Wheatley.

7th May, Dartford Steam Show, Central Park Dartford. Club stand. Details from Richard Greenaway.

15th May, Kent Group Road Run. Details from Richard Greenaway.

3rd to 5th June, Vintage Nostalgia Show, Stockton, Wilts. Club stand. Details from Sally

Litherland.

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

4th June, Vale of Avalon Vintage Road Run. Further details from Tim Griffiths.

4th & 5th June, Tatton Park Classic Car Show. Club stand. Further details from Joe Wheatley.

5th June, Swale Vehicle Enthusiasts Club Show, Sittingbourne. Club stand. Details from Richard Greenaway.

11th & 12th June, Dig for Victory Show, North Somerset Showground. Club stand. Further details from Tim Griffiths.

11th June, Southern Sidevalve Day, Wrotham Steam Rally, Wrotham Hill. Club stand. Details from Richard Greenaway.

18th June, FSOC AGM, Kings Stanley Village Hall, Gloucs, GL10 3PN. Buffet lunch 12.00pm and meeting at 1.00pm.

19th June, Hatfield Heath Festival. Club stand. Details from Robin Thake.

19th June, Trentham Gardens, Classic Car Show, Stoke on Trent. Club stand. Details from Stuart Battersby.

26th June, Lymm Transport Show. Club stand (fully booked). Details from Stuart Battersby.

15th, 16th & 17th July, Somerset Steam & Country Show, nr Langport. Club stand. Further details from Tim Griffiths.

17th July, All Ford Rally, Heritage Motor Museum, Gaydon. Club stand. Further details from Colin Pudge or www.heritage-motor-centre.co.uk.

17th July, Appledore Classic Car Show, Appledore Village. Club stand. Details from Richard Greenaway.

31st July, Audlem Festival of Transport, Harkelow Green. Club stand. Details from Stuart Battersby.

31st July, Kent Group Summer Picnic, Lynx Park. Details from Richard Greenaway.

7th August, Northern Sidevalve day, Hebden Bridge. Early booking is recommended. Details from Joe Wheatley.

7th August, Weald of Kent Steam Rally, Woodchurch. Club stand. Details from Richard Greenaway.

14th August, Kent Group Fun Day. Details from Richard Greenaway.

14th August, Hampshire Classic Motor Show, Breamore, Hants. Club stand. Details from Sally Litherland.

14th August, Historic Specials Day, Cotswolds Wildlife Park, Burford. Details from Ian Woodrow (Specials registrar).

14th August, Classic Ford Show, Battlesbridge, SS11 7RE.

20th & 21st August, Tatton Park Classic Car Show. Club stand. Further details from Joe Wheatley.

11th September, Kent Classic Motor Show, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

17th September, Footman James Manchester Classic Car Show. Club stand. Details from Stuart Battersby or Joe Wheatley.

23rd October, Kent Group End of Season Gathering, Offham. Details from Richard Greenaway.

23rd October, Carole Nash Resto Show, Stoneleigh Park. Club stand. Details from Colin Pudge.

11th, 12th & 13th November, The NEC Classic Car Show. Club stand. Details from Colin Pudge.

Robin and Jennie Thake

Three Counties

As it is a quiet time of the year and the weather is wet, windy and cold, it is difficult to get out in the garage to do that important job of maintenance on the Ford, although in February I managed to remove the brake drums and clean and check the rear brakes.

We seem to get a constant flow of show invites through the post and by e-mail, so it is now the time for form filling and sending off the entrance fee where necessary. The folder is getting quite full with shows booked at Colne Valley Railway, Rushden Steam Weekend, Whitewebbs Ford Day, Enfield Pageant of Motoring, Maldon Museum of Power, Hatfield Heath Village Festival, Hollowell Steam, Harpenden Highland Gathering, West Bergholt Steam Show, Epping and Ongar Railway and Little Gransden Airshow – this shows that we visit quite varied types of events. Classics in the Walled Garden at Luton Hoo is an evening event: unless the paperwork and payment is sent off immediately we receive the e-mail it is impossible to actually get a garden pass and the alternative is parking in a rather dusty car park. This year it was our turn to be lucky!

Richard Healey has bought a 100E Anglia for a winter project. It sounds as if it is in a fair condition, so it's a case of a tidy up and service and it will be back on the road, although I think OLY will still be the preferred car. Richard and Shirley have organised this year's group holiday to Hayling Island at Warners Lakeside, so we will have to brush up on our sports and dancing skills before we go!

Brian Cranswick

Cambs, South Lincs & Norfolk

Things are rather quite at the moment, so I am looking forward to the first event on the 24th April which will be a good opportunity to kick start the season ahead and give my old Pop a run out.

I am pleased to report that local Cambs member Keith Alcock has finally got his 100E (VYJ 568, below) back on the road after just completing a lengthy restoration, and passed the MOT with no problems.

I have found some more photos to show from past Cambs group events – the other picture is from a previous Drive It Day event held in Ramsey. Please get in touch with me if you can support our Drive It Day event this year.



Drive It Day, Ramsey



Colin Pudge

Coventry & Midlands

It's been quite a hectic run up to the Practical Classics Restoration show, sorting out logistics and filling forms by the dozen, but all turned out well and it was a very successful weekend show for the Club with lots of interest in the cars and stand. My thanks to all who helped out and to Geoff Hammond, Steve Mckenna, Mick Hartley and Mark Hickling who allowed us to use their cars. The spare axle I took along to strip and rebuild went well, so I now have an axle with fresh 4.7 gears which only needs a bearing rebuild kit before I can fit it. I'm seriously thinking of having a stand there selling locking wire, Hylamar gasket sealant, grease and grease nipples as these proved very hard to find.

The application form is in for next year so if anyone has a project they fancy showing then let me know.

The next task is planning the route for Drive It Day. All the usual suspects will be contacted but if anyone would like to join us, please contact me. The plan is the same as last year in that we will make our way to a meeting place with Liam Cotton's group and then a joint run to a finishing point and pub meal.

Coventry Motofest is taking place towards the end of May and is shaping up to be an action packed weekend: booking applications can be made online.



E494A Anglia owned by Mick Hartley



E493A Prefect owned by Mark Hickling

Stan Bilous

South East London

It is with great sadness that I report this news item, especially since I have not written for some time in the regional news section. The

group founded by Yvon Precieux has been running for many years. A very successful group of friends it was, and with well-attended meetings and rallies.

After retirement, Yvon and Christine went to live in Scotland, where Yvon continued with the pre-war register, as well as the E83W register until Steve Mckenna took over. There they set up home and continued with activity in the local car clubs, and made a great many friends, just as they did in the London group and in the Club as a whole. Yvon was invaluable as a technical advisor not only for the FSOC but also for the Ford Y and C Register.

So with great sorrow I report that Christine passed away peacefully at home, in January. I know that many of us will be saddened and there will be a great many that knew her well, and appreciate the activities and humour that they shared together on so many occasions.

I know that they were supporters of St Christopher's hospice, and if anyone wants to make a donation they would be most welcome.

I am sure you will all join in with me to wish Yvon warm commiserations on his loss, and wish him all support and friendship in this difficult time.

Liam Cotton

East Midlands

We all enjoy our classic cars but we probably all look on them differently; one person may view their sidevalve as everyday transport, another may see theirs as a treasured heirloom, or a show car, or a rusting keepsake. To me the Ford sidevalve cars are now more than merely transport: with the youngest of them being over 50 years old I see them as antiques – living antiques! As with any other antique/collectable/ memorabilia they are a reflection of the time in which they were made and as such they give a lot of pleasure to the general public, both old and young. While they deserve to be cared for, this does not mean keeping them locked away for eternity; to keep the mechanical side good they need to be used, otherwise parts start seizing up. I speak from experience, being more guilty than most. So why not get the old Prefect or Pop out this year?

The show season has started and in the East Midlands we have too much choice. Drive It Day will be one of our earlier expeditions, on April 24th, and will be held in conjunction with Colin's Coventry group. In May we have several



shows lined up and of course in June there is the Club AGM. Besides the regular car shows we are also planning to do some road runs simply for our own enjoyment. These will either be to try different pubs/ restaurants or to visit interesting historical sites. If you would like to join us, please contact me.

Our repairs/ restorations are continuing. Steve is going strong with his 103E, nearly

on the road. I have completed a couple of annoying jobs on the 107E and Jim has had some success with a new fuel tank from the Club stores (thanks Shirley, Steve and Neil). The picture this time is of Jim Jarman's Prefect.

Joe Wheatley

Merseyside

Another short piece this month as winter has finally arrived in March and it is snowing outside, so Freddy is safely tucked up in the garage.

I ordered a couple of tyres (Avons) and tubes from Vintage Tyres in January. I have always used these on Freddy – not the cheapest but they seem to provide a good ride and last fairly well (the pair replaced were bought in 1999 and have done 18k miles). Unfortunately, the carrier got the address wrong and sent the tyres to 40 Church Lane, rather than Newchurch Lane. This turned out to be Smithy Garage where I used to get Freddy MOT'd. They called Jill as our number appeared on the paperwork, recognised the car they were for and then kindly brought the tyres round to us. Service!

This gave me an opportunity to refurbish the wheels on Freddy. I did have them sandblasted

back in 1999 and repainted them myself. In the 17 years since then my paint had not been able to withstand the British weather or the predilection our cats have for peeing on them, and they had started to rust again. I had the wheels on my Focus refurbished by a firm near Preston last year as the alloys were corroding quite badly. They did an excellent job for a very reasonable cost so I took the wheels and tyres over to Dave Rothwell's. He took the tyres off the rims with his tyre changer and we took them to the firm. Dave was kind enough to pick them up for me a few days later and also put the tyres back on. Five wheels refurbished for £175.

I have decided to use a 17" wheel and 4.5" tyre from a 103E as my spare. Prefects have 16" wheels and, originally, 5" tyres. Unfortunately, 5" X 16" tyres are no longer available, those available being 500/525 X 16

which fit the rims perfectly but are just too wide to fit into the spare wheel compartment under the boot! For the last several years I have been running with a boot floor support missing and an uninflated tyre on the spare – it was the only way I could get it in! The 450 X 17 tyre and wheel has the same rolling diameter at the 500/525 X 16 and does fit into the compartment (just!) so I can now carry an inflated spare wheel.

I now have a full list of events in our area. I would encourage any local members to join us at the Bottle & Glass on Saturday 23 April, Culcheth Community Day on Monday 2 May and at Tatton Park (please send me your details for this event ASAP) on Saturday 4 and Sunday 5 June. If you would like a list of events, please drop me an email and I'll send one out to you. Happy Sidevalving!

Richard & Trish Greenaway

Kent

Now into the new show season, I will start by giving a brief rundown of our major shows during the first part of the year. All of these will be having a Club stand. Also mentioned are a couple of special monthly meeting nights. By the time you read this we will have already had our first major show of 2016, the Heritage Show on 2nd April. Following on from this:

Sunday 24th April: Kents All Ford Show

This show takes place at Aylesford Priory near Maidstone. As well as hundreds of Fords on display, they normally have a good selection of stalls to browse over. It's always one of our best attended shows of the year, with around 15 cars, so why not come along and see if we can get up to the 20 mark? Anyone who hasn't yet booked in and would like to join us, please contact me ASAP and I will get you booked in.

Saturday 7th May: Steam in Dartford

This is not a huge show. It's set in the grounds of Central Park Dartford. As we have several members in the Dartford area we thought we would venture up to North West Kent and join them, so for any members who we don't see on a regular basis and who live in the area, it would be great to see you there.

Sunday 14th May: Road run

This is our annual May road run. This year we will be meeting at the car park in Mote Park (Maidstone) ready for a 10am departure. Our trip will take us down to the Romney Marsh. We will drop off en route for a coffee break and then head down to the Romney Hythe & Dymchurch Railway, where we will stop for a ride on the train before heading off for fish and chips.

Sunday 5th June: Sittingbourne SVEC show

Our North Kent Show this year takes us to the annual SVEC show – a good show with several stalls to look around as well as a good mix of vehicles.

Saturday 11th June: Wrotham steam rally and Southern Sidevalve Day

This year we will be holding our Southern Sidevalve Day at the Wrotham Steam Rally. Last year we held it at the Bewl Water event but the attendance wasn't good so we thought we would take it to Wrotham this year. It's not the show it used to be but it still attracts a good number of vehicles, as well as arena events and a good selection of stalls. As usual we hope to do bacon rolls with tea and coffee on tap for all Club members. (Assuming the organisers will allow us to use a gas cooker.)

Sunday 26th June: Sundridge Classic Car Show

A new show in West Kent for us this year is the Sundridge Classic Car Show. One of the reasons for attending is its reasonably easy access for both Kent and Surrey members, so it would be great if as many Surrey members came down to join forces with our Kent group. It all started as a village fete; then about 10 years ago they decided to attach a car show in the field out the back, which still runs to this day.

Future events will appear in the June magazine.

Monthly meetings

If you are not a show person then why not come and join us at one of our monthly meetings, which take place at the Early Bird in Maidstone on the third Wednesday of the month. Talking of monthly meetings we would like as many members as possible to come along to:

May meeting: talk on the Kent Surrey Sussex Air Ambulance

We have Ted Fullelove coming to give a talk

on 'Work on the Air Ambulance' This should be a really interesting evening so please bring family and friends along as we would like to fill the room to show our support for this worthy cause.

June meeting: trip out in our sidevalves

We will be meeting up at possibly Headcorn Aerodrome (will confirm destination and further details in the next magazine) for a get together in our sidevalves. There will be a restaurant should you wish to treat your better half to a meal out.

July meeting: visit to Jack's toy cupboard

We last visited here a few years ago and I was asked by a couple of members if we could do it all again, so on meeting up with Jack – in a Morrison's petrol station, of all places – he got out his diary and we arranged a date there and then. Jack has a large collection of cars as well as plenty of auto memorabilia; he also has a large collection of mechanical clocks, scales and musical gadgets to look around.

Bits and pieces

Can I say on behalf of all members who attended a big THANK YOU to Derek & Marilyn Warner for the invitation to the private showing of *Grand Prix* at the Gulbenkian Cinema in Canterbury. About a dozen sidevalve members and relations attended, and those that I spoke to afterwards really enjoyed it, even if it did go on for three hours without a break.

Can I also thank Fred Tutt for the invite to their first monthly meeting. Trish and I went up to join seven Surrey members, which as I said to Fred was more than we had at our first meeting back in 2010. Let's hope those seven plus more in the future get behind Fred and Tony to build up a good strong group.

Hopefully by now you will have received a copy of our 2016 events list. If you need any more info regarding shows or anything else sidevalve-related, don't hesitate to contact us. That's why we are here: to act as a contact between member and Club.

Håkon B. Øverland

Scandinavia

Learning the hard way

In the process of restoring my dear Prefect 1939, I noticed that one of the shackle bushes of the rear spring was in such a bad state that it had to be replaced. Somehow I managed to take it out of the spring without at that time having the tool to stretch the spring to ease this job. I ordered a new shackle bush from Spares Service (FSOC of course), but when I received it, it turned out to be too short for the rear spring, so I returned it.

At that time I got a visitor from my local Classic Car Club to inspect my project. He immediately noted that all the shackle bushes, both front and rear, had to be replaced. So a new order to Spares Service was sent and I received four new ones, this time long enough for the rear spring but too long for the front. It turned out that while the rear spring was 1½" wide, the front spring was only 1¼". In fact, the first shackle bush I received fitted the front spring, as it seemed. This was sorted out with the help of Yvon Precieux.

To stretch the springs in order to remount them, I first had to make a tool. For this I had to use the trial and error method before I found one that was strong enough to master the strength of the spring. I then had to make a tool to press the shackle bushes into place.

One would think that by now all problems concerning this job were solved, but alas ...

While all the shackle bushes had a diameter of ¾", the 'eyes' in the front spring had a diameter of 20mm – that is, 1mm wider than the shackle bush. Fortunately I was in possession of a brass plate of 0.5mm, and by making a sleeve out of this I managed to fit the front shackle bushes properly.

I should think this is a good example of the expression 'Learning by Doing'. By the time I had mounted the last of the front spring shackle bushes, I had reached the state when I am ready to install the engine, which had been overhauled a long time ago.

Left became right, eventually

Søren Palsbo: Although Swedish members of the FSOC outnumber Danish and Norwegian

members, they rarely appear in the columns of *Sidevalve*. Gustav Åkerblom was a welcome exception in the February 2016 issue, with the interesting story of his family's Anglia E04A 1948 now for sale.

The Anglia in question had its left-hand drive (LHD) altered by a skilful owner when it was new to right-hand drive, as RHD was the 'right side' for cars in Sweden at the time. Sweden changed to right-side traffic as late as 3rd September 1967. Among the more significant consequences were the withdrawal of all tram traffic in the city of Helsingborg, all central tram routes in the Swedish capital Stockholm and some tram routes in Malmö, Sweden's third biggest city, leaving just one tram-operated route there, all because it was considered too costly to change the entrance doors of the older trams from the left side to the right. Many city route buses were scrapped or sold for private use for the same reason.

However, the most interesting phenomenon is that most private cars in Sweden had LHD for several years before the big change to right-side traffic. This is true both for imports and for Swedish-produced cars like Volvo and SAAB. I suspect that some of the older Swedish cars with the steering wheel on the left never saw right-side traffic before they were scrapped!

Was the change expected for many years but postponed again and again? I don't know. But I do know that it must have been very

impractical to drive in left-side traffic with the steering wheel on the left. Swedish men must have often asked the wife and navigator, sitting in the offside front seat, 'Is there any oncoming traffic, dear?' But eventually left-hand drive became right!

Anders Silfverling, who is a member of the Danish Tramway Museum Society (as I am), lives in the Swedish city of Lund, and had a Danish mother and a Swedish father. I posed the same question to him: 'Why was the majority of Swedish cars delivered with LHD several years before the change to right-side traffic?'

'It just was like that and no one thought it was strange,' he answered!

Perhaps one or two Swedish members of the Club will comment on the matter, or they may agree with Anders Silfverling.

The picture which illustrates this little article should perhaps have been published in the December issue with its Christmas decorations both outside and inside the old Swedish Anglia. Just to remove any doubt: it is *not* the Åkerblom family's fine car which, quite apart from its general condition, is shown by the car's left-hand steering wheel! The picture was taken around New Year 2015 in the little town of Stensjön in Småland, Sweden. How many more years the Anglia will survive standing outside with its fabric roof is uncertain. The owner is hardly a FSOC member.



Fred Tutt

Surrey

It is really good to be able to report that the Surrey regional group is to be re launched to serve the FSOC members who live in Surrey and the SW London post codes.

This decision was taken at an informal get together on 23rd February supported by members Angela Hume (E93A / Morgan and an AC), Clifford Spooner (103E), David Montgomery (Mk 6 and Mk 90 Bucklers), John Hampton (1934 Model Y Van), Leslie Aubrey (100E Popular), Martin and Kate Doughty (103E), Tony Croxall (owner of a number of interesting cars) and Fred Tutt (103E).

The following FSOC members were unable to attend but expressed an interest in supporting the initiative: Nick and Shirley Hardey (100E Popular); Phillip Shingler (EB 60 special); Phillip Barnardo (7Y but not running at the moment) and Tony Russell (enthusiastic collector of historic vehicles).

We are particularly grateful to Richard and

Trish Greenaway, the Kent Regional Organisers, who travelled over the border to attend the meeting and give us lots of ideas based on the way they have managed to develop the very active Kent regional group.

Kate and Martin's beautifully restored Pop was on display at the meeting venue next to Fred's, with Angela's AC parked up next to them and. Even though it was dark, they were an impressive display to celebrate the re launch of the Surrey group.

Angela Hume is a Brooklands Trust Member and a volunteer at the famous Brooklands Museum at Weybridge, which will be a useful source of information and ideas for us.

We also lucky to have our own mechanical wizard as a member. Tony Croxall has run his own car repair workshop for many years and has restored many historical vehicles (including Fred Tutt's). Tony is happy for any Surrey member to contact him for guidance and advice on their Ford sidevalves by email at tonycroxall@aol.com.

Tony Russell is also a member of Surrey Vintage Vehicle Society and is very happy to offer technical advice to Surrey members who email him at fat_rabbit54@hotmail.com.

Leslie Aubrey and David Montgomery are enthusiastic about the Club website and are

registered in the Facebook FSOC Members Lounge. Their encouragement, to help those of us who are less social media savvy, will be invaluable.

Another important benefit of supporting the group, especially for those who are a bit nervous of the mechanical reliability of their cars, is to have safety in numbers when travelling to car shows or taking part in Club road rallies.

Fred Tutt will act as the coordinator and administrator for the group – 01372 453943 / fred@tutt88.plus.com.

All this means that we have achieved the objective of knowing we have enough support from members to reform the Surrey group, and another get together has been organised for Thursday 21st April at Effingham Golf Club (KT24 5PZ) at 7.30 pm, where we can plan some summer activities in an environment of fun and enjoyment in the company of other members who have a shared interest in Ford sidevalves.

The Surrey Group are keen to hear from any FSOC members who would like to be involved in helping and supporting us to develop a really worthwhile regional group. Please do come to the meeting on the 21st April.

Stuart Battersby

North West Midlands

"It's grim up t'North", or at least that's the myth we like to portray, in order to keep house prices low and to minimise traffic congestion. Seriously though, it has been pretty wet and cold over most of the last two months.

Most of our cars have remained snuggled up in their garages over the period. Most that is, except The Flying Tortoise and intrepid owner Ian Glass, who has surpassed his exploits in Le-Jog by completing the Monte Carlo Classique (see front cover). Ian's 103E Pop completed a total round trip distance of 3,392 miles, once again to make us all proud. Ian had a trouble-free journey apart from a new water pump, which I must quickly point out was *not* purchased from FSOC ... He has been duly chastised.

Ian was frustrated that the upmarket marques got all the coverage in the Monte Carlo, so he has paid to have this full page advert in *Classic Car Buyer*. Good man, Ian!

We have now confirmed our schedule of events for the year, including a number of joint shows with Joe Wheatley's Merseyside group. Specific shows in our territory include Trentham on 19th June (when we hope to welcome some travelling Kent Group members), Lymm on 26th June and Audlem on 31st July. Please get in touch if you want to bring your car to those shows. All our shows are now on the FSOC diary on our website at www.fsoc.co.uk.

I'm afraid that I'm not very good with letters and postage stamps, and find emails far simpler. I send out regular email snippets to our local members; however I'm certain that my email list isn't complete. If you are in the area and would like to hear more then please drop me a quick email to battersby56@sky.com.



The Flying Tortoise triumphs again!

After its resounding success on the 26th Le Jog, finishing 38th out of 77 entrants, oldest car to finish, and raising over £2600 for local charities, the Tortoise has just completed 3392 miles round trip on the 2016 Monte Carlo Classique, starting in John O'Groats.

Prepared at least expense in a shed by Dave, after years standing derelict in the open, and with just 30bhp, three-speed gearbox, cable brakes and vacuum wipers, the little car performed faultlessly – once more and was one of only three John O'Groats starters to visit every control from Reims to Monte Carlo, running non-stop through the night. The Tortoise has an allergy to trailers and therefore insists, despite a maximum cruising speed of just 50, on being driven to and from rallies, just as its siblings did in the fifties, plus servicing must be done by the crew. Covering 1171 miles from Monte Carlo back to North Wales in just two and a half days it's now back in Cae Dai Trust's Museum of the Fifties in Denbigh awaiting the next big adventure.

For a very much less strenuous adventure with your vintage or classic car why not try an escorted leisurely event run by *Country Lane Tours*? For full details and updates as they become available email your name and postal address to countrylanetours@aol.com or call Ian on 01824 790280.



Nigel Hilling

Yorkshire

News and events

Meetings at the Reindeer are regularly attracting a good attendance, so why not come and join us in your sidevalve or modern car?

I have produced a list of events in our area (and beyond) and emailed this out to those members on my list, and it also appears on the FSOC website in the Yorkshire Regional News. If you want a copy emailing or posting then let me know. In addition, if you want to be added to my email circulation list then let me know. We will be having a Club stand at the following events this year:

- Monday 20th June: Hope Motor Show (evening event – entry forms available)
- Sunday 17th July: Newby Hall
- Sunday 7th August: Hebden Bridge (Northern Sidevalve Day – entry forms available)
- Sunday 18th Sept: York Racecourse (entry forms available)

Drive It Day is on Sunday 24th April, and one possible option is the York Historic Vehicle Group run from the Knavesmire to Sherburn Airfield where we usually just turn up at the airfield to join the others. Other options further afield are the British Commercial Vehicle Museum's Classic Ford Day, or perhaps the Grand Historical and Vintage Bazaar at Rufford Abbey Country Park in Nottinghamshire, which some of our Sheffield members have attended for the last two years.

Later in the year we have an invitation to the Car and Bike Show and Autojumble at the Golden Lion Hotel in Northallerton, organised by Martin Hatfield on Sunday 9th October.

Closer to home, Bert Marshall's 5cwt van is making good progress and he has entered Northern Sidevalve Day in August to give himself a completion target. There have also been a few cars for sale amongst our members, so keep looking out for adverts by email, on the website and in Sidevalve.

Exeter Trial

The Exeter trial in January was rather more successful than last year, when I broke the gearbox input pinion on the third section. This

year will be remembered for the incessant rain, which must have been a real challenge for the bikers and those in open cars who were out in it for the best part of 16 hours. The roads were awash, and some of the approaches and exits from the sections were like rivers. We posed for the *Classic and Sports Car* cameraman at the night halt at Haynes museum, but didn't make the final article in the April edition of the magazine. Despite the weather we cleared everything but the famous Simms Hill and can be seen on YouTube being pulled up that one by a large tractor. We weren't alone, as a good number also failed Simms. During the journey back from Torquay to Northampton, where my navigator lives, the rain got even heavier and the wind got up and it was often difficult to see ahead. After one rather large water splash on the A43 near Towcester, the engine began to misfire, then cleared, and this repeated as we limped to his home. The carpets were absolutely saturated and in the morning the roof was dripping with condensation inside the car as it has no headlining. Once dried off I set off for Huddersfield to complete the 800 mile round trip in just under 48 hours. Not a patch on Ian Glass and his 3000+ miles on the Monte Carlo Classique, but still a reminder of what our cars are capable of.

Northern Classic Trial

This turned out to be another wet day for all to contend with in the Northern Lake District in February. Whilst I stick with crossply tyres for the long distance MCC trials to keep me in the pre-war class 2, I generally change to radials and join the front engine rear wheel drive class

3 for the one day trials, which tend to feature a lot more mud and grass.

We drove up to a Travelodge on Friday night and completed the short journey to the start on Saturday morning to go through scrutineering, signing on, and breakfast. The hills are mainly in the forests around Bassenthwaite Lake and give some fantastic views as you drive up the forest tracks to get to the competitive sections. The one day trials sections are subdivided by numbers from 12 to 1 and you score depending on how far you get, unlike the MCC trials where it is simply clear the section or fail. We were doing reasonably well and had no damage until the last section, Sandale. This is a muddy track up a field culminating in a quagmire of a restart which, although only for the Specials in class 8, can stop anyone due to the depth of the ruts and mud. I usually come to a grinding halt in the restart area so decided that there would be no holding back this year. I kept as much speed going as I could approaching the restart and took off in the restart area (as my car is prone to do at the slightest bump), crashed down slightly to one side and amazingly came out of the restart area to find grip and clear the section. The downside was that crashing down in the restart was accompanied by my nearside wing hitting the side of the banking and putting two large dents in the wing. We pulled the wing out a bit to make sure it didn't foul on the tyre and continued to the finish. The photo (courtesy of Dave Cook) shows us clearing the restart area seconds after bashing the wing. I've since knocked the wing back into a reasonable shape for the next few trials before doing a proper repair in the summer.



John Duckenfield

Regional Report

There are a number of reasons why individuals join the FSOC! For many it is the excellent spares service that is the primary attraction whereas for others the technical advice available from a variety of experts within the Club is so valued. More recently, the Club's website and Facebook pages have attracted a lot of attention, especially amongst those so technologically inclined, and the majority of members still look forward to *Sidevalve* dropping through the letter box. Yes, it's a great club that has something for everyone if they care to make the effort and take advantage of all that it has to offer.

Are you making the most of your membership?

For many people, though, I suspect it is the opportunity to get to know and interact with like-minded enthusiasts that is the main reason for being a member of any club. In the case of the FSOC this can now be done electronically, online or on a mobile telephone/device. Classic car shows throughout the year also afford members the chance to meet fellow enthusiasts and *Sidevalve* still has an important part to play in generating a feeling of belonging to the Club.

But by far the most enjoyable and rewarding way of really feeling a part of the Club is to become an active participant in a local Regional Group. In truth, these groups *are* the Club. Most regional groups offer so much to members: expert advice from members of the group with a wealth of practical sidevalve experience; where to get things done; contacts for this, that and the other; practical help when needed; and, companionship with a shared sense of purpose – just for starters!

Contrary to what some believe, there is very little formality in the proceedings; no need to go to shows and sit in a field all day if you don't enjoy that sort of thing; no requirement to be an expert motor engineer (as I clearly illustrate); and no need to go to meetings on dark winter nights in your sidevalve! Quite simply they are informal self-perpetuating groups of members with a common interest, and why more do not involve themselves still remains a mystery to those who do!

So, as the classic car season rapidly approaches – the start of which is marked for many by Drive It Day – why not give your local regional group the sprout test? You don't know whether or not you like it until you've tried it! If, after giving it a fair try, you decide it's not for you, nothing will have been lost. If it is for you, there is so much to be gained!

Becoming a Regional Contact

Unfortunately not all members are able to access a regional group, for there are a small number of areas where no such group exists. There is only one reason for that. No one in the area has offered to be a Regional Contact. To have the full support of the Club, all regional groups must be led by a recognised person. The process is extremely simple and any member, younger or older, long-standing or recently joined, male or female can become a Regional Contact.

If you are interested, please get in touch with me. I will explain honestly and clearly what is involved and then, should you decide to take on the role, support you through the process and throughout your time as a Regional Contact. You dictate the time you can give and, ultimately, whether or not you start a regional group. Understandably, the Club would hope you will, so that more members can become involved, but if that is more than you feel comfortable with, the contribution of Regional Contacts who are willing to represent the Club on the ground is still valued and appreciated. So please, give the idea of being a Regional Contact serious consideration. I honestly believe you will not regret it if you do!



From the Club Facebook page: WNO 791 Prefect belonging to member and photographer Clair Pendrous



From the Club Facebook page: Shirley (Ford Special) engine belonging to Geoff Hammond

Yvon Precieux

Pre-War Register

Registrar's comments

I don't know if anyone noticed the *Classic Car Mart* entry of a Ford Model C van that is now being sold for the inflated price of £5,500. Just shows you how the greedy speculators are continuing to cash in on vehicles that they themselves are really clueless on, when the vehicle needs proper restoration work to get to that figure. I certainly do not have time for such individuals either in or outside the FSOC.

Has technology gone too far?

Today, car drivers have never had it so good with all the techno goodies now deemed a necessity in modern vehicles. Even the cheapest vehicles now offer a myriad of techno gimmickry that was previously reserved for the more expensive and luxury saloons. But for any longevity in their becoming a classic and lasting for 20 or more years, such high technology will be their downfall. Most new cars now come with dashboard display to control the radio, Satnav, LED headlights, Bluetooth and even the ventilation system. However such goodies come with the revised MoT now testing dashboard warning lights: airbag, seats and the list going on and on and on. With new cars now having anti-lock brakes and an electronic stability system as standard, will any last, or be able to continue that much further after the warranty period runs out, into the world of the secondhand car market? Providing legislation still permits us old timers on the road, our low tech cars will still be motoring long after such expensive exotica has expired, so keep on driving your Model Y, 7Y, 7W, E04A and all those post-war models: you may have the road to yourselves as the techno cars expire to the demands of the technocrats, insurance and high warranty costs.

Model C

It is often heard by the uninitiated that the 1172cc Model C engine was a Model Y-engine bored from 933cc to 1172cc. The C however was from a new and larger casting mould, so not surprisingly the 8 and 10 blocks bear a



Photo 1. A Mistral.

remarkable similarity. There are or were at least four different engine castings for the C and CX between September 1934 and October 1937, and up to December 1935 the C engine had the same starter flange as that of the 8hp Model Y. Before May 1935, all 8hp block castings were one-eighth of an inch narrower than the Deluxe Ten. This meant the four outermost head studs differed in position. Neither cylinder head nor gasket were interchangeable until the Model Y engine was modified, by being cast from the same Model C mould from approximately May 1935. The simplicity, strength, durability and over-engineering of the Ten engine meant it could easily be tuned if required. C saloons and tourers were adapted for high-speed trials at Brooklands, beating many marques of greater performance. Sprints and hill climbs were contested, the Deluxe C engine being exceptional in its capacity for hard work. It was even adapted by Sir John Garden in the Flying Flea aeroplane. The C's sporting zenith had to be its entry in the 1937 Le Mans 24-

hour. It finished fourteenth overall, beating 34 rivals, and was second in class. Besides the Briggs two-door, four-door and Tourer versions of the Deluxe Ten, a number of specialist coachbuilders produced bodies for the C sports, drop-head coupe, station wagon and utility. Few survive, although the FSOC does have a number on its books that are known to exist in Britain and elsewhere. One of the most talented of the volume car specialists was Jensen, of West Bromwich. Via Ford main dealer Bristol Street Motors, it produced the Mistral on the Y, C, CX and V8 chassis. Similar Mistral styling could be seen on the Morris Eight and Wolseley Hornet, and these bodies were built for the more discerning public eager to acquire a more sporting image.

Coachbuilding the Model Y and C Fords

In retrospect one may wonder why the Ford Motor Company – through its body building

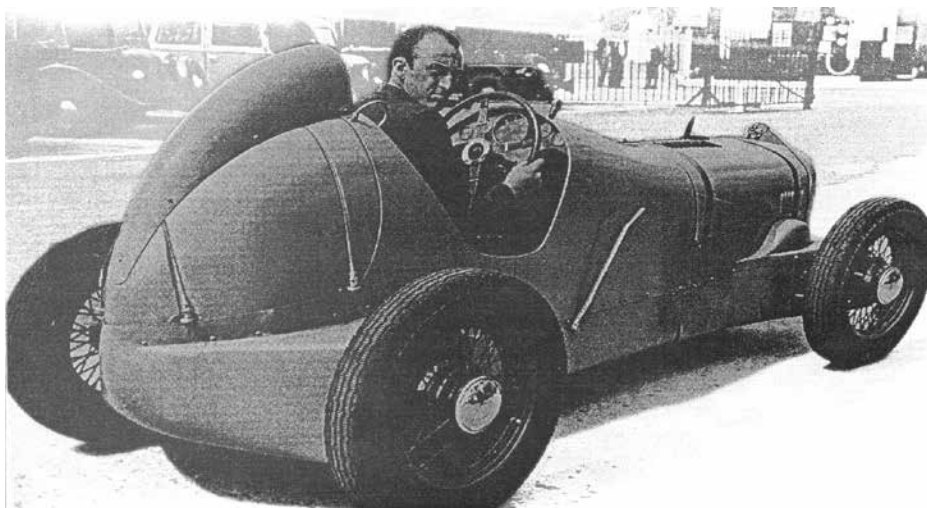


Photo 2. The Eason Gibson racer.



Photo 3. The Mistral Le Mans entry.

company, Briggs Bodies – did not produce a touring body for quantity production to complement its smallest version, the Model Y, especially as Briggs, being an independent company at the time, supplied bodies for other makes such as Riley and Standard. Coachbuilding during the 30s was going through a mid-life crisis. All of Britain's volume production vehicle manufacturers were utilizing pressed steel bodies, and the middle and low tier concerns especially were obliged to adapt their standardised batch production bodies to match, or go under. Initially the new body building processes, together with Ford's advent into the small car market, opened up a bigger slice of the market and coachbuilding firms at the lower end of the scale, probably increased with a few cavalier establishments placing some dubious bodies on very suspect chassis to cut costs. Ford's entry into the small car market was at a crucial time for the company's history and that of the coachbuilding industry, the latter being ripe for exploitation. After all, why tool up for a touring car model when you had the pick of the better quality small coachbuilders to build not one, but several reputable body types, leaving one to concentrate on one's own saloon and commercial priorities?

Further studies could also be made of the sporting market which eventually would assist when the opportunity arose, as with the Model C in 1934, to produce the sporting touring factory product. The responsibility for marketing and distributing the coach-built Fords, which also included all the larger engined models, was wisely left to the dealerships who also indulged in their own one-offs, with the Ford Motor Company keeping a watchful eye on the proceedings.

Mutual understanding was the name of the game as selected specialist body builders were given little if no recognition for their services, except the opportunity to advertise their wares at the Ford Motor Shows under their specified dealerships own special product – which certainly has confused some. In addition they were free to market their coach-built bodies

with other manufacturers, having similar reciprocal arrangements. Again there is a misconception that coach-built bodies identified with the Ford are peculiar only to the Ford product, which is not so. As with Briggs building bodies for other companies, coach-built bodies from specialists were also seen on chassis such as the Wolseley Hornet and the Morris 8. The Morris Motor Company, as an example, was identified with the same firms such as Jensen, Salmons & Sons (Tickford), Vehicle Developments, John Charles, and Witlesham and Mitchell, to name the more well known. Even JH Jennings of Sandbach, with their unique rear door conversion of the Model Y, used their talents on the Morris 8, and with a few additional bonnet vents the Abbey body could be employed on a Wolseley Hornet, so as you can see, on the whole the smaller less prestigious coachbuilder did not disgrace their trade and certainly proved their versatility.

By the time of the introduction of the Model C, Ford, having found a comfortable niche for themselves, were well able to venture into the touring market. However, unlike today they were none too keen on its sportiness and



Photo 4. A special on a Model Y chassis.

speed taken in excess, in case it jeopardised the sale of their own factory products. Hence this early lack of encouragement has tended to demote the small Ford in its unofficial sporting capacity, which during the pre-war years was rarely supported by the parent company. One of the few firms to use the C chassis was Jensen, with their Mistral body identified with H. Hillcoat, a director of Bristol Street Motors, and marketed under the same dealership, whose address was 164-172 Bristol St, Birmingham. The Mistral C retailed at an optimistic £185 in 1935, somewhat pricier than the factory or Briggs bodied tourer at £155. One of the lesser known non-standard bodies for the Model C was a purpose-built body attachment made by the company Alan Taylor and available also on the Model Y. Further bodies were also available on the Model C. Alas, the advent of the Second World War, unitary construction and the dreaded purchase tax initiated the demise of many firms in the coachbuilding industry.



Photo 5. A 7Y on the Monte.



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

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

Regalia List

Books

Reprint Model Y Bulletin.....	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin.....	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.90
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£34.00
Reprint Workshop Manual for 100E and 300E.....	£25.75
Reprint Parts Manual for 100E and 300E.....	£22.25
Reprint New Prefect (107E) with OHV engine Parts List.....	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E.....	£42.80
Reprint Enfo parts list of Standard Hardware.....	£9.50
Technical Tips for the 100E/107E by Jim Norman.....	£8.50
100E Anglia and Prefect Instruction Book (1953-59).....	£9.95
The John Howe Book of Cartoons.....	£6.60
Ford Motor Cars, 1945- 64.....	£9.45
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

Stickers

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

Magazines

Binder for Club Magazines (holds 2 years).....	£9.99
Following back copies of Sidevalve News available.....	£1.30
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, October, December	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	
2014 February, April, June, August, October, December	
2015 February, April, June, August, October, December	
2016 February, April	

Leaflets

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

Models

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

Badges

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

Clothing

<i>Please state size, design, colour and second choice of colour for all items of clothing.</i>	
FSOC black and red quartered rugby shirt embroidered in script SM/L.....	£25.25
FSOC Sweat Shirts embroidered in script.....	£16.20
Racing Green or Raspberry SM; Burgundy or Royal Blue XXL; Navy in Med/XXL; Sky Blue in Med/L/XL; Red in Med/L/XL/XXL; Black in Med/L/XXL	
FSOC Polo Shirts embroidered in script.....	£14.60
Lemon, Sky Blue or Emerald in SM	
FSOC Sweat Shirts embroidered with FSOc logo.....	£19.50
Royal Blue only in Med / L / XL	
FSOC Polo Shirts embroidered with FSOc logo.....	£14.60
White or Royal Blue in Med / L / XL only	

FSOC Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White).....	£31.00
<i>Embroidered with FSOc logo Med / L / XL</i>	

T-Shirts

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

Other Regalia

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

Spares List for 8 & 10hp Type Models

Wheels, Hubs and Drums

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.25
B-1175	Rear Wheel Retainer (fits E83W).....	£7.10
48-1190-A	Retainer (front wheel grease) assembly.....	£5.90
	Front wheel bearing (per wheel, not E83W).....	£70.60
	Front wheel bearing (per axle set, not E83W).....	£137.90
	Front wheel bearing (per wheel, E83W).....	£56.50
	Front wheel bearing (per axle set, E83W).....	£107.00
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W).....	£76.50
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only).....	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W).....	£170.00

Braking System

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

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W.....	£60.00
YE-3304C	Draglink (Y model)	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models)	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50
YE-33111	King Pin Set, complete (Model Y)	£70.00
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£79.95
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949	£20.00
Y-3446	Front axle A-frame Bush (fits all models)	£6.75
YE-3616B	Horn Button and Nut (Y model)	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.85
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four).....	£26.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75
E493A 4050	Retainer (rear axle shaft grease)	£9.95
Y-4217	Bolt (diff gear case)	£5.20
18-4217	Bolt (diff gear case)	£5.40
Y-4243	Key (rear axle shaft)	£6.00
EB-4245-A	Retainer (rear axle shaft grease)	£10.25
Y-4507	Gasket (torque tube to differential housing cap)	£1.78
7W-4507	Gasket (torque tube to differential housing cap)	£1.78
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin (Drive Shaft)	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99
Y-4655	Torque tube bearing sleeve	£9.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W.....	£25.00
	Front Offside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Front Offside Shock absorber (E83W only)	£95.00
	Rear Offside Shock absorber (E83W only)	£95.00
	Rear Nearside Shock absorber (E83W only).....	£95.00
	Suspension Buffer (fits all models except Model Y)	£24.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£80.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£80.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£145.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system (collection only).....	£147.00
E04C-5230-A	5cwt stainless steel exhaust system (collection only).....	£129.00
E83W-5230-A	E83W stainless steel exhaust system	£185.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00
E93A-5255-C		
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system.....	£180.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp	£9.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£39.95

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6023	Timing Pin	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
	Front Engine Mounting bolt.....	£1.50
74-6038A	Insulator (Engine Rear Support) Upper, per side.....	£9.95
	Insulator (Engine Rear Support) complete, per side.....	£21.95
E93A-6250A	Camshaft (Chain Driven)	£62.75
E93A-6270	Timing Chain	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger	£2.85
E93A-6310	Crankshaft Oil Slinger	£2.90
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide).....	£25.00
	Valve guide (per set).....	£175.00
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£19.25
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00

Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50
Y-6520	Valve Cover (fits all engines)	£15.95
100E-6521	Gasket, valve chamber cover	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
Y-6610B	Oil Pump Gear (fits all engines)	£4.95
YE-6623	Oil Pump Screen (fits all engines)	£9.77
	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
	3-Ring 10hp Piston Ring Sets (+0.020" only)	£20.00
	Small end bushes (set of 4)	£27.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.75
	Manifold stud	£5.95
	Manifold stud (set of 4)	£21.00
E15-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine)	£29.95
	10hp cylinder head gasket	£19.95
YE-24052C	Studs (Cylinder head) set.....	£34.99
	Set nuts for cylinder head studs.....	£4.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-5102	Main Drive Gear (8hp)	£35.75
Y-7015	Main Drive Gear (10hp)	£38.50
YE-7015	Baffle (main shaft gear bearing oil)-rear	£1.25
Y-7040	Retainer (main drive gear bearing).....	£17.50
7W-7050	Seal (main drive gear bearing oil) assembly.....	£5.00
7W-7052	Mainshaft and Bush	£35.50
YE-7059B	Bearing (main shaft) drive gearball assembly.....	£21.95
Y-7065	Washer intermediate gear thrust washer.....	£7.60
YE-7071B	Baffle (main shaft oil)-front.....	£1.25
	Rear Bearing Retainer	£19.75
E93A-7085	Gearbox rear gasket	£4.50
Y-7086	Layshaft.....	£42.40
Y-7111	Counter Gear (10hp).....	£76.95
103E-7114	Washer (Counter shaft gear thrust)	£6.35
Y-7119	Reverse Gear	£29.95
CE-7141	Selector Housing.....	£19.50
YE-7222	Gearbox lid gasket	£2.50
Y-7223	Clutch return spring.....	£6.90
Y-7523	Clutch linkage clevis pin	£2.15
7W-7533	Clutch Plate-All models, except E83W (exchange and send with order)	£29.50
Y-7550	E83W Clutch Plate (exchange send with order)	£31.50
E83W-7550	Clutch Cover – All models, except E83W (exchange – send with order)	£67.00
YE-7563B	E83W Clutch Cover (exchange-send with order)	£76.00
E83W-7563	Clutch release bearing-All models	£14.50
E74-7580A	Clutch Pilot Bearing.....	£7.25
E70-7600-A	Gear Lever Gaiter (except E83W).....	£25.50
C-943070	E83W Gear Lever Gaiter	£24.99
E83W-943070		

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£5.40
Y-8109	Radiator cap (brass screw type).....	£8.50
Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top).....	£8.20
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom).....	£7.80
	Radiator Hose (moulded-E83W, top).....	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom)	£21.95
	Radiator Hose (moulded-bottom)	£20.40
	Radiator Hose (moulded-top, pressurised radiator cap)	£22.00
	Radiator Hose (moulded-top,brass non-pressurised radiator cap).....	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£150.00
	Water Pump Repair Kit	£35.00
E493AFS-8509	Pulley (water pump)	£35.00
YE-8606B	Fan Blade (11")	£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£8.99

Fuel System

	Fuel Pump with spacer (no primer)	£43.50
	Fuel Pump repair kit	£27.45
	Fuel pump stud.....	£6.75
	Fuel pump stud (set of two).....	£11.60
91A-9030	Cap – painted (petrol cap) assembly	£9.50
91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
	Locking stainless steel petrol cap	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet.....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.35
YE-9355	Fuel Pump Cover (all models)	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£0.88
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder)	£1.28
YE-9414	Washer (petrol pump pull rod oil seal)	£0.95
7W-9425	Inlet Manifold (10hp).....	£19.00

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

Ignition System

	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....	£65.95
	Set E93A ignition leads	£17.95
	Rebuilt ignition switch (exchange item – send with order)	£40.00
E83W 12024A	6V Ignition Coil (All models-not original)	£42.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.50
YE-12185B	Toggle (All models 1935 onwards).....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£17.20
YE-12200C	Rotor (All models 1935 onwards).....	£5.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards).....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00

Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order)	£125.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining).....	£1.18
BE-11450	Starter Switch	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
7V-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W).....	£1.10
CE-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....	£1.10
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.95
CE-13101	Spring (headlamp focusing)	£1.10
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only)	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W	£4.00
	Pair of Panel bulbs 6V 3W	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£26.00
	Model Y Semaphore Direction Indicator (6volt only) (exchange only)	£70.00
	Model C Semaphore Direction Indicator (6volt only) (exchange only)	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair)	£15.00
	E83W Bonnet Corner Pads (Full set)	£19.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and Scwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W	£25.00
E93A-7002060	Bumper (cowl side panel to tonnet).....	£1.80

E93A-7002060	Two bumpers (cowl side panel to tonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£1.75
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet)	£4.90
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet)	£7.00
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£5.65
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and Scwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.80
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.95
E83W-8215-A	E83W Grille Badge Mount	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model)	£19.95
	Starting handle	£46.00
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W, state model)	£26.00
	Speedo Cable (E83W)	£23.95
C46412AR	Dovetail (female)	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/Scwt van-shafts and barrels not included)	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/Scwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£19.50
BE-964280-H	Window Winder Handle.....	£5.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£5.95
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.95
	E83W wing mirror	£19.99
	Bakelite screws (enough for a complete E494A/103E)	£1.99
	Bakelite screws (enough for a complete Prefect).....	£2.35

100E and 107E Spares List**Front Brakes**

100E-2018	Front brake shoes 7” diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8” diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit (axle set).....	£12.00
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Girling master cylinder	£83.00
100E-2185B	Master cylinder retainer	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£1.08
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7” diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8” diameter (Feb 1955 onwards, old shoes must accompany order).....	£32.00
100E-2261-B	Rear wheel cylinder 7” (53-55).....	£14.00
100E-2261-D	Rear wheel cylinder 8” (57-62)	
	Reconditioned exchange only – old unit must accompany order	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable	£32.50
100E-2857B	Hand brake clevis	£1.70

Steering and Front Suspension

E55-DB1	Top suspension mount	£42.00
E55-DB1	Pair top suspension mount	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB8.....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts	£202.00
100E-1190	Hub seal 0.983”.....	£7.00
105E-1190	Hub seal 1”	£7.00
Y-1202	Hub bearing inner 0.983”.....	£35.30
105E-1201	Hub bearing inner 1”	£35.50
Y-1216	Hub bearing outer	£35.50
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00

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

100E-3073	Track control arm repair kit.....	£18.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50
100E-3289/90-B	Pair track rod ends (new style)	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover	£1.90
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Wheel bearing set (per wheel for 0.0983" diameter stud axle)	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle)	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle)	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle)	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063	£30.00

Rear Axle

100E-1107	Wheel stud.....	£4.00
100E-1175	Rear hub seal, original material	£13.70
100E-1175	Rear hub seal, modern neoprene.....	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£9.95
100E-4209	Crown wheel and pinion	£80.00
100E-4235	Half shaft.....	£32.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft)	£18.00
100E-5713	Bar rear spring shackle-inner	£5.50
100E-5719	Bush rear spring shackle (set of 4).....	£8.00
100E-5781	Rear spring eye bush	£7.00
100E-5781	Pair rear spring eye bushes.....	£12.00
100E-7091	Yoke (propshaft).....	£12.00
100E-18080-A	Shock absorber	£45.00
E7-ED-1	Rubber bush (bottom shock) (2).....	£5.98

Exhaust

100E 5250/5225/		
5255	100E mild steel exhaust system.....	£138.00
100E 5250/5225/		
5255	100E stainless steel exhaust system.....	£235.00
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts.....	£9.95
	100E exhaust fitting kit	£22.50

Engine Parts

100E-6038	Engine mount	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket	£19.95
100E-6065	Set of 14 cylinder head bolts	£18.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£200.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£66.00
100E-6261/2/3	Camshaft bush set (std, -0.005").....	£40.00
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040",-0.060")	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2)	£4.00
100E-6521	Gasket valve chamber cover	£5.00
100E-6505	Exhaust valve	£8.60
100E-6505	Exhaust valves (per set of 4)	£30.00
100E-6507	Inlet valves (per set of 4)	£28.00
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element.....	£5.50
100E-6763B	Oil filler tube	£15.00
100E-9278	Oil pressure switch	£8.85
100E-9448	Manifold gasket, 100E only	£4.50
	Manifold stud	£5.95
E55Z1	Conversion gasket set	£27.00
E81Z1	Decoke gasket set	£27.00
353000ESA	Core Plug	£3.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040",-0.060")	£29.50
	Small end bushes (set of 4)	£27.00

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.25
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
E66-Z-1	Master cylinder repair kit.....	£12.50
E74-7580-A	Release bearing.....	£14.50
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit	£14.95
100E-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
100E-7114B	Gear and bush assembly.....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal.....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£56.00
100E-17286	Ring speedo gear retainer.....	£3.20

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
EOA-8100	Radiator cap, fits 100E and 107E	£5.40
100E-8115	Radiator drain tap (not original).....	£5.50
100E-8275	Water inlet tube.....	£14.00

100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only.....	£15.80
100E-8286	Bottom radiator hose, 100E only	£16.00
100E-8501	Water pump, 100E only (old unit must accompany order)	£55.00
100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat	£7.50
EOTA-8620-C	Fan belt, 100E only	£7.00

Fuel System

	Locking petrol cap (stainless)	£14.95
	Fuel pump with spacer (no primer).....	£43.90
	Petrol filler grommet.....	£12.50
100E-9276	Gasket (fuel tank sender)	£1.60
100E-9288	Flexible fuel pipe	£16.90
&-9374	Fuel pump gasket	£1.60
100E-9437	Hot spot gasket.....	£2.00
100E-9447-C	Carburettor flange gasket.....	£1.95
100E-9502	Carburettor gasket kit	£7.50
100E-9627-A	Rubber (air cleaner).....	£8.95
100E-9959	Gasket carburettor float chamber.....	£1.95

Electrical

EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
105E-10043	Brush set	£4.75
E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E-10505-B	Voltage regulator (push on terminals).....	£39.00
E0A-10505-D	Voltage regulator (screw type terminals)	£42.00
100E-11001-C	Starter Motor (please send old unit with order)	£65.00
105E-11057	Brush set starter motor	£4.75
EOTA-11375	Starter pinion spring.....	£4.50
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws	£12.95
100E-134641-C	Pair of rear red tail light lamp lenses	£22.60
50563-S		

Ignition System

	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.50
	D type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type).....	£17.00
100E-12199	Contact set (D type distributor only).....	£17.20
EOTA-12199-C	Contact set (round type distributor only).....	£17.20
100E-12200	Rotor arm.....	£5.85
100E-12300-B	Condenser (D type distributor only).....	£9.90
105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-12405-T	Spark plug	£4.08

Badges

100E-16185 / 9	Triangular wing motif	£15.25
E6AJ-1	Prefect boot script.....	£16.00
100E-16606	Prefect bonnet	£16.00
E5AJ-1	Anglia boot script.....	£16.25
100E-16606	Anglia bonnet	£16.25
100E-16606-G	Popular bonnet	£16.25
100E-16850	Bonnet 'V' motif	£35.50
100E -7042514	Popular boot script.....	£15.95
	Deluxe boot script.....	£16.00

Miscellaneous

E40GB1	Gear lever gaiter.....	£25.50
100E-17262	Speedo cable.....	£22.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle.....	£8.95
	Stainless steel locking petrol cap.....	£14.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£12.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter	£6.50
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
107E-8260	Top radiator hose, 107E only	£14.20
107E-8286B	Bottom radiator hose, 107E only	£15.40
105E-8620	Fan belt, 107E only	£6.80
105E-9448	Manifold gasket, 107E only	£7.00
107E-9959B	Float chamber gasket	£2.45
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only).....	£17.20
105E-12300-A	Condenser (round type distributor only).....	£9.90
105E-10043	Brush set	£4.75
105E-11057	Brush set starter motor	£4.75

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-war

Two Model Y Fords for sale. 1932 and 1937. Both are four door models. Both have been stored for 30+ years in my garage and under cover. One is completely broken down in parts, whereas the second is 80% together. Both are ripe for restoration and I have many spares but it's now time to move these on. I would like to receive offers of £1600 and above for each car. No time wasters please. Sittingbourne, Kent. Tel: Kevin Wood on 07738 111388 or email kevin@neqis.co.uk. (Non-member)

1937 Ford 7W Ten. Four door. Good bodywork but some blistering around the bootlid and rear of roof (only). Runs and MoT exempt. £5650. Birmingham. Tel: Lawrence on 07832 340869 or email wrl@hotmail.co.uk. (Non-member)

100E

1957 Ford Anglia 100E. Black. All original. Never painted. Original interior (front seats covered from new). In all round good condition and has always been very reliable. Regularly used. Has desirable three-bar grille and 'almond' shaped instrument cluster. £3200 ono. Newcastle upon Tyne. Tel: Arnott Fleetwood on 01914 208511 or email arnott.f@blueyonder.co.uk.

1958 Ford Anglia 100E. Light blue. Matching engine and chassis numbers. Drives fine. In good condition for year and can be seen

in HP3 postcode. For further details please contact me. £3500. Hertfordshire. Tel: Richard Healey on 01442 244771 or 07881 623619 or email richard.healey@talk21.com.

Wanted

Ford 7Y spare wheel cover. Will travel to collect. Hertfordshire. Tel: John Gumble on 07794 799505 or email john@gumble.freesevice.co.uk.

Rear quarter of a 103E. I need a rear quarter of a 103E to repair my car. I will consider buying a shell to cut a repair panel from. Hertfordshire. Tel: John on 07794 799505 or email john@gumble.freesevice.co.uk.

Upright back axle. I need an upright back axle in reasonable condition for my special. Not worried about brakes/brake plates as I have bits from damaged axle. Happy to rebuild if needed. Also high ratio crownwheel and pinion required. Kent. Tel: Roger Ashby on 07769 224275 (easiest) or 01634 388014 or email templeton19@btinternet.com.

Upright petrol tank. I need a petrol tank for my 103E Popular. Must be in excellent condition. Cheshire. Tel: A. Chapman on 01270 812215 or email newbridge1@tiscali.co.uk.

Spares

Upright torque tube for sale. Popular/Anglia propshaft and torque tube in good condition. £15 plus shipping if posted. South Essex. Tel: Dave Frost on 07930 305376 or email lampwick99@virginmedia.com.

Ford 8 engine. Complete with head. Not seized and no sign of cracking. This ought to be 1937 factory reconditioned unit, as fitted by Bean tractors, and from a 1947 Bean horticultural rowcrop tractor, so perhaps it's only had light use. Located near M5 J23 in Somerset. I have recon engine in my tractor and would like the spare to go to good home. Price: not expensive; make a fair offer. Somerset. Tel: David on 01278 459034 or email meg.7@btinternet.com. (Non-member)

Running gear for 1948 Anglia. Complete. Engine, transmission and front and rear suspension/axles with brakes and steering. California, USA. Tel: Alun Parry on 1-415 -847-8215 (USA) or email alun1394@gmail.com. (Non-member)

Miscellaneous

Upright models and publications for sale. Ex owner of six various 103E, E04C, E494C & 300E vehicles over 20 years. I have a large collection of boxed Corgi die-cast models of 103E Saloons and E494C Vans of all colours and liveries. I also have a good collection of original sales brochures, workshop manuals and related sidevalve books and magazines. This is a great readymade display collection for a sidevalve owner and I will split them into two lots of Saloon and Van items if necessary. Please email for details or phone me to discuss, daytime or until 7.00 pm early evening. North Norfolk. Tel: Jeff Lawrence on 01328 829944 or email jeff.lawrence2@btinternet.com.

Hub puller. Originally purchased from the Club and for a 100E although may fit Uprights as well. No longer needed. Please contact me for price and delivery etc. Tel: Nick Bateman on 01438 811570 or 07747 775972 or email nickandsarahb@hotmail.com. (Non-member)

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

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



Sidevalve

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

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

Mark Bradbury
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Knowle
Solihull
West Midlands
B93 9EG

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

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

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

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

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

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

Please indicate heading:

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

Name _____

Address _____

Post Code _____ FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Ford Sidevalve Owners Club

Club Officials

The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating membership number and enclosing a SAE. Please telephone at stated times only.

Chairman: John Porter, 105 Milton Road, Weston Super Mare, Somerset BS23 2UX. Email: sv1172@aol.com.

General Secretary: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

Membership Secretary: Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ. Email: membershipsecretary@fsoc.co.uk.

Treasurer: Tony Young, 23 Pepingstraw Close, Offham, West Malling, Kent ME19 5PB.

Spares 8hp, 10hp Models: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU.

Spares 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ.

Email: neilpatten@btinternet.com.

Tel: 01202 823088, 6.30pm–7.30pm only.

Technical Advisor, 8 & 10hp: John Pole, 26 Croft Bank, Malvern, Worcs, WR14 4DU (written requests for advice). Tel: 01684 564 829.

Email: technical810hp@fsoc.co.uk.

Technical Advisor, 100E, 107E: Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. Email: j.norman2007@btinternet.com. Tel: 01942 861043 (7.00pm–9.00pm only please).

Regalia and Books: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA.

Events Co-ordinator: Brian Cranswick, 18 Bellmans Grove, Broadacres, Whitteley, Nr. Peterborough, Cambs. PE7 1TX. Email: events@fsoc.co.uk.

Website/Pop Shopper: Mark Bradbury.

Email: webmaster@fsoc.co.uk/pop.shopper@fsoc.co.uk.

Publicity and Social Media Co-ordinator: Stuart Battersby, 56 Park Lane, Sandbach, Cheshire, CW11 1EP. Email: Battersby56@sky.com

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

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

Email: regionalorganiser@fsoc.co.uk.

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

Archivist: Liam Cotton, 8 Chestnut Close, Moira, Swadlincote, Derbyshire, DE12 6EP. Email: liam.cotton@btinternet.com

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War

Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland.
Email: prewregister@yahoo.co.uk.

E83W

Steve McKenna, 147 Burnley Road, East Rossendale, Lancashire, BB4 9DF. Tel: 07885 433496. Email: steve.mckenna@rocketmail.com.

Anglia, Prefect, Popular

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

Specialist Applications

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

Specials

Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. Email: specialsregistrar@fsoc.co.uk.

100E/107E

Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA.
Email: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

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

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

Cambs, South Lincs and Norfolk: Brian Cranswick 07984 631064. Email: popular103e@yahoo.co.uk. *Please ring for details.*

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

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

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

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

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

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

Hampshire: Position vacant. Please contact John Duckenfield.

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

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

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

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

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

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

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

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802. romarpop@ntworld.com.

Scotland – East: Robin Barlow 01356 648876. Email: robinbarlow172@btinternet.com.

Scotland – West Central: Position vacant. Please contact John Duckenfield.

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

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

Surrey: Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. *Please contact for details.*

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

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

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

Yorkshire: Nigel Hilling 01484 843115. Email: nhilling@tiscali.co.uk. *Last Tuesday at the Reindeer Inn, WF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.*

International Contacts

Australia: Gordon Cowley, 15 Higham Avenue, Balaklava, 5461, Australia. Tel: 00 61 8 8862 1272. Email: gordon14days@gmail.com.

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

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

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

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

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

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

Scandinavia: Håkon B. Øverland. Saupstadringen 43 A, 7078 Saupstad, Norway. Email: hoverl@broadpark.no.

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

Shirley Wood

AGM 2016 Calling Notice

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 18th June 2016 starting at 1.00 p.m. A buffet lunch will be held before the meeting at 12:00 p.m.

The AGM will be held at King's Stanley Village Hall, Marling Close, Broad Street, King's Stanley, Gloucestershire, GL10 3PN. See <http://kingsstanleyvillagehall.org.uk/contact.php>.

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

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

Annual General Meeting 2016

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 1.00 p.m. on Saturday 18th June 2016 at King's Stanley Village Hall, Marling Close, Broad Street, King's Stanley, Gloucestershire, GL10 3PN.

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

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

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

Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 20th June 2015.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2015.
 - a. General Secretary
 - b. Treasurer – Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. Chairman
5. To re-elect the Officers of the Company.
 - a. Membership Secretary
 - b. Chairman
6. To re-elect the Committee members of the Company.
7. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as independent reporters for the company.
8. To authorise the Officers and Committee to fix the remuneration of the independent reporters.
9. To consider, and if thought fit, pass the following Special Resolution to change the "Memorandum & Articles of Association" of the Company with effect from the close of this meeting.

THAT Clause 3 of the Memorandum of Association regarding the Club's objectives be amended so that objective two now reads:

To cater for all Ford 8 and 10hp sidevalve engined cars, light commercials and machinery as well as the 107E overhead-valve engined cars, plus modified versions thereof.

THAT Clause 4 of the Articles of Association be renamed Clause 4a, with

new Clauses 4b and 4c added as follows:

- (b) No member shall make public any letter, article, document, email, Facebook entry, other social media or similar that could be construed as libellous (i.e. publishing a statement that harms a person's reputation), is knowingly or negligently inaccurate or publically or personally offensive or is detrimental to the good name of the club as judged by the Council. This clause is not intended to stop constructive honest criticism.
 - (c) No member shall give technical advice to either another member or a member of the public that is outside their training, expertise or technical ability thereby potentially causing a risk to either the recipient of the advice or the general public. The club has technical experts who should be consulted on such matters.
- THAT Clause 54 of the Articles of Association be renamed as Clause 54a, with new Clause 54b added as follows:
- (b) Subject to the provisions of the Act and without prejudice to any protection from liability which may otherwise apply, the Council shall have power to purchase and maintain for any Councillor or other officer of the Club whether elected or unelected, or of an Associated Club, insurance against any liability that is mentioned in these articles.

9. To transact any other ordinary business of the Company.

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

Shirley A. Wood
General Secretary
 13th March 2016

Tony Lloyd

100E Register

Mileages covered

I was browsing through the register the other day (sad, I know!) when I came across an Anglia from 1958 that had covered in excess of 200,000 miles. 207,628 miles, in fact.

The register form in question is from February 1983. Unfortunately, there is not a photograph to go with the form and neither is the registration number mentioned. All that I can tell you is that it is a Grey 1958 Anglia and it lived in Wimborne, Dorset. At the time it was undergoing restoration so I wonder if it survived. However, it got me to thinking (a strange phenomenon) and I wondered what is the 100E with the highest mileage? If you think that your car is a contender for this, please email me, or write me a letter if you are that way inclined, and then perhaps we can find out.

It has always surprised me that the early register forms do not mention the registration number. The information on them is very basic, unlike the register forms today which want to know everything about the car. Even on today's forms some people are not very forthcoming with information about their car; others I think would like a larger form so that they can write in all that they know.

On the subject of register forms, can everybody *please* ensure that their car is on the register by filling a register form in. It does



Bob Copson's 101E

not matter if the info is duplicated – an update on your car is always welcome. I can email or post you a copy of the register form if you need one.

News from Switzerland

We have had a communication from ex-member Bob Copson, from Geneva, Switzerland. Bob owns a 1958 Pembroke Coral 101E Prefect. Here is what he says:

I wanted to let you know that my trusty LHD Prefect 101E is still running strongly despite me having left the FSOC some years ago. Living in Geneva and not being able to share with events made this impractical. No ill will at all – I truly respect what you achieve.

I have had her since 1984 and she has now reached 117,000km (70 odd thousand miles) on

strengthened valve seats without any problems. She is fitted with a Cortina mk1 gearbox mated to a 100E bellhousing done some 50 years ago by a Ford garage in St Helier, Jersey, which my 101E visited around 1990 thanks to the Club. The unit is coupled to an A30 prop shaft and makes for some honest performance. The 3-speed gearbox can of course be retrofitted as there are no mods to the body. The body itself is still beautiful and under its 1958 salmon coloured paint, the interior is original, bar renewing the padding of the front seats.

This note is purely to let you know that some former members do not die (yet!) and are faithful to their car and the notion that you keep up.

Best for 2016,
Robert (Bob) Copson
Geneva

Tony Lloyd

107E Register

News of two Prefects

Back in 1984 the then 107E registrar, Dave Simpson, received a register form from a Mrs Jenkins. This listed the details of her 107E Prefect which she had bought in March

1984. A new owner has appeared with the same surname and the same address as Mrs Jenkins. This is Alan Jenkins and he lists the car as a box of bits.

Back in 1984 the car in question, a 1960 all-white 107E, registration number 3534 PX, was a fairly low mileage example with 47,000 odd miles on the clock. Presumably Alan is a relation of Mrs Jenkins and hopefully he will be able to restore the car to its former glory. I would be interested to know what is happening to the car.

The second car this month is also a 1960 car. This belongs to Becka Salisbury from Kent. This car was previously unknown to the

register, and is a grey over white example with the registration number VBK 116.

Unfortunately, I do not have a photograph of either car.

Register forms

As with the 100Es, if you have not completed a register form and sent it to me, please could you ensure that you do, either by email or post. I do not mind if I have received one before – an update is always welcome, especially if you have only recently purchased your car.

I can email or post a blank form to you if you need it.

Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

I am very pleased to report that the register has gained its 1600th vehicle, being one of the 103E Populars that joined in February. Here, then, to the next hundred or two. I am sure that there are many owned by Club members that are still not on the Register

New members

We welcome five new vehicles to the register and one returning owner. New are two E493A Prefects: Robin Blake from Essex with his 1950 and Jeffrey Hurst from Suffolk with his 1953; and three 103E Populars: Roger Young from Powys with his green 1955, Robin Grime from Staffordshire with his grey 1957, and D Herrington from Hampshire with his black 1958. Returning to the Club is Jeremy Bray from Norfolk with his green E493A Prefect, which was one of the earliest vehicles to join the register in 1980.

Stewart's story – part 2

Rex Berrecloth: In Part 1 you would have read about the highs and lows of restoring my 1951 Ford Prefect, STW 606. Stewart had gone off for a respray, and I was still working on other parts of the car.

Internal trim etc: The original seats and door panels were in fairly good condition, so I decided to keep these. The mice had made a nest in the upright rear seat, but I cleared this out, and gave the leather a treatment of leather oil and a good polish of dark tan shoe polish! All the plastic covering on the seats and door panels was absolutely grimy, with years of build-up, and a lot of the stitching had come undone, so the fabric was coming away from the board. 'This is another long job.'

Remedy: I used soap and water to clean off as much grime as possible, followed by a household cream cleaner (Cif) and a tooth brush, and literally scrubbed it all clean. When dry I sprayed it with a vinyl polish, to give it a bit of a shine. 'Wow, they almost look like new!'



Photo 5: STW 606 interior

As for the stitching, I bought some upholstery quality thread, and sewed every panel back onto its board by hand. (My thumbs and fingers have now recovered!)

August-November 2013: Stewart returns after his complete respray. 'Wow, is this the same car I sent away?' It was, but how amazing it looked. All shiny and black, better than the day it was made! The body and paint looked perfect. It was a perfect Prefect! Strange to think that the paint now covered

so much work underneath it. 'Welcome home, Stewart!'

Ever fitted a new wiring loom? I went for flashing indicators, and decided not to have the old trafficators. For this purpose I had to modify the wings to accept indicators, including forming bosses on the rear wings so the indicators faced the rear and did not point up in the air!

Useful tip: My advice is to use the manual to determine where all those wires go and label



Photo 6: STW 606, August 2013



Photo 7: STW 606, July 2014

them before fitting the looms. I did, so it made it easier to fit, not that it was easy! All the old style bullet connectors are easily available, to keep it authentic.

Wiring loom fitted. 'What next? I know, fit the new headlining.' Thankfully the one I bought came ready-made, How to fit? Make sure you know what goes first! There's piping and 'hidden' strip as well as the headlining itself. I had previously taken photos so I would know which order to do it in. Then there was the rest of the interior. Don't you just love that Bakelite finish? Well, yes, but not when it had been varnished with several coats decades before. Carefully removing this from the window surrounds and dashboard and then polishing it up took a lifetime. Well not quite, but it seemed like it, but well worth it.

Remedy: I found that paint stripper, then using 'T-Cut' and a polishing disk brought it all up beautifully.

November 2013-March 2014: Winter break. Well needed, too!

Running boards (March 2014): The ones I had on the car were much past being repaired. I was not able to source any. 'Ah well, I'll just have to make them.' Fortunately, just three miles away from where I live is a sheet metal firm. I stripped all the rubber off the old boards and took them to the firm. They used these as templates, and were able to cut and form the outer curve on the board, and supply angled and cut sized flat pieces. Essentially I had two running board kits, minus the rubber. All I had to do was to form them into shape, weld and drill. Easy? No! It was more than tricky. Fortunately I had much practice at forming sheet metal, so these skills came in handy. The chassis on the Prefect is curved, as are the wings. Forming the metal to fit the profiles exactly took all my skills. Thankfully it all came out right. I was able to form and weld the support brackets, drill the holes and – hey presto – two running boards! I had already ordered the rib styled rubber sheeting, which I glued on with extra strong industrial strength

adhesive. Getting the fold over on the outer edge was not too difficult. I used loads of extra strong bulldog clips and wooden clothes pegs to hold the rubber in place!

The assembly (April-May 2014): The car was ready for final assembly. On went the wings, the grill, the running boards, windscreen and the boot lid.

Tip: I used stainless steel fittings, all imperial as to the originals. It makes for easier assembly and disassembly, and they look good!

In went the door channels and glass, and fittings. It was beginning to look like a real car again! In with the new wooden floors and the old metal ones. The work continued in earnest this way, until the car had been almost completely reassembled.

'Now, oil, grease, adjust, and hopefully it will go!'

18th April 2014: Engine timed, new battery, rebuilt petrol pump, a cleaned carburettor, petrol in tank, primed up, the great moment had arrived. I swung the handle a few times, and nothing! A few more turns, still nothing! I tried it on the starter motor. A bit sluggish, a few turns, but eventually Stewart roared into life! 'Success! This is it. We have lift off!' I was confident that the engine was fine, but how wrong I was!

Over the next few months I carried on restoring, renovating, adjusting and fitting all the parts that were needed to complete the car. The soft top was particularly tricky.

July 2014: The car was essentially finished, or so I thought! I hadn't driven it since 1973. I gave in to temptation and took it out for a *very* short run – in fact no more than a quarter of a mile. The car went well, getting up to a good speed of 35mph, but soon the engine began to rattle and got worse and worse. It sounded more like an old diesel engine rather than a petrol one. 'Big end's gone and I haven't got anywhere yet. Can't be!' Oh, the indescribable disappointment and dejection! I limped home and back into the garage. I measured the oil pressure, below 10psi. That's when I also noticed the dripping oil from the sump. I walked away, only to return the next day to remove the sump. 'Must be I didn't seal that sump properly.' True, I hadn't. But worse was to come: when I drained the sump, out came the oil but with minute pieces of white metal floating in it. Yes, it was from the main bearings as it turned out. I was horror-struck. 'Low oil pressure, yes, but this ...?'

Now, you expect a few teething problems after a rebuild, but not such as these. Apart from the low oil pressure, leaking sump and ground-up bearings, there was no charge going into the battery, and the petrol pump had failed.

There was no option but to investigate. After

40 years of doing nothing, dynamo, regulator and pump all needed testing. The dynamo was fine with a good output. Fiddling (don't do this at home) with the regulator did not work. It had evidently died in the interim forty years. Further attempted repairs of the pump were unsuccessful.

Remedy: Renew both, so I did. Result: a perfect charge, and petrol pumping. Hooray!

That engine: Way back in the 1980s I had acquired a secondhand one which had been partially rebuilt. On first inspection in 2012, I observed that new pistons and bearings had been put in. 'Goody, that will save a lot of work.' Wrong again, as it turned out. However, a couple of studs had pulled, so I took the engine to an engineering firm who worked on the block rethreading it and fitting the studs. I did replace all the valves, guides and springs. I also fitted adjustable tappets. Much better than grinding valve ends to obtain the right gap! I cleaned up the engine, reassembled, painted it and hey presto, ready to go back into the car, which it did. This was fitted into Stewart before he went off for his respray. I was satisfied that the engine was ok.

Back to July 2014: I suspected that the oil ways were blocked, hence all the problems. Engine in car, but dismantled, I inspected the oil ways in the crankshaft, pumping oil through by hand, and they seemed clear enough. I checked and renewed the oil pressure valve, and tweaked a few other things. I fitted a new high volume oil pump and renewed the main bearings, but thought the big-end ones weren't too damaged so left them in. Big mistake number 2! Weeks later, the car was running again. It ran better, with a higher oil pressure, but there was still a persistent rattle. But once again, that oil pressure really dropped when hot, and the rattle worsened. 'I don't believe it,' but with a few choice words added!

Spring 2015: With so many other projects to do, I had abandoned Stewart once more, and resumed work again in the spring. I did further work with the engine in situ. The problem of big end rattle and low oil pressure still remained even after this. I thought back to when John Porter had mentioned camshaft wear, and what to do about it. I wish I had taken up that advice at that time! By this time, *Practical Classics* magazine was eager to do a feature on the car. I decided not to do any further work on Stewart until they had visited, which they did in October 2015. They took lots of photos and information for publication. At the time of writing this for the April issue of *Sidevalve*, I have not heard any more from *Practical Classics*, so whether an article will still be published I do not know. In any

case the car sat in the garage idle for months, until after their visit.

November 2015: I had had enough of engine problems. 'I'll sort this problem once and for all,' I told myself. Out came the engine. I stripped it right back to the block, removing every component, including the camshaft. I checked the journals and bearings for wear. Yes, they were worn, but the cam profiles were good. I also discovered solid black gunge in the camshaft and bearing oil ways. Forty years of being idle, and this had solidified. No wonder the oil pressure was low and the engine rattled. The oil wasn't going round sufficiently!

I made the decision to have 100E camshaft bearings fitted to the block. Off I went with the block, camshaft and bearing kit to an engineering firm in Romford for the work to be done. Three weeks later it was, complete with a head skim. (Not mine, the car's!)

December 2015: I re-assembled the engine and fitted it back into the car. On start-up the engine ran perfectly. 'How's that oil pressure?' Answer – good! It held up at 30+ psi, and no engine rattle. In fact it all sounded quite smooth. A result at last? End of story? No! Guess what? No? Well, there was an oil leak from the rear of the sump. I was positive I had sealed all the gaskets properly but there it was – a leak! 'Oh, not again.' I removed the sump and with Christmas coming up I left the car on its blocks over the winter period.

Very useful tip: At this point it is worth mentioning that if you ever overhaul an engine that has been sitting around for 40 years, don't take short cuts, it's not worth it! Do a thorough job, with the emphasis on *thorough*.

Register 25 Years Ago – Sidevalve News April 1991

I featured Pat Smith from Teyham, Kent and Walter Lonsdale from Saltburn by Sea, Cleveland, both with 103E Populars. Jim Dyer from Witham, Essex featured with his 1946 E04A Anglia, which included photographs before and after of the front seat upholstery which he thought a nightmare of a job – it was bad but undertaken due to the high costs quoted. John Martin from Maidstone had purchased a 103E Popular that was under restoration in the front garden and with the mechanical parts down in his father's cellar.

And finally: thirty years had passed since the introduction of the 'Ten Year Test' for cars of 10 years of age and older, better known as the MOT and introduced on Wednesday 15th February 1961.

Letters & Emails

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

Email: editor@fsoc.co.uk

The Voice of Nursing

Dear Sidevalve,

The Royal College of Nursing is celebrating its centenary this year with an exhibition at its London headquarters called *The Voice of Nursing*, showing the change in nursing in the past hundred years. In this photograph, taken in Strachur, Loch Fyne, in 1950, district nurse Katy Shearer is seen with the Ford Anglia she used to travel around this part of Argyll in Scotland to make home visits to her patients for essential care such as diabetic injections, midwifery and changing wound dressings, as well as promoting public health and health education.

In case you were wondering, I spotted the photo in the March issue of the BBC magazine *Who Do You Think You Are?*

Photograph copyright Royal College of Nursing Archives.

Yours,

John Skinner



Ian Woodrow

Specials and Sports Car Register

There has not been much activity or correspondence so far this year, probably due to the cold weather. Let's hope the warmer spring weather gets the Specials out of the garages and back on the roads.

Before Christmas I noticed on eBay a 'Ginetta Fairlite Barn Find Classic Car Project'. Although it had a Standard chassis it had Ford engine and transmission. From the pictures the vehicle looked in a terrible state, and with starting price of £600 it didn't get any bids. Only a few Fairlites survive but Ginetta high performance sports and racing cars continue. This issue I will recap on sidevalve-powered Ginettas.

Ginetta, founded in 1958 by the four Walklett brothers (Bob, Ivor, Trevor and Douglas), produced the first car (not destined for production) which subsequently became known as the Ginetta G1. Ginetta's first production car was the G2, a cycle wing 2-seater with a multi-tubular chassis, aluminium stressed body panels and Ford running gear, advertised in July 1958.

Later in 1958 the first adverts for the Fairlite glassfibre body shell appeared from the Walklett brothers, price £49, without mentioning the Ginetta name: could this have been not to devalue it? The Fairlite body shell was designed for fitting to a Ford 8 or 10 chassis, and came with tubular steel mounting frame at the front and rear of the cockpit, plus six additional steel brackets all bonded in.



Ginetta G2 front



Windscreen, hood and side screens were all available as extras.

The Fairlite was replaced in April 1960 by the Ginetta G3, which was an improved version of the Fairlite, incorporating bumper mouldings, a smaller grille and a flip-up front rather than the small bonnet opening of the Fairlite. It could be supplied with doors fitted, chrome boot and bonnet hinges and door handles, bonded-in dash panel and wheel arches for £116. Although designed for the Ford chassis, a square tube chassis was also available for the car at £210 inclusive.

The article below (first published in the Ginetta Club magazine) is from Richard Flashman, now living in Australia, and tells of his Fairlite build.

Building a Fairlite

Richard Flashman: I began an automotive apprenticeship in 1957 and worked at a Bedford truck dealer in Kentish Town, North London.

My first car was a 1937 Ford Eight model 7Y. It was in very good condition and gave me several years of quite trouble free motoring. I then made the mistake of teaching my aunt to drive in the car. The many kangaroo-starts proved to be too much for the chassis and with a resounding bang it broke just in front of the rear spring on the left hand side.

The subsequent drive home placed such a substantial load on the torque tube and radius rods that by the time I had covered the 10 or so miles, the diff was howling like a London tram.

As removing the body to repair the chassis wasn't an easy task, I decided to make a Special out of the car.

I rented a lock-up and dismantled the car, leaving the bulkhead and a running chassis. I then drove this stripped down vehicle to the workshop, in order to repair the chassis so that I could then fit a fibreglass body.

However, a repair proved to be impractical in the time I had available. I decided then that a purpose-made chassis was the only answer.

Speedex offered a spaceframe named Mercury and it accepted all Ford 8 and 10

running gear (so the ads said). It wasn't cheap, especially when you consider apprentice wages then.

I looked long and hard at the Special bodies available at the time, and the only maker that I felt offered an attractive body shape was the Walklett brothers with their Fairlite.

During this time, my parents moved house to Stanford-le-Hope in Essex and I was able to commandeer my Dad's new garage.

The first thing to do was to recondition all the mechanical components, including that growling diff. I fitted a 10hp motor and seem to recall fitting an 8hp cylinder head which increased the compression ratio substantially.

The front radius rods were a challenge as Speedex made provision for them to be split and bolted to the chassis side rails.

My solution was to split them and then weld Bedford track rod ends (ball joints) to the radius arms, and this gave me the means to adjust the axle positioning as well as allow full flexing of the axle itself without straining or twisting the chassis side rail.

My recollection is that everything else fitted quite well. The original radiator was of no use as it was far too tall for the low body but I decided to leave that until the body was fitted.

The fuel tank filler was also a challenge as it too stood too tall for the body shell.

With the mechanics installed it was time to see how the Fairlite body fitted.

The body that I had was equipped with a removable rectangular panel over the engine bay. It came with no fixings and I used Dzus screw/clips at each corner.

My first discovery was that the body shell mountings that were bonded into the skin were too few for my liking and so I bonded a complete sub-frame of Dexion to the underside to make the whole thing more rigid.

The body really was just a shell. The doors came separately but were just the thickness of the fibreglass – there was no provision for a dash or floor and the headlamp holes had to be cut out. There were no dimensions provided for where to mount the windscreen assembly in order for the soft-top to fit.

Where to begin was a real challenge.



Richard Flashman's Fairliffe

The dash area was my first concern, and with the body inverted in the garage, I laid a sheet of fibreglass over the dash area. It formed a nice natural curve and when cured made a very professional looking dash cowl.

Happily, the Speedex frame lent itself to the floor fitment (duralamin sheets with 6 ply wood panels under the seating areas).

I was determined that when seated, my shoulders would be almost level with the door tops. I simply couldn't stand those Specials where the driver was seated far too high in the car and gave the appearance of being in a child's pedal-car.

The Ford seats were fine but I sawed off the mountings and put the seat squab directly onto the floor. This worked fine and gave the appearance I wanted.

Having to consider component removal for repair or replacement at some future time caused me to have to make all the internal floor covers removable, especially over the gearbox and around the pedals and steering box.

I made a remote gearshift using a TK Bedford stubby gear lever.

I decided that a Triumph Herald style opening front end would be the way to go for engine access. I dutifully sawed the body in half and hinged the front. But I wasn't happy with the stability or the alignment of the closing gap and promptly bonded the front back together again. (Later versions of Ginetta had a Herald-like opening front.)

With the body mounting now finalised I set about making the engine cooling system. As the top hose was now as high as the bonnet it needed some modification.

I made a steel 90 degree connection from the cylinder head that allowed the top hose to be virtually level, although initially it had to circumnavigate the generator.

I then tried various radiator types but eventually used a Ford E83W van unit that I

converted to crossflow. I made a header tank with pressure cap which I mounted on the bulkhead – this allowed the top hose to point to the rear of the car.

The thermo-syphon system of water circulation was impossible and I modified a Bedford truck water pump to provide a proper circulation system.

The spare wheel was mounted on the boot/deck area as it was totally impractical to try and squeeze it behind the seats. My Dexion subframe provided adequate support for the weight of the wheel.

The fuel tank was modified by moving the filler neck to the centre of the rear side of the tank and fitting a couple of internal baffles in the neck. Without the baffles, petrol spewed out of the filler on every take-off.

The Speedex frame had duplicated the Ford bumper mounts at the rear, and I modified brackets and hung a later model bumper from them. In the long term this wasn't wise as the chassis in this area was only a single tube and it cracked, requiring reinforcement.

The front bumper was OK.

The interior was trimmed by making panels of very thick latex foam, covered in red vinyl and then fitting them with EvoStick to the appropriate spaces in the spaceframe, the glue going directly onto the duralamin sheets. The dash cowl was treated in a similar manner and looked superb.

The dash facing was made in three parts, the two outer ends sloping back at the base and the centre area being vertical.

As the body and dash were fibreglass, all electrics and instruments had to be separately earthed.

As an apprentice I was able to secure a large roll of white electrical wire and so the whole car electrical system was wired in white. I learned my electrical skills in that car!

Weatherproofing the underside was fairly simple as the spaceframe was able to be boxed in with the duralamin sheets, and bituminous sealer was applied wherever there was any doubt.

I thought that the windscreen sat too high so I cut the frame and rewelded it to give it a much more sporty rake.

I put the windscreen where I thought it looked best and secured it to the body, with heaps of sealant between the two. I then stretched the soft-top and fitted lift dot snaps.

The internal soft-top support, a U-shaped tube, was stored as a kind of roll bar look-alike behind the driver and passenger seats.



Fairliffe body shell

The car was finished in red, although I did try various combinations of red and black.

The exhaust was fitted under the passenger door and secured to the spaceframe by stainless steel mesh, a flexible exhaust pipe connecting it to the manifold.

I was able to make the doors thicker using timber, suitably shaped to the contour. This enabled me to fit glass windows which slid up and down, as well as a door trim and pull handle. The locks were simple square key type locks similar to the Ford EO4A bonnet locks.

Battery placement was never really resolved due to the weight. My solution was to keep it in the passenger footwell as there was ample leg room in the car.

An electric wiper motor replaced the Ford vacuum unit. The dual Windtone horns were also fitted. The car had 17"x 5.00" wheels and yet I could get wheelspin with ease.

In keeping with some other cars I was able to turn on the lights on either side of the car quite separately – good for UK parking laws.

The car went very well indeed and I took great delight in sprinting away from traffic lights on my journey home on the A12, burning off many newer cars in the process. Oh, my misspent youth!

I eventually traded the car in for a Vauxhall Velox PA. Having spent well over £1000 in building the car, the trade-in value given to me was £60!

I vowed never to build another car from scratch again, although I have restored many rusty projects.

I have owned over 70 cars since that first 7Y but like so many of us today, I'd love to have the Fairliffe back again.

The footnote is that although the car was nothing like a '37 Ford in appearance, the Registration Authority in Essex, having inspected the car, determined that as its mechanics were completely 1937 Ford, it could not be registered as a 1962 Fairliffe but only as a 1937 Ford 8. This was also the salesman's excuse for the low trade-in value.

Andy Main

Specialist Applications Register

Howard & Dennis update

I am always pleased to receive updates from articles and Mark Tolman, having lived in the Bedford area since 1968, found the article on the Weed Cutter of enough interest that he was prompted to carry out some research on the company.

The factory seems to have been a sizeable building, judging from an aerial picture taken in March 1947, which shows the extent of the flooding which occurred, presumably at the end of the harsh winter of that year. A notice in the *London Gazette* dated 4th November 1971 informed that a liquidator had been appointed on behalf of creditors, presumably to realize what could be salvaged of the company's assets.

Houghton Road branches off Ampthill Road, which these days is part of the A6 trunk road leading to the town centre. On a very recent visit there was no trace of the factory, the area having been developed in more recent times. Indeed, part of the site seems to be occupied by social housing, and a commemorative plaque on a wall of one dwelling testifies to the homes having been completed / occupied in October 1994. The area is now populated mainly by Asians and Eastern Europeans. Whether or not the factory was used by another company between 1971 and 1994 is unknown.

Thompson Brothers Ltd, part 1

A 1952 photograph on the front cover of the February edition featured the Thompson Brothers Aircraft Refueller, and the subject of the next feature of a specialist vehicle using the Ford sidevalve engine.

The company was founded over 200 years ago and was purchased by Enoch Thompson in 1882 to become Thompson Brothers (Bilston) Ltd. The Bradley Boiler Works was located in Great Bridge Road, Bilston, Staffordshire. Initially they manufactured steam

boilers, galvanised baths, iron or steel pans and tanks, and items for use in collieries. During World War 1 they diversified into aircraft components and changed the factory name to Bradley Engineering Works, and it eventually covered 67 acres of land and employed nearly 700.

After hostilities ceased the aircraft department produced a three-wheeled cyclecar in late 1919. A further twelve models were produced before production ceased in 1924 due to the price of four-wheel cars falling so much that the cycle cars had very little price advantage. Between 1920 and 1922 Thompson Brothers cyclecars competed regularly in national trials and gained many gold, silver and bronze medals. A prototype four-wheel car was also produced but never entered production. The company decided now to concentrate on commercial vehicles and eventually became one of the world's leading road tanker manufacturers for transporting milk and fuel.

In 1925 an office was opened in Aldwych, London. The business was converted into a public limited company in 1937 and expanded its range of engineering products to included airport fire tenders. The company was later to become part of the Northern Engineering Industries Group.

Perhaps better known for manufacturing large road tankers and even larger airport based refuellers, in 1935 they designed and built a three-wheeled aircraft refueller that used the Ford sidevalve engine, and marketed it as The T – B Refuelling Unit.

The original refueller serviced the 1935

King's Cup Air Race in the September at Hatfield. They were built for civil and military use until at least the end of World War 2. The MkIII in 1936 was marketed as 'Three Machines in one Unit', delivering petrol and lubricating oil, and towing aircraft. A small trailer was attached to tow aircraft. The early models featured two separate compartments or 'saddle' tanks for fuel and oil. Twenty gallons of fuel and five gallons of oil a minute could be delivered using an auxiliary pump designed and manufactured by the company. Having three wheels it could turn a complete circle virtually within its own length, and the rear two wheels were chain driven. It was one-man operated.

Pre-war MkI, II and III refuellers are known to have been used at Brooklands, Surrey (Brooklands Aviation Ltd); Croydon, Surrey (Shell Aviation Services); Desford, Leicestershire (Reid & Sigrist Ltd) at the RAF Civil Training College; Fairoaks, Surrey; Perth (Airwork Ltd's Reserve Training School); and Reading/Woodley, Berkshire (Philips & Powis Aircraft Ltd).

During World War 2 an improved and slightly larger version, the Mk V, was ordered in quantity by the Air Ministry for military use and at flying training airfields. After the war many saw use at civil airfields and airports, including Brooklands Aviation Ltd at Little Staughton and Sywell, and the British Airport Corporation at Brooklands and Wisley.

It is perhaps very appropriate that a Thompson Brothers MkIII, built in 1937, has returned to and been on display for thirteen years at Brooklands Museum in Surrey.



Mike Brocklehurst

1172 into 2020

With the final replies filtering through towards the end of January, I can safely say that it is time to collate all your responses into a workable framework for the development of the Club.

When I took on the responsibility of looking after this project, many people warned me that there would be a poor response and that anything between 5% and 10% could be considered satisfactory. Well, with close on 400 forms returned, the membership has confounded the prophets and you are to be congratulated on producing a nearly 30% response, which is phenomenal – well done!

There have been some expected results, a few surprises, and some well thought out suggestions which the committee hope to act on for the continued success and expansion of the Club. The age profile of members is as expected, erring on the elderly, with 41% over 60 and 30% over 70. Many owners have stated that they have a sidevalve in their stable basically for sentimental reasons, them being their first cars, purchased after passing their tests when reasonably roadworthy examples could be had as £30 bangers – which parents were happy to let their offspring have as it was thought that they would not come to much harm in such pedestrian vehicles.

Surprisingly the survey tells us that only about 10% of members have a computer and visit the Club website, which may be directly related to the age profile. This seems to manifest itself in the fact that whilst our new Facebook venture has over 400 followers, only just over 100 existing members have signed up to the Members Lounge. It was notable that when members were given the opportunity to answer this survey online, less than 50 members took up this option, which puzzled us at first – but this was before we had the full results to hand. We are however aware that there are hotspots for the use of these

contraptions, in that the Regional Contacts for Kent, Merseyside and the North West and Yorkshire communicate by email between their members, and if this suits their needs then long may it continue. Having said all that, the vast majority of respondents agree that use of social media is without doubt the best way to attract new and younger enthusiasts.

As a consequence it is obvious that the main organ of the Club is this magazine, and many of you have said how you look forward to the receipt of the latest edition. The committee have therefore taken on the task of improving what is already a good publication and make it even better as an immediate priority. You have made many suggestions as to the content and already some of these have been taken on board. More technical articles have been requested, including basic servicing, and you will find in this issue John Porter's informative piece on oil and filter changes. This is just a start, and further articles will follow: if members think they could contribute to this sort of thing then don't be bashful and put pen to paper (or finger to keyboard), as all your efforts will be most welcome.

You have asked for more stories of members and their cars, and the committee would be pleased to receive contributions from you, so if you think you could supply something of this nature then contact us and send in some photos, as I am sure you don't want to see the same old pictures of committee members' cars. In a similar way, you have asked that we cut down on archive photos in the magazine as most of them have been seen before, and you would rather see what is happening in 2016 rather than 1946 in the sidevalve scene.

There has been criticism of Pop Shopper, in that articles for sale and Wants are appearing on the website some time before publication date, and when members who do not visit the site ring up about items they find that they have

been sold weeks before. The decision has been taken that we will hold off placing this section on the website until after the magazine appears through your letterbox.

An open day at the Stores remains a major request from the survey. After much discussion within the committee, paying particular attention to the advice of the stores officers, this is not a feasible proposition. Previous open days have required an enormous amount of preparation before the day and considerable effort after the event in tidying up, and we have to remember the officers still have to attend to the orders received and arrangements made to post these on to members. However in the last few months a number of visits have been made by members who have made prior arrangement on Saturday mornings, and this can be managed by our volunteers whilst dealing with their normal tasks. Members will have no doubt read the article in the last *Sidevalve* from a member who visited in this way and was delighted with the reception he received, and ended up spending far more than intended, which is always good news for the Club. The power of the stores officers' persuasive salesmanship is becoming legend!

As you can see, we have already started to follow through with the suggestions received and we will continue with this exercise. There are other small groups in committee dealing with other subjects raised in the survey, working on membership retention and attracting new members, and improving the website which hopefully will lead to our continued success, but we cannot do this without the support of our existing members. I would therefore urge you to contact us if you feel that a contribution may assist us. I do not have an email address – my wife assists with my reports – but a snail mail contact will be welcomed.

Stuart Battersby

Here's A Useful Tip! Removing a Hubcap

I'm sure that many of you will have been here... You just finished refurbishing the rims and hubcaps on your upright. They look stunning with crisp, shiny paint: in fact, a flawless finish. Two weeks later you have a puncture and need to swap a wheel. How on earth are you going to get the hubcap off without chipping your gorgeous paint?

Three readers have written recently with their solutions to this problem, all different but all removing the hubcap without harming the paint. It should be said however that you really need to prepare these solutions BEFORE you paint your hubcaps.

Solution 1: Stuart Ward

Firstly I have drilled a hole in the hubcap, the size determined by whatever L-shaped hook you intend to use. In my case I used an Allen key which I ground down to round at the business end. This then becomes the hook to fit inside the hole in the cap. The long end of the Allen key I have covered in a plastic tube, as this acts as the handle. You should note that whatever you use, it must be fairly robust as the effort to remove a spring loaded hubcap by this method is quite considerable.

So as not to cause damage to the internal area of the hubcap, I have glued a small ring of tough rubber around the hole for the hook to absorb some of its impact.

Finally, the hole is bunged with a plastic trim fastener. It's now simply a matter of removing the bung, slipping in the hook and pulling firmly – not snatching – to safely remove the hubcap, which remains hooked onto your puller.

This is probably the simplest solution but perhaps is the most visible.



Photo 1: Stuart Ward – holes and cap



Photo 2: Stuart Ward – hole and lever



Photo 3: Stuart Ward – protect the back

Solution 2: Mark Hickling

Mark's solution requires no drilling but works by creating a small depression on the edge of the hubcap that's large enough to take a hook to pull off the hub.

Mark's solution makes use of the pre-manufactured slots (usually two) cut into the inside edge of the hubcap. Mark takes a tapered hole punch and hits it through the slot, and with a little gentle leverage creates a subtle depression in the edge of the hub large enough to take a hook.

If you don't want to drill a hole in the hubcap then this is very clever, but it does require a little bravery and effort to create the depression.



Photo 4: Mark Hickling – useful depression



Photo 5: Mark Hickling – punch and lever



Photo 6: Mark Hickling – home-made tool

Solution 3: Volkswagen Beetle (described by John Porter)

As we all know there's nothing new in this world and VW owners from the 50s to the 70s have had no problems with hubcaps as VW provided a tool. A number of enterprising companies have made a simple two-pronged hook for the job similar to the factory item. All that is required is to drill two small holes near the edge of the hubcap, insert the tool and give a short, sharp tug.

This was the standard provision by the factory and every Beetle, Transporter, Fastback and Ghia had a remover in the tool kit.

So, easy to drill two small holes to match the VW tool in all the ranges' hubcaps – pretty well invisible, too!



Photo 7: John Porter – VW Beetle hubcap tool, available from all classic Beetle shops

And finally ...

I have seen one other solution that works particularly well on 100Es, but does require that you have access to a ready supply of stainless steel, a machine shop and some top fabrication skills. The last photograph shows Les Banks' Stainless Steel Hubcap Removal Slidehammer.



Photo 8: Les Banks – hub removing slide hammer

Stuart Battersby

Publicity & Social Media

You will all have read the Chairman's editorial announcing and explaining our plans to stimulate an increase of members who currently drive modified Ford sidevalves, and in the next few days we will make a corresponding announcement to the press. In order to make an impact the press release will imply that this is a new direction for FSOC, whereas we all know that we have encouraged modified vehicles since our inception. I hope that we get some press coverage for this move, although there is no guarantee about that. Any press coverage that we get, however, is a minor factor compared to local support for modified cars in our regional groups and shows and rallies over the summer.

Hopefully this initiative will result in an increase in overall membership and see a general increase in the popularity of our cars, whether they are modified or standard.

Our digital initiatives are continuing to develop well and user numbers are growing. We currently have 560 folks using our public Facebook site. Most of those are non-members, who either have a sidevalve or are looking for one. Apart from offering an additional technical support service to our existing members, Facebook is our shop window for new members, especially of the

younger generation. Facebook is, like our shows and rallies, a shop window on FSOC and its benefits.

We have covered a huge range of Facebook topics over the past few weeks including Ian Glass's 103E Pop (The Flying Tortoise) as it took on all comers on the Monte Carlo Classique. We have given lots of advice to members who are having problems with their sidevalve. (Interestingly, lots of fuel supply issues have been raising their head.) Mark Hickling has continued to impress us with details, photographs and videos of the restoration of his E493A Prefect. I have submitted a few of the more interesting photographs from our Facebook sites to the editor, and they are scattered around this issue.

On another (digital) front we are giving the Club website a refresh and have purchased a new piece of software to make it easier to update information there. Hopefully by the time you read this you will be able to see our new look at www.fsoc.co.uk. There are lots of new features including online *colour* copies of *Sidevalve* for you to read on your Kindle or tablet. The software that we are using also has tools to support electronic ordering and payments, although we have to do a lot more work before we can get online membership applications and spares ordering online, so don't hold your breath. New features also include photo galleries, videos and a 'Rogues Gallery' with photos of the committee and Regional Organisers. Huge thanks to Sally Litherland and Bernie Hull for their help in setting up the new site.

As always, if you have any ideas for Press Releases, or indeed spot any articles mentioning FSOC, then please drop me a quick email on publicity@fsoc.co.uk.



Seaside carpark from the 50s

John Porter

How to Change Your Sidevalve's Engine Oil

As a first maintenance job, changing your sidevalve's engine oil is easy and it'll save you money. Once you've changed the oil successfully, you'll wonder what the fuss was all about.

We all have to start somewhere. We should not all jump in at the deep end by changing a gearbox or replacing the brake linings, so most owners would start with just changing the engine oil. An oil change is a very necessary part of looking after your sidevalve and you should be doing this annually – or around every 1,000 miles or so with the upright and 3,000 for the 100E/107E range. (Your vehicle handbook should provide exact service intervals.) Changing the oil is something you can do yourself to save a bit of money, plus it isn't too overwhelming when it comes to handling those spanners.

What you will need to this job

Our cars require a small range of tools to carry out all but the most complex tasks. Please consider the right tools as an investment as it could be the basis of a tool kit that will grow until you can take the whole car apart – just joking! Try and avoid the cheapest spanners and socket sets as their poor fit will damage the flats on the nuts and bolts and complicate the job. With spanners, do go for the combination spanner.

- Engine oil. This is now sold in 4.5/5



All for around £50!

litre containers, which is enough for all sidevalves and leaves some over to top up. Some of you will want to stay with 30 grade for your upright but Ford moved to the new 20/50 grade for all models (uprights, 100E and 107E) as the new oils became available.

- Oil filter element (100E/107E only).
- Oil drip tray: prevents a mess on the garage floor or driveway.
- Trolley jack – these are now very reasonably priced.
- Pair of axle stands.
- Wheel chocks for the rear wheels – blocks of wood will do.
- Funnel and empty container/drain (most DIY jacks will not lift the car high enough to use an empty oil container). You can buy an oil drainer (under £10) like the one below.
- Overalls and protective gloves.
- Sump bung spanner or socket – 15/16".
- For the 100E/107E oil filter spanner or socket – 9/16".

It's also advisable to use relevant safety equipment such as work gloves (oil proof) and goggles / safety glasses – warm oil in the eye is not recommended.

Take the key out of the ignition so that you do not try to start the engine without oil should you get disturbed!

Step 1

Make sure your car is parked on a firm level surface, like a driveway. Make sure the hand brake is firmly applied.

Run your engine for around five minutes to warm the oil, which will help with the draining. Whatever you do, don't let your engine get up to full temperature – it will make the oil rather hot and runny, plus your exhaust will become something to stay away from.



Oil drainer

While your engine is warming you should take a note of your mileage (or date for annual change) so you will know when its next oil change is due.

Step 2

Time to get the front of your car in the air! The sump bung is on the nearside of the sump (uprights) and the offside rear for the 100E with the 107E being located nearside rear of the sump. The filter on the 100E range is on the nearside front of the engine, and the offside front for the 107E.

Start by chocking the rear wheels and then place the jack under the front axle (upright models) and under the front cross member (100E/107E models). As you start to jack the car, ensure the jack is always at a 90° angle to the ground and nothing is slipping or moving in a dangerous manner.

Once the front is raised, ALWAYS support it with two axle stands, making sure it's in an appropriate place. This would be at each end of the front axle (uprights) and front chassis legs for the 100E/107Es.

Step 3

The sump plug is in the centre of the sump (upright) front offside (100E), and nearside rear (107E). They are all 15/16 spanner size unless replaced by a more modern bung. Place your oil drip tray below the bolt. Expect the first few gushes of oil to be projected out sideways from the drain on the 100E/107E range, so adjust drip tray if needs be.

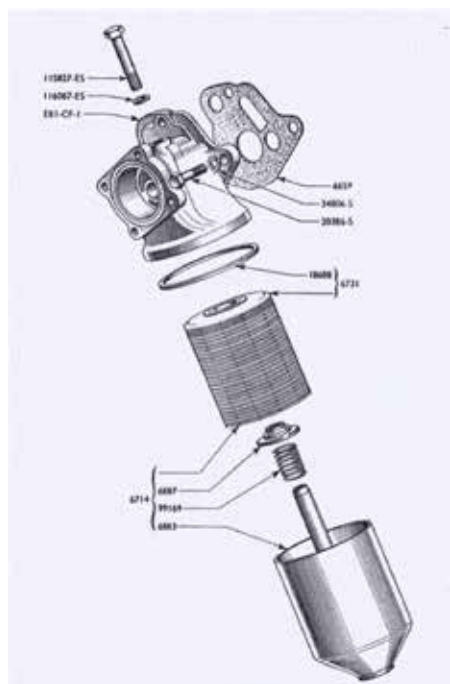
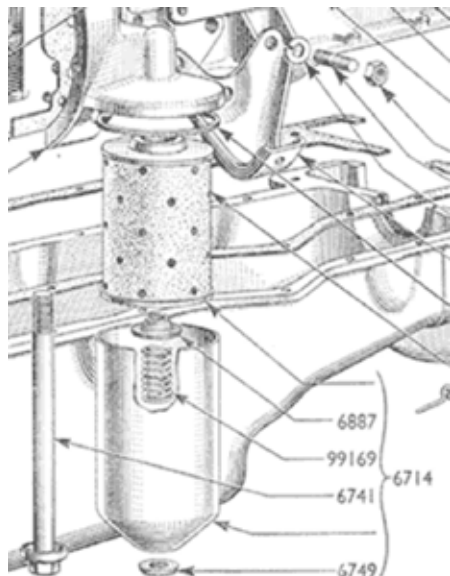
Loosen sump plug with a spanner / socket set, then unwind the remainder by hand. Take the last few turns slow and remove the plug. Find a safe place to store the sump plug while the oil is draining. It is a wise precaution to unscrew the bung and partially block the oil draining, as too much at once will overwhelm your funnel/drain (especially the side drain on the 100E). If it is windy then erect a cardboard windbreak or else the oil will go everywhere that the funnel is not!

Step 4

Now locate the oil filter (100E/107E). Get your 9/16" spanner or socket and loosen the centre bolt in an anti-clockwise motion. Once you are able to, remove the spanner or socket and finish removing the bolt by hand. Expect some oil to drain when the gasket seal is broken and remember that the filter when it is lowered will have a fair amount of dirty oil in it – hence the drip tray!

The filter bowl should be washed out once the filter element is removed. It is not unknown

for previous owners to have thrown out the filter element *and* the spring and sealing washer below! Check yours with the relevant illustration.



100E filter (top); 107E filter (bottom)

Unpack the new oil filter element and place inside the casing on top of the washers and spring (6887 and 99169 respectively). Always replace the oil seal 'O' ring (18688) as these do get trapped or split and leak at quite a rate – a small screwdriver is best for this fiddly task.

After inserting the oil filter retaining bolt, wind it in finger tight and check that the 'O' ring is in place before nipping tight with a spanner ... Don't overdo it, though.

Step 5

Refit the sump bung with a new copper washer



Oil filter cartridge

if necessary but do not over-tighten.

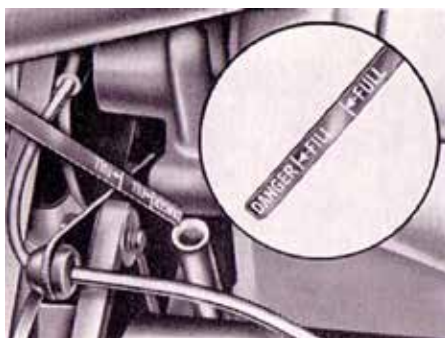
Step 6

You can now lower the car down off of its jack and axle stands. You can also remove the wheel chocks from the rear wheels. Jack the car to clear the stands, remove the stands and release the jack – gently.

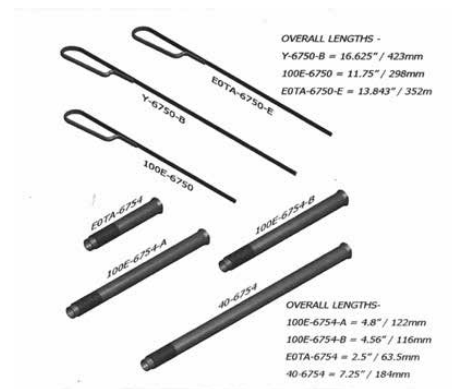
Step 7

You can now fill your engine with oil, so remove the top engine oil cap and use a funnel, unless you have a really steady hand. Before you start pouring, remove the dip stick and give it a quick wipe so you don't get any false readings. Do not pour too fast because an airlock will cause the oil to flow back and down over the exhaust. If you do manage this then when the engine is started there will be some smoke as the spilt oil burns off!

For the first part of the fill, you will be able to put about 3 to 4 pints in one go. Keep adding oil (slowly!) and checking the level by using the dip stick. Wipe before reinserting. Once you have filled the engine to the correct amount (there are markers on the dip stick: danger, fill and full) then replace the top engine oil cap and run the engine for a couple of minutes. This will flow the oil around all of the engine. After waiting a few more minutes, allowing the oil to drain back to a resting position, re-check the



Dip stick level markings. The illustration shows the 107E. The 100E and uprights use the same marking system, but in different locations. Danger marking means danger – do not drive with oil this low!



Choices of dip sticks.

oil level with the dip stick and add more oil if necessary.

Please be accurate when refilling so that you are confident that the dip stick shows the right level of oil and is the correct stick for your car (and the tube). There have been difficulties with engines having the wrong parts fitted. Refer to the diagram above.

All model ranges do not take a great amount of engine oil, so do not overfill. Remember that the 100E/107E with an oil filter will have to fill the filter, so expect to add a further half pint when settled after running.

Step 8

It is wise to let the engine run to check for leaks from the oil filter (where applicable) and sump plug while you pack away and clear tools up. Do check and clean the oil filler breather (100E and 107E) as necessary.

If this cap is blocked then the engine has to breath somewhere and that is usually the crankcase vent pipe.

Hopefully you will not notice any leaks but if you do then turn your engine off immediately, let the car cool if necessary, and tighten the leaking item – carefully. Should the leaking persist then remove the filter and check the 'O' rings for incorrect fitment or damage (100E/107E only). The only item disturbed on an upright is the sump bung, so other than a worn or damaged washer, leaks should not be a problem. Re-check oil level when cold.

Important: Always dispose of used engine oil and oil filters responsibly which means take them to the local recycling facility – neither are household waste for the non-recycling bin!



100E/107E oil filter/breather cap

Steve McKenna

E83W Register

My story so far on EVH79

I purchased the vehicle in 2015 – the van had been standing on a drive in Huddersfield for over 30 years. The weather had taken its toll and it was looking very sorry for itself. A few people from the Ford Sidevalve Club had approached Mrs Mitchell, the lady who owned the van, with a view to purchase; however at the time she wasn't prepared to sell it.

On my way to the Yorkshire meeting one evening I decided to stop off at Mrs Mitchell's house and was surprised when she answered the door. I asked about the van and if she had a price in mind. We agreed on the price and I said I would return the next evening to collect it.

With the van came a bundle of invoices for jobs that had been carried out over her ownership. Her husband purchased the van in 1950 after the van was purchased new in 1949 by the previous owner, Charles Croxford. Also with the paperwork that I received came two C licences, one for Mr Croxford and one for Mr Mitchell. One of the pictures shows Mr Mitchell on the right with his family in the late 50s.

Since having the van I have completely stripped it and have started on the restoration. The chassis has been galvanised and all the running gear refurbished. The next stage is to replace the cab and replace all the woodwork, as there wasn't much of the wood to be salvaged. My chassis was on display at the NEC Restoration Show on the 5th and 6th of March and attracted quite a bit of attention. I am hoping to get stuck into it this year, as the bodywork needs a lot of attention.

An appeal

I would appreciate any help with content for the Register including stories or pictures to put in the forthcoming magazines.

