

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Basic Electrics for the Sidevalver – Part I

Doglegs | Grease

How I Put A 4-Speed Box In My Squire

A holiday in the Isle of Man

AGM Minutes



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Slade Legal,
The Greenhouse,
Stratton Way, Abingdon,
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Reg. No: 2604000 (London).

Editorial/Advertising address:

Sidevalve Editor,
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Abingdon S.O.,
OX14 5WA

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Cover photo: the dash of Alan Tomlinson's E493A Prefect, taken by Stuart Battersby at Lymm Festival 2016.

John Porter

Editorial

Ethanol – some thoughts in 2016

No doubt we have all read the articles in the classic car press that raise some questions about ethanol in pump petrol. There have been many predictions of our fuel systems dissolving and the fuel in our fuel tanks congealing over the winter. To date, there has not been too much reported despite these dire predictions. The standard grade of unleaded petrol has a nominal 5% ethanol, which is set to rise to 10% over the next few years with plans for 15% not too far off. Whether certain brands have the full 5% ethanol added, we can't be sure. We have been told that there is either very little or no ethanol in super unleaded petrol. So, at present, we can use super unleaded fuel all the time, or every other fill-up, or just as a top-up. I have not personally had a problem with my two sidevalves over last few winters – they were just put away with whatever was in the tanks at the time. I do try to give them a run out around Christmas if I can stand the cold!

Various forecasts have told us that that the lead solder in the fuel tank and the metal used in the carburettors and fuel pumps are at risk. Rubber based materials – piping and fuel pump diaphragms – were also to be at risk. This was in the early days of ethanol supplemented petrol and we have not heard much since.

What we can do in the meantime is to ensure that our fuel systems are in good order. In standard form, our fuel lines are metal from the tank to the flexible hose at the fuel pump. At the petrol tank the fuel sender (combined with the fuel pick-up pipe for uprights) is sealed with a cork gasket which is not (apparently) affected by the ethanol. The 100E/107E ranges draw their fuel from the bottom of the tank and again this is all metal.

The weak spot on all sidevalves in this respect is the flexible pipe that absorbs the vibration from the engine. Depending on age, this flexible pipe can degrade internally and block the flow of fuel from the tank to the fuel pump, either stopping the fuel supply or impeding enough to prevent full power delivery under load. It is wise to remove this flexible pipe to check the internal bore size and any

disintegration. If in doubt, particularly if you do not know the age of the pipe, replace with a new pipe.

We are unsure of the diaphragm and valves in the fuel pump. No reports have come from members about deterioration of the diaphragm or the valves. As a precaution, fit a new diaphragm and valves to ensure that the existing diaphragm has not become hard and prone to failure.

As the fuel travels up the metal feed pipe to the carburettor and into the float chamber there are no soft or rubber components to become affected by the ethanol. From the carburettor the fuel and air mix passes in to the combustion chambers – no problem at this point as, naturally, the engine is all metal.

Laying up your sidevalve for the winter with ethanol supplemented standard fuel has been advised as a problem as the fuel may separate in the tank, cause corrosion (due to water absorption) and generally gum up the works. Cars that are hardly used over the winter may suffer this phenomenon. Again, we have not been advised of any issues to date. There are additives to prevent this problem occurring. Please refer to the Federation of British Historic Vehicle Clubs website at www.fbhvc.co.uk/legislation-and-fuels/fuel-information for an up-to-date list of suggested additives and in-depth information. There is a useful article (written from a US perspective) at www.mossmotors.com/SiteGraphics/Pages/ethanol.html – but remember who is writing the article!

It has been suggested that vaporisation could become more of an issue for members' sidevalves with the increase in the proportion of ethanol. However, the primary cause should be investigated and attended to before blaming the fuel. Running too hot in slow speed conditions will increase the likelihood of vaporisation. Incorrect ignition timing will make the engine run hotter, making vaporisation more likely. Restricted or blocked radiators will make the engine run too hot, especially the uprights with thermo-syphon system. If you travel in hilly country regularly or hot climates then consider fitting an export water pump, as this evens out the water flow through the radiator. The 100E/107E ranges use a water pump so are less at risk, but don't just remove the thermostat as a quick fix ...

Lastly, *please* let the technical advisors (John Pole and Jim Norman) know of any issues that you feel may be as a result of using ethanol supplemented fuel. The above notes are a view at the present time and not presented as a technical treatise on the subject.

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Mike Brocklehurst

1172 into 2020

Feedback is now coming in from previous reports, and actions being undertaken, and generally speaking this has been positive. There are still those who are not happy with the club opening its doors to modified Sidevalves, but these are very much in the minority and anyone reading long standing member Steve Waldenberg's article about his Squire in the last issue of this magazine must surely see that modification was a big 'must do' in the early days of the club.

Members have reported how much they enjoyed the articles on fluid changes, and whilst to many this was really basics, even they have commented that they have learned tips from the piece and think this is the sort of thing to allow owners to engage more with their vehicles. Again, this resulted in a response on the subject of dipsticks with further clarification, and this is exactly what the committee hoped would happen in that members could feel that they can contribute via *Sidevalve*.

Who would have thought that we could receive so much feedback on removing hub caps from uprights! All power to your elbows!

There has been some confusion regarding

computer ownership and usage, comparing survey results with the membership records, which has puzzled me, and it has been mentioned that perhaps I used the wrong terminology on the survey as the word 'internet' has connotations which worry some users and I should have said 'email' or 'communication'. When the committee embarked on this exercise, long-standing members remembered that a previous survey many years ago had a poor response, but as this was long before the computer age, for this latest effort we employed a survey company to collect and collate the results, and it was thought that this would be the preferred method of response. In fact only 54 replies came from this source and we still don't understand why there was such a low take-up, considering that over 350 members replied by pen, paper and stamp. I suspect we will never get to the bottom of this but nevertheless I will never tire of thanking all those who responded by either method, making this a very useful exercise. There are several other avenues being explored by other committee members to enhance our service to you and further reports will follow.



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Brian Cranswick

Events

I hope the wet weather has not cancelled too many events. As I am writing this report it's the weekend and yes, the rain is coming down again! So, my last report's prediction for a sudden rush on electric fuel pump conversions was way out: more likely is a surge in converting vacuum wipers to electric.

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 or speak to your local area contact.

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.

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

14th August, Cranleigh Classic Car Show, Cranleigh Showground, Surrey. Club stand. Details from Fred Tutt.

20th August, Capel Classic Car & Bike Show, Capel, nr Dorking. Club stand. Joint venture of Surrey and Kent groups. Details from Fred Tutt or Richard Greenaway.

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

21st August, Classic Car Show, Club Stand, Lupin Farm, Orgreave, Kings Bromley, Burton on Trent. Details from Liam Cotton.

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

11th September, Three Counties Group Club Stand, St Mary's School, Bishops Stortford. Details from Robin Thake.

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

18th September, York Racecourse Classic Car Show. Club stand. Details from Nigel Hilling.

9th October, Cambs group, End of Season Drive It / Meet Up. Event is subject to interest shown. Venue tbc. Details from Brian Cranswick.

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

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

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

Brian Cranswick

Cambs, South Lincs & Norfolk

Subtle little changes to old Fords can make a difference, without massively going over the top. Local member Guy Wakelin E494A has really enhanced the appearance of his very smart Anglia, with a more vintage look, following the recent addition of a nice period sun visor, which complements the custom-made bumpers and chrome wheel embellishers. Watch this space: he is now going to fit on some running boards.



Depending on interest shown, I will be organising an end of season meet up on Sunday 9th October (venue tbc). Anyone who is interested in participating, please contact me.

Fred Tutt

Surrey

The relaunched Surrey region held its first regular monthly get together at the Sir Douglas Haig Public House, The Street, Effingham, KT24 5LU, on Thursday 9th June. It was attended by five members – Martin & Kate Doughty from Ashstead, Phillip Shingler from Camberley, and Tony Croxall and Fred Tutt, both from Little Bookham – with apologies from four others.

Phillip drove his EB60 Special from Camberley and it created a lot of interest parked outside of the pub (see picture. L-R: Phillip, Martin, Tony, Kate, Fred).

Fred has had the opportunity to buy a fully restored 1952 Ford Prefect E493A and (under a bit of domestic pressure!) managed to sell his 1954 Ford Popular 103E on eBay for a good price.

Over 20 members have shown an interest in supporting a regional group in Surrey. Kate and Martin remembered the days not long ago when regular meetings were held at Epsom and attracted a good crowd of sidevalve owners, but unfortunately the organiser emigrated to Australia. This does show that there is the potential to grow something worthwhile over the months ahead.

A number of members have volunteered to give help and advice to other members, and we talked about organising club stands at the Ripley Classic & Vintage Vehicle Meet on 23rd July, the Cranleigh Classic Car Show and Autojumble on 14th August, the Capel Classic Car and Bike Show on 20th August in partnership with the Kent Region, and finishing off the summer with a fun road run on 25th September.

The monthly meetings are held on the second Thursday of the month at The Sir Douglas Haig pub in Effingham. Future dates are: August 11th, September 8th, October 13th, November 10th, and December 8th. All we need is support.



Robin & Jennie Thake

Three Counties

The Three Counties Group have been out and about every weekend since the beginning of May. Our first event was near Aylesbury: the Chilton Hills Rally, where we had five cars in attendance. This is a large show with about 200 vehicles on display, and David & Leslie Heard won a trophy for best in class with their 103E Pop. The following weekend was the three-day Enfield Pageant of Motoring event: we had a few cars on our club stand on the Saturday and a good mix of 10 vehicles on the stand on Sunday, but only four cars on the Bank Holiday Monday. This overall was a good turn-out as the weather was cold and windy.

The next event was at the Maldon Museum of Power where they run a large pump which used to take all the waste water from the Southend area. Unfortunately this was the last time that we met up with Mick Williams because he passed away two weeks later, after a long period of ill health. He will be sadly

missed.

The following week we went on our group holiday to Hayling Island with two 100Es and three uprights, and we enjoyed the best weather of the summer so far. (Full report below.) We did 500 miles of trouble-free motoring during the week and enjoyed good food and entertainment at Warner's Lakeside Leisure Centre. Our thanks go to Richard and Shirley Healey for all the hard work they put in for us during the week. On our return from holiday the weather turned to the wet and windy conditions we have got used to this summer, but we took a risk and went to Luton Festival of Transport. After a few showers and walking around in long wet grass we returned home at 2.30pm.

In the middle of June Jennie and I went to the AGM at Kings Stanley in Gloucestershire, and it was a very well run day: a good lunch followed by a constructive meeting, and then a fun run to a very nice pub where we sat and chatted with a drink in the garden. It was lovely to sit and catch up on things. Unfortunately we were unable to stop for a meal as we had to return home in time to make it to the Fathers Day show at Hatfield Heath the following day. We had 10 cars on display on the club stand, and were joined during the day by various

family members coming to see their fathers and enjoy the great fish and chip lunch at a lovely country village day out.

Our next show was the Bloxham Steam Rally near Banbury where David and Leslie were once again pleased to win a prize, this time for Star Car of the Show. It was well worth winning as it was two tickets to visit the Haynes Museum at Sparkford. David and I managed to get our hands dirty when a gent came up to us asking if we knew anything about Ford sidevalve engines, as he had a problem with his Bean Tractor which was in another area of the showground. (See photo, page 26.) After a little work putting right bits that others had tried to sort out, and a bit of tweaking, the engine sprung into life accompanied by a big cloud of smoke before settling down to running correctly, watched over by a very happy man.

In ending this report we recently learnt of the death of David Taylor, who had been attached to our group for many years. We would meet up at shows occasionally during the season and in particular at the All Ford Rally which used to be held at Abingdon at the end of September each year. We will miss his jovial chat and keen sidevalving, and so we send our sympathy to his wife Joy and family.

Shirley & Richard Healey

Ford Sidevalve Holiday 2016

We set off on Friday 3rd June for our annual Ford Sidevalve Holiday. We met with others at Denham, but unfortunately when Peggy & John West arrived it was in the BMW, as John had worked till midnight trying to fix his clutch but was not able to complete.

Staying at Hayling Island gives a good base for places to visit that are not too far. We arrived on the Friday, giving us time to settle into our accommodation and enjoy a relaxing afternoon before dinner and our evening entertainment.

On the Saturday morning we travelled to Chichester and stopped at Bosham to relax on the Quay on the way back to Warner's for dinner and nightly entertainment. Travelling in convoy, our Ford Pops were getting a lot of attention and always putting smiles on people's faces.

On Sunday we were off to The Watercress

Line for a ride on the steam engine to Alton. With many engines to see and people to talk to, our trip was very enjoyable.

Prior to us going on holiday we arranged with Andrew Whitmarsh at the D Day museum at Southsea to park our cars on the grass directly outside the museum. So Monday was a very good day as the museum had a special day for the D Day celebrations, all with free of charge admission. The museum is well worth the visit: they have a tapestry that is amazing and took five years to complete.

Tuesday was another beautiful day and we drove in convoy to the New Forest at Lyndhurst. In the evening we had a surprise for Richard, with balloons and poppers on the table for his seventieth birthday. Also, Jennie Thake was 70 on the 2nd June, and everybody in the place sang 'Happy Birthday'.

An early dinner was had on Wednesday to allow us to go to the local car show (Hayling Legends Classic Cars) at the Newton House Hotel. We met up with a number of very friendly people and found them to be a welcoming group. We spoke to the organiser of the club, John Bennett, and Ford Sidevalve member Alan Edney who owns a 100E, and also another person who took away the membership details from Jennie.

The only problem we had that week was we had to use the lights that night and unfortunately our headlight did not come on. But it was not a problem – Laura (one of our members) jumped out of her car and a quick bang on top of the light was all that was needed.

On Thursday we took the coach to Portsmouth for sightseeing and a bit of retail. Before we went for our final evening of entertainment we had handed out our prizes. During the week we handed out a quiz. Not everybody did it, but for those who did it was a draw, so we asked a tie breaker question and Laura and Stuart won (2 mugs and coasters).

Playing golf was very challenging: balls got lost and everybody had a laugh. Silly prizes were given to David first, with a small fan, and Trevor with a hand held massager.

Our holiday went very quickly but was thoroughly enjoyed by us all. We never saw any rain, our accommodation was good, and the food service and entertainment was excellent.

Our thanks go to Robin & Jennie Thake, Laura & Stuart Cecil, Lesley & David Heard, Marie & Trevor Seabridge, Peggy & John West, and Arthur & Eileen Bowerbank who kindly gave us presents and vouchers. We hope they enjoyed the holiday as much as we did.

Liam Cotton

East Midlands

It is now two weeks after the referendum; Great Britain has not imploded and yes, the FSOC is still going strong. This is not the case with my Ford Prefect! After booking in for the Great Central railway classic and vintage event in May, the car decided she didn't want to attend. After cleaning and checking the levels, tyre pressures, gearbox and steering box oil, greasing the suspension and steering joints, I had hoped for a day without problems. The next morning I went to start the car and the clutch pedal sank to the floor; the slave cylinder had lost all the clutch fluid overnight. I tried to repair it, but as time was short we went to the show in my modern car. Thanks to those club members who made it in their classics and to Peter for organising it. I have now reconditioned both of the clutch cylinders: what can possibly go wrong!

In July we have the Old Ford rally and the Beaumanor Hall shows to look forward to. In August, possibly the best event in our area is the Lupin Farm car show. This event was a great success last year. It is held at Lupin Farm, Orgreave, between Alrewas and Kings Bromley (just South of Burton on Trent) on Sunday 21st August. You do not need to book tickets, but if you would like to show your car, please give me or Peter a call beforehand. The real beauty of this car show is that all the entry money goes to local charities (air ambulance and the local hospice). You can donate what you wish but there is a suggested minimum donation of £5 per car. Last year there were approximately 600 classic vehicles and the contribution to charity was £11,640; that speaks for itself!

Recently Peter has decided to sell his splendid E83W pick-up, so if you are interested, please get in touch. Also I have been contacted by a gentleman who has to 'dispose' of a 1957 100E Ford Anglia deluxe for an elderly relative who sadly will not be able to drive again due to illness. It is green, with three owners, and looks to be in good condition. He insists that it goes to someone who will look after it and keep it original. If you are interested give me a call.

Håkon Øverland

Scandinavia

Dagen H

Gustav Åkerblom writes: It was very interesting to read Sören's article about Sweden's switch to driving on the right side of the road. I wanted to know more about it. One guess was that right-hand drive cars could not be delivered with speedos in kilometres per hour, but I don't buy it.

In 1935 it was suggested that Sweden should change to driving on the wrong (i.e. the right!) side of the road. As all readers know, in Britain they drive on the proper side! That's it!

In 1953 an investigation began (probably at a large cost) and concluded that traffic in Sweden was not more dangerous than in countries that drove on the right. They could not say that it was safer or more dangerous to have the steering on either the right or the left side. As usual they did not see what was most practical. In 1955 the people voted and 82.9 percent wanted to keep on driving on the left.

Of course the government decided against that in 1963, so the change to driving on the right (wrong) began.

H Day – H for 'högertrafik', i.e. 'right-hand drive' – was 3rd September 1967. Private cars were not allowed on roads from the evening of Saturday 2nd September until Sunday morning. Only vehicles with special permission were allowed on the roads and streets. Then, at 4.50am all traffic stopped on the left side.

After that they slowly moved to the right side. At 5.00am the traffic slowly started to move and later that morning all vehicles was allowed on roads again.

There were low speed limits for a while to make sure that all drivers were safe after changing the side to drive on.

Our first car was a 1923 RHD Overland made in the USA. After that came more cars from both Europe and the USA. British cars mostly were RHD but some were LHD. The American and German cars in our family have all been LHD as it's more practical.

Finally, as Sören points out, it's not my family car on page 9 in the April issue of Sidevalve. As you all can see from the bonnet sides, it's an E494A – ours was an E04A! Tail lights are also different. By the way, our car found a new good home with a member in the club.

Richard & Trish Greenaway

Kent

Our builder wants to start our extension two weeks earlier than planned, but at least this means we will finally get our third garage, which will give us space to keep Poppy, our 103E, somewhere nice and warm.

A rundown on our trip to Scotland will now have to wait until October, but can we just say a quick thank-you to Stuart Battersby and Nigel Hilling for making us feel welcome at the events we attended en route. Also, many thanks to John Duckenfield, Nigel Hilling and Martin Hatfield for their assistance in helping out with Glen's charging problems.

Future events

Our Kent Fun Day takes place on 14th August, so if you are at a loose end, why not pop over to Lynx Park, Colliers Green near Goudhurst (just off the A262, TN172LR) and come and join us for a free BBQ and a bit of fun with games and the driving challenge: start time 12 o'clock.

The following week four of our group have booked into the Capel Show, so will be heading over to join up with Fred Tutt and his Surrey Group.

Bits and pieces

I wrote in the August 2015 magazine that Bernie O'Connell should soon be out and about with us. Unfortunately in the end he decided to have his engine rebuilt, which as always takes longer than you first imagine, but I'm told he now has it back so hopefully we will see him out and about before the end of the 2016 show season. It must be in the name, as Bernie Hull also currently has car trouble, but he is also hoping to be out with us again by the end of the year.

We have good and bad 103E news amongst our Kent members. The good news is that Ron Wood is making good progress in getting his car back together after a total rebuild. The bad is that Philip Scott has engine trouble in his green Pop. Heading home from the Wrotham Show, his car suddenly became engulfed in a smoke cloud, so he is currently waiting to have the engine removed to check out what's wrong. Early signs suggest it's a piston problem as he has no compression on one cylinder.

Joe Wheatley

Merseyside

Tatton Park: Saturday 4th & Sunday 5th June

Thanks to Dave for the transport, Sue for cutting the grass, Bernard for the poles bunting and banners, and Steve McKenna and Mike Brocklehurst for help with the gazebo.

The weather was good on the Saturday and we attracted 19 cars. First was Peter Sutton, who vaporised in his Squire following Dave R into the park. Dave's friend Jeff walked back out to the traffic queue with a gallon of water and managed to cool everything down sufficiently to get Peter onto our pitch. However, he had more problems on the way home when the Squire stopped again just onto the M58, and then again on a blind bend in Burscough. Not wanting to cause a blockage, Dave hooked up a tow rope to the trailer with his demo engine behind his E493A pick-up, connected it to the Squire and towed the lot back to his place at Banks. They were spotted by a motorcycle policeman not far from Banks but he either could not believe his eyes, or could not face the paperwork as he left them alone! Peter's problems were later diagnosed as a faulty coil compounded by lack of petrol. (Don't

be cheap, Peter!)

Another breakdown was Roger Task with the 103E he had purchased from Dave a few months before. He had subsequently fitted lots of additional electrical equipment and fuses. After arriving he lost all power apart from the direct feed to the starter. A blown main fuse was diagnosed and Roger was easily able to buy more from the large autojumble. Just goes to show that updating our cars does not always improve reliability!

When it came time to go home on Saturday (there was a mass exodus at about four when it started to rain quite heavily), Nigel Hilling's Pop refused to start. It would turn over but not fire. He seemed quite sanguine about this and was contentedly sitting in the car waiting for the rain to ease up as I left. He eventually ventured out and found no petrol reaching the carb. A quick tweak of the points on the electric fuel pump (another example of improvements causing problems?) and all was well, enabling Nigel and friends (and dog) to get home to Huddersfield and return the next day.

Someone who did not return on Sunday was Ken McKenna (Steve's brother and fellow E83W botherer). His 100E vaporised several times on the way home to the point where neither he nor Steve would trust it the following day.

The weather forecast for Sunday was very good but we had far fewer cars to show, only 11 including Dave Broad's Mk II Cortina. We spaced the cars out a bit more than usual and enjoyed the sunshine. No prizes for the stand this year

but we must not be greedy. We had another great weekend and managed to get the gazebo away dry. Thanks to Ron Taylor for following me home with it in his E83W, so I could put it away again until August.

The gremlins had not completely deserted us. Mike Brocklehurst had been having problems with the carb on his Squire. Two weeks ago he had problems on the way to Prestatyn with the car reluctant to accelerate. Dave R investigated and found the casting into which the air bleed jet fits in the throat of the carb had sheared, so that the jet was just resting there (a not uncommon problem on 100Es). Dave provided a temporary repair using a piece of plastic pipe cut off the overflow on the radiator. That held the valve in place during Mike's journey home to Manchester. Dave subsequently fitted a replacement casting from another carb. However Mike's troubles were not over as he emailed me the Monday after Tatton:

'You may have heard that I broke down on the way home just before the M56 roundabout. I rang Dave who suggested sticking needle valve. I was just starting to dismantle everything when Steve and Ken pulled in behind me and I was going again within half an hour. We are particularly good at helping each other out. Dave is organising a different carb as all my recent problems stem from that area.'

I hope more of you can join us at Tatton Park in August (20 & 21). Contact me ASAP after reading this, though! Let's hope for another dry weekend.

Colin Pudge

Coventry & Midlands

With the show seas'on in full swing I have to apologise that I haven't been joining in as much as I would have liked, due to a period of ill health with gall bladder problems – now removed, and I'm feeling much more like my old self.

The All Ford Rally at Gaydon had a really good turnout from the FSOC, by far having the largest turnout of vehicles, although filling the amount of spaces allocated was an optimistic hope at best.

Numbers in general were well down on previous years, which must be a real disappointment for the organisers given the

amount of time and effort put in to putting the show on. Still, what was there was all really good with a good range of cars represented.

On a sad note, Julian Ashworth was taken ill shortly after arriving and was taken off to hospital in Coventry with a suspected stroke. Arrangements were made with museum staff to look after his car in the workshops until we knew more. By the time you read this Julian's Prefect will be safely collected and stored away by fellow members until he is hopefully ready to come out to play again.

I visited Julian in hospital this week and although very poorly he recognised me and gave me a thumbs up. Get well soon, mate.

Our evening meetings continue to be well supported and our group is in the final stages of sorting a plan of attack for the run up to Hebden Bridge for the Northern Sidevalve Day. There should be four of us travelling up Saturday and returning home on Monday. John Porter has given himself the extra challenge of travelling up from the south west in order to travel up with

us, and the plan is to also meet up with Stuart Battersby en route as he is staying at the same B&B. Hopefully we will have a bit more luck with reliability this time, although despite having most of the mechanical parts replaced and rebuilt Dave Carden's 300E is still trying to throw a spanner in the works. My 103E Pop is also a bit of an unknown quantity with its new 4.7 axle ratio and it's thirst for water, hopefully sorted now: a series of test runs should confirm this but I'll be taking plenty of spares just in case. Paul Redell is also joining us and his Escort is sporting a new Aquaplane and twin SU setup so it could be an interesting run.

We have the NEC show coming up in November: if anyone is interested in displaying their car there, please contact me. We have a few vehicles lined up but it's always nice to have something new available. The same applies for the Practical Classics Restoration in March 2017: it has been extended to three days and it would be nice to see some under-restoration cars, the rougher the better.

Stuart Battersby

North Midlands and Borders

Don't you find that time flies in the summer? I thought that the deadline was ages away and now I'm rushing to complete the article.

First things first, though – I must welcome four new members to the club: David Nixon and his E83W Pick-up from Whitchurch, Shrops; Aaron Wright with his 1938 Planet Tug (now this is something I've got to see!); and finally a very warm welcome to Mike and Karen Heron with their rather special 100E. Mike and Karen's 100E Pop looks almost standard from the outside: 'almost standard' however it's not. Mike likes to head down the motorway and tease Audis with it. I'm hoping that we can do a feature on 254 VPK at some point in the future.

The show season has been pretty good so far. I did get sunburnt, joining the Merseyside group at Tatton Park in early June. We had a large stand and there's a photo album on the website to show that.

Trentham Park was a wonderful show. We had our usual fleet of local cars and were also delighted to welcome Dave Carden in Norman, Peter and Sue Tinsley in their magnificent 7W, and finally a quartet of the most wonderful reprobates that you are likely to encounter (I'm talking here about Richard, Trish, Glen and Tina from 'Darling Buds' County). Richard and Glen are incredibly knowledgeable, their wives are patient and supportive, and between them they made our day a fabulous experience. We are just waiting to hear the feedback from Glen following their evening out in Stoke searching for 'the best balti in the Potteries'.

Lymm was a great event, although with all the rain in the preceding few days we wondered if we'd get onto the field. Thankfully



Arthur Speakman's Falcon Caribbean



Ken Latham's 100E

the resourceful organisers had laid about 75 8x6 embossed composite sheets on all the main avenues and rescued the day. Ken Latham is making a habit of winning prizes and got Best Post-War Saloon with his 100E Popular. Arthur Speakman put the 'cat amongst the cobras' when he pinched second place in the 'Best Kit Car' category with his Falcon

Caribbean.

The period ended with a damp squib, however, as the Culcheth show was flooded out and abandoned at 10.00am. The water was even flooding the pub car park where we were allocated.

We are off to Gaydon next weekend and are hoping for a summer's day ...

Mick Crouch

Hampshire

The Hampshire Group remember Mick Williams 1938 – 2016

We first met Mick Williams at the Enfield Pageant of Motoring in the mid 80s. We had a club stand and Mick brought his E83W pick-up to display on our stand. We didn't know it then, but he was to become a truly good friend over the next 30 years.

We used to meet regularly at shows. Our particular favourite was the Ardingly Vintage and Vehicle Show when Mick would camp with his friends Dennis and Dave. Mick was always the life and soul of the evening entertainment around the barbecue, and we have many happy memories over the many years we knew him.

Each September he would attend

the Beaulieu International Autojumble in Hampshire and he would arrive on the Friday, stay with us over the weekend and enjoy two days perusing the autojumble. When he was no longer able to travel down to Hampshire due to his health, we would meet up each February and November at the Ardingly Autojumble, and sadly in February 2016, this was the last time we saw him.

It was with great sadness we learnt of Mick's death on 19th June 2016. Five of the Hampshire Group were able to attend his funeral where we said our last farewell to a good friend and a keen sidevalve enthusiast. Sadly gone but not forgotten.

Nigel Hilling

Yorkshire

News and events

Meetings continue at the Reindeer with variable numbers attending. Do come along and join us in your Sidevalve or modern car. For up to date local information, please visit the FSOC website, click on regions/UK, then scroll down and click on my happy, smiling face to access the Yorkshire pages.

Our June meeting was on a wet and miserable evening so only a few ventured out in their old cars, but these included Richard Greenaway, Glen Woolway, and their wives who were on the way to Scotland in their 100Es.

Our members have been attending many events over the last couple of months. By the time you read this our only remaining club stand for the year will be at the YHVG, Knavesmire event on Sunday 18th September. There is still time to enter, or it is normally possible to enter at the gate on the day.

2016 AGM

The 2016 AGM was held at Kings Stanley in Gloucestershire this year. John Duckenfield (100E), Bert Marshall (103E) and wives decided to make a long weekend of the occasion. Rob Goodland (107E) headed down to his parents, who live not too far away, whilst I chose to do the return journey in my Pop on the same day. So, despite the distance, the Yorkshire members made up more than 10% of the attendance, and an even larger proportion of the sidevalves on

Photo 1



Photo 2



display. It was good to see other members from equally far afield making the effort to attend in their sidevalves.

Durham Dales Trial

This was the third running of the Durham Dales Trial and my first attempt. The event starts and finishes in Stanley although we were destined not to reach the end. After two sections and a closed road special test, we were heading down a field towards the next section when Stan the Anglia silently lost all drive. After a bit of head scratching I decided it must be a broken weld on the propshaft where it had been shortened

for use with the E83W axle. A fellow competitor towed us out onto a proper road where we were recovered home by the RAC. Inspection at home showed that the weld on the shortened torque tube had split at the top, allowing the torque tube to have a large kink in it (photo 1). This then put a bending load on the propshaft, which is not designed to take any significant misalignment, and Mr Ford's weld failed at the rear and the propshaft spun on the end stub connected to the rear pinion (photo 2). I was right about a broken weld but not the location. A spare standard axle was fitted the next day whilst repairs to the modified one are carried out.

Hope Motor Show

We were pleased to welcome Richard Greenaway, Glen Woolway and wives, as mentioned above. We met up at the Ladybower Inn for lunch (photo 3) before going on a pleasant road run courtesy of David Manterfield, ending up at the Hope Show (an evening gathering organised by the Sheffield and Hallamshire Motor Club). The daytime weather was a bit miserable but by the time we reached the show the sun was coming out and it turned into a warm sunny evening. The next day John Duckenfield took our Kent friends through the Yorkshire Dales up to Kirkby Stephen before they headed on to Scotland.



Photo 3

John Duckenfield

Regional Report

AGM 2016: King's Stanley, Gloucestershire

What a great day it was! There was an excellent show of cars, the buffet was most enjoyable, the interesting meeting was followed by a great road run and the whole day ended at a perfect location. Even the sun shone for most of the day!

On behalf of all who attended, I would like to thank Peter Asquith, Regional Contact for South Gloucestershire, and his wife Leonie for making the arrangements. Their efforts were extremely well rewarded and thoroughly enjoyed by all who attended!

The Kent connection!

Having decided to make a mini-break of the AGM, Anne and I travelled down to Gloucestershire in Ujeen, my 100E Prefect, together with Bert and Christine Marshall in their 103E Pop. What an enjoyable few days it was – despite the smell of petrol and one or two crisis moments along the way! It was fantastic and for me, what the FSOC is all about!

We returned up north the day after the AGM and went to the Hope Valley motor show on the Monday evening, having first enjoyed a pub lunch with Yorkshire Group members at the Ladybower Inn. We were joined there by Richard & Trish Greenaway, and Glen & Tina Woolway, from Kent, who were making their way to Scotland, via Yorkshire, in their sidevalves! Lunch was followed by a car run around this part of the beautiful Peak District before ending at the Travellers Rest showground. Thanks go to David Manterfield for making all the arrangements on a day that started dull and drizzly and ended in glorious sunshine with hardly a cloud in the sky. Another most enjoyable sidevalving day indeed!

Richard had decided to follow more or less the same Pennine Sway route to Scotland that we had taken a couple of years ago, and

I was to accompany them as tour guide for the first day through 'God's Own County' to Kirkby Stephen. Taking them through Haworth and the Bronte Country, Skipton, Grassington, Hawes (in the heart of the Yorkshire Dales) and Buttertubs Pass (that presented quite a challenge) we eventually arrived at the Tan Hill Inn. It was a wonderful run through some spectacular scenery and the cars behaved perfectly.

The next day we went our separate ways, Glen, Tina, Richard and Trish heading north to visit relatives in Scotland and me going east to call in on Martin Hatfield, Regional Contact for North Yorkshire. We had arranged that he could give Ujeen a health check a couple of years after sorting out the many problems that surfaced after putting the car back on the road.

The next morning I continued my journey east to Filey where, in a few days time, I had arranged to meet up again with Richard and co. on the way back from Scotland. The steep Sutton Bank however, proved a hill too far for Ujeen who struggled up it in first gear before bumping and jerking the rest of the way to the East Coast – most of it with the choke out!

Now it's a long story that will doubtless be told by others – much to my embarrassment – but after two days of doing all I could to sort out the problem on my own, it was very much a case of first and second set to Ujeen (Wimbledon's on as I write!). Despite pumping air through every orifice in the carburettor and replacing the fuel pump, most frustratingly he would start perfectly, run for a couple of miles, then stutter and stall to a stop, seemingly being starved of fuel.

Fortunately the Pop was on holiday in Filey at the time so it was in the 103E that I eventually met up again with Richard at Mathewson's Garage in Thornton le Dale. After a quick look round and a gasp at the £10,000 'anticipated' price on an A35 van at their forthcoming auction, we made our way to Goathland in the centre of Heartbeat Country.

The sidevalves looked a picture outside Scripp's Aidensfield Garage and outside the General Store they created quite a stir. Many a heart missed a beat as memories flooded back for the countless tourists who took photographs in such a beautiful and nostalgic setting. They also relayed countless tales about past adventures and journeys taken in them and of course, nearly everyone had a relation 'who had one of those'! It was wonderful and brought great pleasure to the owners and tourists alike!

An overnight stay in Filey was followed the

next morning by open heart surgery on Ujeen as Glen, who knows a thing or two about sidevalves, set out to see if he could resolve the problem. Despite my unintentionally putting obstacles (literally!) in the way he eventually found what seemed to be the problem. It was not a fuel supply issue at all as I had thought – it was the condenser!

The afternoon saw us return to Sheffield (all in our respective 100Es) via the Reindeer where the Kent contingent joined the regular Yorkshire Regional Group meeting, sadly lacking in numbers because some of the regulars were unable to attend. It was nevertheless an enjoyable evening despite the awful weather and car journey to get there.

Wednesday saw the Kent connection return home – not without a few problems, I understand!

It was a great couple of weeks and hopefully members who are involved in the activities of regional groups will have found it interesting and enjoyable to read. But that was not the main reason for including such an account in this report. There are two other reasons that I believe justify its inclusion.

Firstly, it serves to illustrate that 'our' cars are there to be used, not just cosseted and displayed on a field – enjoyable though that can occasionally be. They are robust and capable vehicles that have journeyed, for example, from Kent to Scotland and back across some challenging and interesting routes. Yes, the speed and nature of modern traffic can be off-putting but often there are alternative and less busy routes to be taken, and with a comfortable cruising speed of 50mph or so, the 100E at least is well capable of dealing with most traffic conditions – as indeed can the Pop if either Bert or Nigel is behind the wheel! They are not museum pieces (I'm referring to the cars, not Bert and Nigel, though of course they're not museum pieces either!) and presumably we own them to be used and enjoyed.

Secondly, the whole adventure sums up for me what the FSOC is, or should be, all about! It's the means by which individuals from Kent, Gloucester, Yorkshire ... anywhere, in fact, can join together, help each other, enjoy each other's company and share the pleasures of a common interest. We all thoroughly enjoyed visiting and meeting fellow members in various parts of the country. I would urge all members to get involved with the club through their local Regional Group and take full advantage of all it has to offer.

Yvon Precieux

Pre-War Register

Registrar's comments

I am now back with a pre-war vehicle, albeit a 1938 three wheeler Morgan with the short block 8hp engine. The car was previously owned by Stan Bilous and he has done a sterling job in restoring the car from a pile of component parts. The vehicle has certainly been well maintained and it is a joy driving around the Wemyss Bay and Greenock area getting used to the non-synchromesh gears with double declutching. Photo 1 shows the car being taken from Streatham on its journey north.

Membership

We seem to have had a spate of new members but regrettably no register forms seem to be arriving on my desk, metaphorically speaking. It is a shame that pen cannot be put to paper and the emails in a lot of cases cannot be properly identified on the membership form, so regrettably we cannot put an accurate file of members' cars and changes on record. Please make an effort to complete the register form.

Freeing up a seized solid sidevalve engine

When the engine is in the car and you can't budge the crankshaft, the following may be useful as it uses the potential energy of the vehicle rather than one's own brute force. Once the cylinder head is off, soak the pistons, cylinder and valve area with penetrating oil several times a day for a few days. Next, jack the car up at the front a foot or so off the ground with a proper jack. Then with a socket, a solid socket bar and a length of scaffold pipe (a few feet long) attach the pipe bar and socket to the front pulley bolt. Position the attached pipe as a lever against the garage floor/ground on the passenger side angle wise and lower slightly, to provide a sufficient torque or turning force at the pulley bolt by using the car's own weight rather than one's muscles. The turning force on the bolt should eventually revolve the crankshaft with the pistons, given time and a soak of oil. Chalk a reference line

on the pulley and cylinder block so you can tell if the crankshaft pulley moves each time it is lowered. If it does not move, leave everything as is and check on it from time to time over a number of days. You should find the crank pulley will have turned ... unless it's one big block of rust. If necessary, reset this as needed until the crankshaft can be turned with a socket and wrench by hand.

8 and 10hp block castings

There were certainly other casting manufacturers of the 8 and 10hp engine blocks besides those made with the V8 at the Ford Dagenham foundry, hence some engine blocks had better quality casting control than others including those made by Ford. The majority of engines however come under what is known as a soft casting to bore easily on an industrial scale, and usually have adequate wall thickness left for normal vehicular use with a capable bore size up to the max of 60 thou. Being the most common blocks produced, they are also the most common type of engine castings still around today. Batches of engine castings were farmed out to foundries, particularly after the war years, and later in the 50s a variety of these chain engines can be found with a greater hardness with an increased resistance to cracking and wear. Due to their increased hardness, they can and will tolerate a larger bore without cylinder wall flexing than the softer blocks without any problem. Castings normally for strictly industrial applications have only today found themselves in cars. They can in some cases be actually slightly harder than the blocks mentioned so far and are more desirable when building an engine that will be raced.

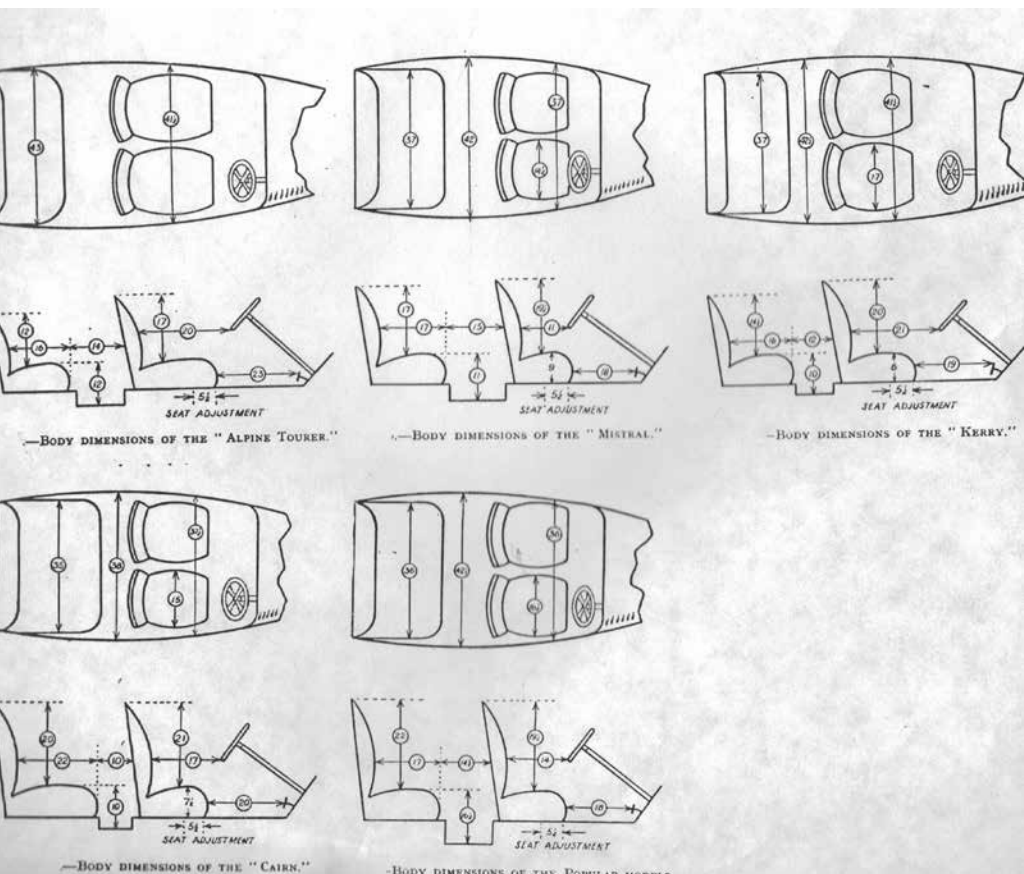
These exhibit a greater resistance to cracking and wear but such blocks are quite scarce. It is unlikely that some 8 and 10 blocks were made for military use in the Second World War, although it has always been held that the V8s for the military were cast with more carbon, vanadium and other hardening elements to meet the more stringent specifications. Certainly the V8 military spec engines were very hard to bore, being the longest wearing series block, and were the blocks of choice for the 60s hotrod American fraternity. The engine in my Ford 103E is one of the harder versions and so far has lasted for some 30 years or more with unleaded fuel since its introduction, and no additives, and although there is now a slight hint of engine fume, it still has plenty of puff and torque.

Body dimensions

Possibly in retrospect of its dire problems prior to the introduction of the Model Y, the Ford Motor Company wisely did not capitalise on its saloon success achievement, leaving the Y's further development to the specialist builders for which Ford was to monitor for its market strategy in future models. Considering the frailty of the Y chassis, when devoid of saloon bodywork, it is difficult to understand why coach building firms took such a liking to the new Ford's bare bones. However, one must not forget its superior design and strength factor then in comparison with those of its rivals. Furthermore, the chassis simplicity and ruggedness of its mechanicals made it ideal, less complicated and moreover reasonably profitable to fit a sports body and speed equipment, lending itself superbly to coach



Photo 1



the Eagle tourer body built by E.J. Newns, a company noted to be in the Surbiton area of Surrey from 1924, although it is feasible that the company could have been around earlier at Long Ditton. The company bodied various vehicles from various car companies and by the 1930s, due to the depressed situation, took also to producing tourer bodies for the Ford dealerships, supplying a two- and four-seater tourer on the Model Y chassis. Using the brand name Eagle, its best known product years for the Ford tourer were between 1934–36, when it exhibited its products at Olympia. The body was advertised as the most convenient small body yet designed, an advertising gimmick one could not get away with today. Available at £160 pounds on the Ford Y chassis, it was also advertised as a body only for the sum of £60 pounds. Further comments included ample room for four persons with the added bonus of being able to be converted into a sports two-seater in a matter of seconds. The manner in which this was done was to fold down the back seat squab into the rear seat cushions. Other attributes to the model included bucket-type seats, a screen folding down to the scuttle, leather upholstery, adjustable Leverall fittings, a mirror, cut away doors, Ashby steering wheel, screen wiper and a sunken spare wheel-shaped rear panel. (Photo 3)

builders of the time who did not disgrace their trade. Upholstery usually matched bodywork and trim in some models was available with pleated pockets. Special effects include, where applicable, pneumatic cushions, highly polished wood fillets and even a disappearing hood mechanism. (Photo 2)

attractive sports/tourer bodies on the Model Y rolling chassis, which they obtained direct from Dagenham. One of the most obscure was

The Eagle Model Y Tourer

The Ford Motor Company, from its earlier problems with component parts of the Model Y, frowned upon others using the Model Y chassis on its own, with Sir Percival Perry decidedly objecting to a Model Y tourer being a Ford product – although as far as I am aware at least one was built for consideration. The ladder chassis of the Model Y on its own with an open body was known to be prone to twisting, the Ford Motor Company maintaining that only a totally enclosed vehicle would be sufficiently rigid for the doors to stay closed in transit. Hence no Model Y tourer or sports car was marketed by the Ford Motor Company. Not surprisingly, this did not go down too well with the Ford dealerships, who were struggling to sell the Ford saloon cars against stiff opposition from other manufacturers deep in the depths of the Great Depression period, hence on their own backs they commissioned local coachbuilders to design and produce

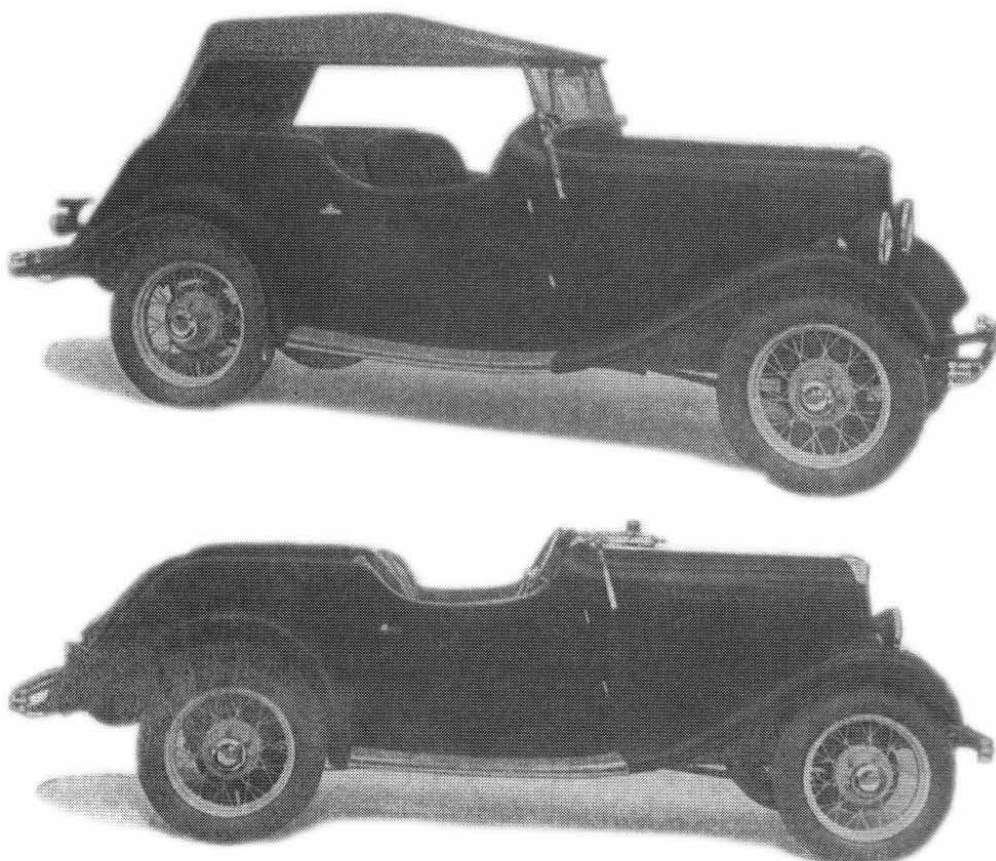


Photo 3. Two-four seater on 8hp Ford. Top: as a four-seater. Bottom: Concealed hood, as a two-seater.

Tony Lloyd

100E Register

High mileages

I have had an email from Jim Norman about high mileage cars. He owned a 1961 100E Popular XTP107 that made 222,462 miles before being taken off the road. To put that into perspective, it would almost have got you to the moon. However, you would have had to have space walked a few times for engine rebores and to change piston rings. A car that would have got you there is a 107E Prefect DFF 823 (another of Jim's cars), which made 267,759 miles. You would have been on your way back before it expired.

Long ownership

1956 Prefect 375 GNO was owned from new by Stuart Battersby's wife's grandfather. The engine for this car was run in on the bench at Dagenham. Stuart got hold of the car from a cousin who had been given the car when grandad passed away. By the time he had got around to restoring the car it was past redemption, so rather than scrap the whole car a replacement body was obtained and everything from grandad's car was transferred to the 'new' body shell. Unfortunately, the registration had to be the one that was attached to the replacement body, but the heart and soul of grandad's 60-year-old car lives on in JFO 261!

Glen Woolway has a claim to be the youngest longest owner of a 100E, having owned his 100E Escort YOK 699 from the age of 13 in 1971. However, the longest ownership must go to John Farrer with his 1956 300E estate converted van which he has owned since it was two years old! That by my reckoning is an incredible 58 years.

New to the register

New to the register this issue is 1957 green Prefect SSJ 819, owned by Derek Lewis of Pembrokeshire. Derek says that he bought it as



a runner that looked in reasonable condition. However, on close inspection there was lots of filler hiding lots of rust and a full strip down was commenced. This resulted in new inner and outer sills, front and rear repair panels, rear valence and offside inner wing being fitted. It has now been repainted inside and out and

underneath. Derek hopes to have it back on the road this summer but there are still a lot of mechanical bits to do. SSJ 819 is not the original number – it has previously had two other incarnations. 227 JLB was the original number, and it then became AVH521A before settling for the present number.

Tony Lloyd

107E Register

The DOE Diary

Graham Johnson: Welcome to the next instalment of The Diary. No teasing this time! In February, I promised to update you with news of what I had done with the tyres and radiator. Let me deal with the tyres first.

DOE was, until last summer, standing on the same set of radials that had last seen active service in 1980, when the car was still on the road. Since then, on rare occasions, usually when I needed to move the car from one location to another, I have pumped up the tyres to an approximately round shape. However, most of the time the tyres have stood for years whilst literally flat at the bottom! Unbelievably, the front nearside was the one corner that never seemed to go down, but by last summer the rear offside was set rigid, flat as a pancake. It will not surprise you to know that all the tyres displayed deep sidewall cracks.

Anyway, a couple of years ago in preparation for beginning work on my 107E, I bought a spare set of wheels from local FSOC member Andrew. Over the last year or two, I had also paid DOE a couple of visits, firstly to soak the wheel nuts in release oil, then secondly to slacken them off – so I knew seized nuts would not be a problem!

The eventual plan for DOE is to have a good set of tyres on the original refurbished wheels and a spare set of boots for standing on during the winter. With that in mind, I took the rims I had bought off Andrew to a small local tyre outlet and, for a small consideration, had four second-hand tyres put on. That makes it sound easy but it was not. The chap could only find four 13" tyres and they were all different profiles! Consequently, DOE is now sporting the following rubber:

- Pirelli 185/55 (circumference 66")
- Goodyear 135/80 (circumference 67")
- Dayton 165/70 (circumference 69")
- Centaur 175/70 (circumference 71")

Before any readers get worried, let me reassure you that this combination is purely

a means to an end and will not be used for driving on the road!

Back to the story... On a hot summer day I went to my lock-up and changed all four wheels, pairing the two smallest diameter and two largest. Due to restricted space between the car and the wall each side, it took me nearly two hours to do the job. The front wheels were not too bad because I could get the trolley jack in from the front, but the rear wheels took ages. I wanted to jack under the axle just in case DOE has any corrosion anywhere. Getting the flat tyres off was okay but the jack was not lifting high enough to get the round tyres on, so I had to rest the rear drums on wooden blocks, then put 2" of timber under the jack for stage two.

Another little problem that cropped up was that 13 of the 16 wheel nuts were 3/4 AF whilst 3 (all on ROS) were 11/16 AF. A friend at the Coventry meeting suggested the 11/16 nuts were off a 105E. Can anyone confirm the suggestion, and if anyone has three spare nuts (or wants to swap them for 11/16's) could they let me know, please.

With the 'new' tyres fitted, I pushed DOE back and forth in garage - the first time it had moved in many years!

Having dealt with the tyres, I turned my attention to the radiator. Unable to remember whether it had previously been drained, or whether it had just lost its water through frost damage, I poured a litre in and nothing came out – but was the radiator blocked halfway down? Not wanting to stress the hose connections, I used a hacksaw to cut through the hoses. An encouraging sign was that as soon as I broke through, the bottom hose water came out.

Easily undoing the four fixing screws, I removed the radiator and took it home. Photo 1 shows the radiator as it came out of the car, before cleaning it up. In the garden I reverse flushed it until the water ran clear, then carefully cut off the hose ends. To check for any obvious leaks I supported the radiator so it was lying



Photo 1



Photo 2

flat, then filled it with water just to the lip of the two hose connections. After 90 minutes no water had been lost, so at least I know there is not a big split anywhere. Of course, under pressure water may get out somewhere so at some stage I will pressure test it. I will update you on that in a future Diary.

The drain tap did not want to budge and I did not want to force it and risk breaking something. After a week of regularly applying PlusGas I was still not able to turn the tap by hand, so I needed tougher action.

I propped the radiator at an angle and filled the bottom with water, then got my (powerful) heat gun from the tool rack. The water was to lower the risk of melting anything. A brief application of heat and gentle twisting with pliers and the tap turned without any bother – hooray! Over the next few days I regularly applied more PlusGas and turned the tap by hand. It became freer and freer each time so should be okay now. I just need to clean it up now, but that is for another day. Photo 2 shows the tap just after I have managed to get it to turn.

Andy Main

Anglia, Prefect and Pop Register

Registrar's comments

The AGM was again a good place to chat with other members, but I missed chatting to our intrepid Scandinavian international contact Håkon Øverland, who has been a regular attendee but was unable to attend this year due to other engagements.

Driverless cars could become commonplace in the next decade according to the media, and were also included in the Queen's Speech within the Modern Transport Bill. With perhaps more pressing parliamentary bills to be passed at the moment, will this be dropped? Will this modern technology be able to avoid potholes and top surfaces that have lost a layer of tarmac?

I would like to thank Rex Berrecloth for taking the time and trouble to write Stewart's Story. I am always pleased to receive articles, updated photographs for the register files.

New members

We welcome one new vehicle to the register: Philip Morrison, residing in Germany with his recently acquired fawn 1953 E494A Anglia, the original English registration being unknown to the register. Changing register owners is Barbara Shea from Kent with her recently acquired 1947 E93A Prefect.

Angie celebrates St George's Day

St George's Day may not have such a high profile as some others but is celebrated across England in different ways. In Sittingbourne, Kent the 2015 celebration was held on Saturday 25th in the High Street with a display of classic vehicles, community stalls, and an appearance by St George and a dragon!

Local member Les Harris displayed Angie, his 1953 E494A Anglia, which was first registered on 24th April, the day after St



Photo 1

George's Day (photo 1).

Angie was named by her first owner, who lived in the same road as Les in Sittingbourne and used her almost daily until the end of February 1978 when he decided to retire from driving. Angie was then stored in a neighbour's garage until 1982 when she was given to Les, having been evicted from her garage due to a change in ownership of the property.

Angie was on the Kent Group stand at the Heritage Transport Show at the Kent Showground at Detling, an event that is becoming very popular as it also includes a large bus rally which this year celebrated the

100th anniversary of the East Kent Road Car Company Ltd, which is now part of Stagecoach South East. Stagecoach displayed two modern buses, one in traditional livery and the other in a modern style using traditional colours.

Popularity contest

I first met Fred Tutt in March 2009 when I went to inspect his 1954 103E Popular (photo 2) to obtain a non-transferrable age related registration. Fred purchased the Popular from Guildford with a view to having it restored for his middle daughter Emma's wedding in 1994.



Photo 2

However the plan was overtaken by reality and it remained in storage until Fred retired and had the time to devote to the project with the help of his neighbour, Tony Croxall.

The Pop featured in an article, 'Popularity contest' in the February 2012 *Classic and Sports Car*. 'If you wanted your upright Ford to stay that way, fitting Leslie Ballamy's suspension was the top solution. But did it work? John Pressnell compares a hot LMB equipped Popular with a standard car.

The LMB equipped Popular was 717 BNO, a late 1954/early 1955 licensed in Essex and unknown to the register. Not only fitted with LMB split beam independent front suspension, the engine was fitted with an Aquaplane head, an Aquaplane inlet manifold to take a second Zenith carburettor and other parts to give it extra power.

The comparison test was set up by Tony Russell, a long serving Surrey Regional Contact and author of *Out in Front: the Leslie Ballamy Story*, available from the club at £21.60 which includes postage and packing. See the regalia list.

Les Ballamy died in 1991 and LMB parts are now virtually unobtainable, and therefore expensive when found.

Fred's Popular performed well with the right amount of free play on the steering, with Tony describing it as one of the best he had driven.

I next met Fred last year when he attended

a Kent Group meeting with Tony Croxall, and he is now the Surrey Regional Contact, so do support him or your local group if you can.

Patrick Moore

The June and August 2015 editions featured the E493A Prefect of the late Patrick Moore. I enquired as to who now owns GPN 924, 'The Ark'?

I have since been informed that the new owner from South East London was a club member for a short time and sold the registration. It is a great shame that part of Patrick's Prefect's history is now lost. If Patrick had owned a more upmarket car, would the registration then have been sold?

Calcutta 1964

Photo 3 shows an E493A Prefect in a busy street in Calcutta, India, 52 years ago.

Register 25 Years Ago – Sidevalve News August 1991

Terry Vowles drove his 1954 103E Popular from Londonderry to Berlin, a journey of 823 miles via the Larne ferry, down through Scotland and over the Pennines to Hull for the ferry to Rotterdam. Through Holland and into Germany

and along the old Berlin corridor and not to be stopped by the Russian troops at the checkpoint seemed odd. Terry had driven his Pop all over Europe in the last 14 years.

Ben Scott from Arundel, Sussex with his 1954 103E Popular was going to participate on a 5,000 mile journey providing he could get sponsorship, along with another 13 cars from England.

Neil Oram from Drumnadrouht, Inverness-shire came down to the spares day in Oxfordshire in his 103E Popular.

Graham Bachfold wrote about his efforts to buy his classic Ford and after a few disappointments eventually obtaining a little gem which his son told him about, a 1959 103E Popular.

Bernie Humphris from Essex was restoring his 1952 E493A Prefect which he called Thelma. After standing in a garage for 14 years it needed a total rebuild. An unusual photograph was of Thelma lifted high in the air at the rear – the photographer must have laid on his back to take the shot.

On Merseyside resided Toby, a 1951 E494E Anglia, and Monty, a 1962 100E Popular owned by Ian Lee.

Registrar's comments: it is interesting the names that we give our sidevalves. Do we name our modern vehicles? Few paint the names on their sidevalve, unlike the Eddie Stobart lorries.



Photo 3

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)	£1.25
Running In Instruction Sticker (100E).....	£1.25
Running In Instruction Sticker: First 500 miles (100E)	£1.25
Window Sticker-FSOC design.....	£1.15
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.....	£1.50
FSOC 30th Anniversary Sticker	£1.16
FSOC 40th Anniversary Sticker	£1.20

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, June, August	

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.....	£2.20
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.75
FSOC Grille Badge: Round or Square	£13.50
Register Grille Badge: Popular/Prefect/100E/107E	£13.50

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.....	£18.20
<i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL;</i>	
<i>Navy in Med/XXL; Sky Blue in Med/L/XL; Red in Med/L/XL/XXL; Black in Med/L/XXL</i>	
FSOC Polo Shirts embroidered in script.....	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
FSOC Sweat Shirts embroidered with FSOC logo.....	£19.50
<i>Royal Blue only in Med / L / XL</i>	
FSOC Polo Shirts embroidered with FSOC logo.....	£14.60
<i>White or Royal Blue in Med / L / XL only</i>	
FSOC Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White)	£31.00
<i>Embroidered with FSOC logo Med / L / XL</i>	

T-Shirts

Model designs – 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	£1.15
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).....	£4.20
FSOC Woven Tie	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
<i>Dusters: Yellow duster printed with various sidevalve models around border,</i>	
<i>Club logo in Centre</i>	
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	Rear Hub Bearing including outer race	
68-1236-A	(fits E83W only).....	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W).....	£180.00

Braking System

YE-2019A }	Brake Shoes (set of 4 – not E83W – return old shoes with order).....	£59.95
CE-2019B }		
7W-2019 }		
YE-2019A }	Brake Shoes (set of 4 – E83W only, return old shoes with order).....	£69.95
E83W-2019		
Y-2035		
Y-2035	Spring (brake retracting)	£6.05
7W-2035	Spring (brake retracting) (set of four) Model Y.....	£20.00
7W-2035	Spring (brake retracting) not E83W	£5.15
7W-2035	Spring (brake retracting) (set of four) not E83W.....	£18.50
E83W-2035	Spring (brake retracting) E83W only	£7.00
E83W-2035	Spring (brake retracting) (set of four) E83W only	£23.00
Y-2036	Spring (brake retracting) short	£6.50
7W-2116	Pair Front Brake Dust Covers including Thackery washers.	
	Fits all models except Models Y and C. Please specify model	£10.20
7W-2205	Rear Brake Dust Covers	
	(pair, fits all models except Models Y, C and E83W).....	£13.95
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 1/4" Thackery (double coil spring) washers (not E83W)....	£2.66
119290 – ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only.....	£2.22

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	100E-6521	Gasket, valve chamber cover	£5.00
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50	Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
YE-3332	Trackrod End Dust Cover (each, fits all models)	£4.95	Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25
YE-3332	Trackrod End Dust Cover (pair, fits all models)	£7.50	Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50	Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
YE-33111	King Pin Set, complete (Model Y)	£70.00	Y-6610B	Oil Pump Gear (fits all engines)	£4.95
CE-33111	King Pin Set, complete (Model C)	£70.00	YE-6623	Oil Pump Screen (fits all engines)	£9.77
7W-33111	King Pin Set, complete (7Y, 7W, Anglia, Popular, Prefects, 5cwt vans)	£79.95		Stainless steel dip stick tube	£30.20
E83W-33111	King Pin Set, complete (E83W)	£59.00		Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£55.00
Y-3446	Front axle A-frame Bush (fits all models)	£6.85		Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
7W-3590-A	Arm (steering gear) fits models 1937 to 1949	£20.00		E93A 10hp Piston Set including rings(s, +0.020", +0.030", +0.040")	£205.00
YE-3616B	Horn Button and Nut (Y model)	£8.20		E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.85		3-Ring 10hp Piston Ring Sets (+0.020" only)	£20.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£26.00		Small end bushes (set of 4)	£27.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size	£2.75		8hp decoke gasket set (1932-34)	£35.00
E493A 4050	Retainer (rear axle shaft grease)	£9.95		8hp decoke gasket set (1935-1953)	£45.00
Y-4217	Bolt (diff gear case)	£5.20		10hp manifold gasket	£7.75
18-4217	Bolt (diff gear case)	£5.40		Manifold stud	£5.95
Y-4243	Key (rear axle shaft)	£6.00		Manifold stud (set of 4)	£21.00
EB-4245-A	Retainer (rear axle shaft grease)	£10.25	E15-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95
Y-4507	Gasket (torque tube to differential housing cap)	£1.78		Conversion gasket set (E93A 8hp and 10hp engine)	£29.95
7W-4507	Gasket (torque tube to differential housing cap)	£1.78		10hp cylinder head gasket	£19.95
Y-4515	Gasket (universal joint housing cap)	£1.69	YE-24052C	Studs (Cylinder head) set	£34.99
E93A-4607	Pin (Drive Shaft)	£2.20		Set nuts for cylinder head studs	£4.00
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00	Clutch and Gearbox Parts		
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.55	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.50
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.99		Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-4655	Torque tube bearing sleeve	£9.95	Y-5102	Main Drive Gear (8hp)	£35.75
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.50	YE-7015	Main Drive Gear (10hp)	£38.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.50	Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00	7W-7050	Retainer (main drive gear bearing)	£17.50
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00	7W-7052	Seal (main drive gear bearing oil) assembly	£5.00
	Front Offside Shock absorber (E493A, E494A and 103E only)	£115.00	YE-7059B	Mainshaft and Bush	£35.50
	Front Nearside Shock absorber (E493A, E494A and 103E only)	£115.00	Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
	Rear Offside Shock absorber (E493A, E494A and 103E only)	£115.00	YE-7071B	Washer intermediate gear thrust washer	£7.60
	Rear Nearside Shock absorber (E493A, E494A and 103E only)	£115.00		Baffle (main shaft oil)-front	£1.25
	Front Offside Shock absorber (E83W only)	£95.00	E93A-7085	Rear Bearing Retainer	£19.75
	Rear Offside Shock absorber (E83W only)	£95.00	Y-7086	Gearbox rear gasket	£4.50
	Front Nearside Shock absorber (E83W only)	£95.00	Y-7111	Layshaft	£42.40
	Rear Nearside Shock absorber (E83W only)	£95.00	103E-7114	Counter Gear (10hp)	£76.95
	Suspension Buffer (fits all models except Model Y)	£24.00	Y-7119	Washer (Counter shaft gear thrust)	£6.35
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£80.00	CE-7141	Reverse Gear	£29.95
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£80.00	YE-7222	Selector Housing	£19.50
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£145.00	Y-7223	Gearbox lid gasket	£2.50
			Y-7523	Clutch return spring	£6.90

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/	Perfect and 7W stainless steel exhaust system.....	£199.00
E93A-5255-C		
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system.....	£190.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp	£9.95
	Exhaust fitting kit to fit Perfect, Anglia and 103E Popular.....	£39.95

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.....	£2.00
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
E93A-6510B	Pair Valve guides.....	£45.00
E93A-6510B	Four Valve guides.....	£85.00
	Valve guide (per set).....	£170.00
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35
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).....	£1.50
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 Set including rings(s, +0.020", +0.030", +0.040")	£205.00
	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

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.50
Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£49.95
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear.....	£1.25
7W-7050	Retainer (main drive gear bearing).....	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly.....	£5.00
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
YE-7071B	Washer intermediate gear thrust washer.....	£7.60
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.75
Y-7086	Gearbox rear gasket.....	£4.50
Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp).....	£76.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.35
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.50
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring.....	£6.90
7W-7533	Clutch linkage clevis pin.....	£2.60
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
YE-7563B	Clutch Cover - All models, except E83W (exchange - send with order).....	£67.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£76.00
E74-7580A	Clutch release bearing-All models.....	£15.50
E70-7600-A	Clutch Pilot Bearing.....	£7.25
C-943070	Gear Lever Gaiter (except E83W).....	£25.50
E83W-943070	E83W Gear Lever Gaiter.....	£24.99

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) £45.50
	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
E93A-9369	Fuel Pipe (petrol pump to carburetor) £11.75
YE-9374	Gasket (fuel pump to cylinder) £1.60
YE-9414	Washer (petrol pump pull rod oil seal) £0.95

7W-9425	Inlet Manifold (10hp).....	£29.00
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)	£1.35
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).....	£14.50
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).....	£1.70
BE-11450	Starter Switch	£28.00
11930-E57/8	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).....	£1.62
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£1.42
CE-13101	Spring (headlamp focusing)	£1.60
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)	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
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)	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet)	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet)	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors)	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof)	£28.50
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/5cwt van-shafts and barrels not included)	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£19.50
C-943658	Grill Trim Retaining Clip (7W, E494A, E494C, 103E)	£1.00
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)	£16.95
	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
	Front brake shoes 8" diameter, set of four	£35.00
100E-2018-C	Front shoe return spring kit (axle set)	£21.50
100E-2035	Adjuster repair kit (front).....	£22.00
100E-2038	Wheel cylinder 1957 onwards right hand side	£12.50
100E-2061-B	Wheel cylinder 1957 onwards left hand side	£12.50
100E-2062-B	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2062-A		
100E-2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
/ 02062-B	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
204\$-2068/71	Hydraulic flexi hose	£13.25
E0A-2078	Girling master cylinder.....	£83.00
100E-2140	Non Girling master cylinder.....	£39.95
100E-2140	Master cylinder retainer	£4.50
100E-2185B	Master cylinder repair kit.....	£12.50
E66-Z-1		

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
	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes)	£32.00
100E-2220-C	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-B	Rear wheel cylinder 8" (57-62).....	£22.00
100E-2261-D	Rear wheel cylinder fitting kit axle set (55-62).....	£10.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
204\$-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
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-DBB.....	£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".....	£35.50

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

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
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.....	£6.50
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

E66-Z-1	Master cylinder repair kit.....	£12.50
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£15.50
E149-Z-1	Slave cylinder repair kit, 100E only.....	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
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 *)	£68.00
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).....	£45.50
	Fuel pipe (pump to carburetor).....	£11.80
	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.....	£3.75
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	
100E-134641-C	includes fixing screws	£12.95
50563-S	Pair of rear red tail light lamp lenses	£22.60

Ignition System

	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.50
	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
	Set of four spark plugs.....	£13.00

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.....	£16.00
	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

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

1938 8hp Ford Eight Model 7Y. Solid car with many original features. Good tyres, new floor and new battery. Paint is a little tired, would benefit from re-spray. £3250 ono. Wiltshire. Tel: Chris Gough on 07900 570396 or email: chrisgough123456@yahoo.co.uk.

Post-War

1952 Anglia. 10hp engine (1000 miles since rebuild). 12 volt. Export water pump. Electric fan. Maroon over Black. Reconditioned interior. Email me for in-depth details and photos. V.G.C. £4250 o.n.o. Contact Gerald Pollard. Tel: 07836 630669 (Mirfield, Yorks). Email: geraldopat@btinternet.com.

1955 103E Popular. Very good original condition, windscreen, rear screen, roof panel and headlining replaced, runs and drives well. Bad points: speedo sticks and fuel gauge reads faulty. £3,950 ono. Contact Rob Colyer. Tel: 07801537505. Email: rob.colyer@hotmail.co.uk. (West Midlands)

1954 Popular 103E Grey. In lovely condition with new professionally rebuilt engine (£2300). New roof canvas, headlining, carpets, tyres, suspension parts, exhaust and more. Only 3000 miles since rebuild. All receipts. £4000. West Dorset. Tel: Richard Hayden on 01308 867188 or email rhayden53@yahoo.co.uk.

1961 100E Popular De Luxe. Linden Green. MoT November. Regularly used. Very good drive. Well maintained. Owned by us for 45 years, so looking for a good home. Many spares. £2000. Saffron

Walden, Essex. Tel: Peter Cowper on 01799 527161 or email: petercowper@btinternet.com.

1958 Anglia 100E. 31,000 miles. White. No rot or welding. Waxed. Original engine, paint work and interior. Axle seals, windscreen rubbers, hydraulic parts, wipers and gearbox mount replaced. Various spares included: starter, ignition parts, brake shoes, belts, hose, etc. £2250. Surrey. Tel: Alan Ruffle on 01293 78427.

1959 Pattisson roller and tractor. Pattisson 3B RCT Cricket-pitch roller and tractor. Originally purchased by Esher Cricket Club, Surrey. Road registered and V5 included. Historic vehicle. Reg. no. 331 YUX. Ford 10hp sidevalve engine and gearbox. Superb runner and in show condition. Front rollers, easily and quickly interchangeable with the aid of a pallet truck. Offers over £1500. Tel: Robert Boddington on 07903 991369 or 01733 205241.

Commercial E83W pickup. 1956. Excellent condition. Green with black wings. £8500. Tel: 01452 371832 or email richardthornhill46@btinternet.com. (Gloucester)

Wanted

Useable E93A or E493A Prefect. Long term club member and ex Regional Organiser, John Crowe is looking to acquire an upright Prefect to cherish and keep alongside his E83W van and other classics. Must be on the road. If you need a good loving home for your Prefect then please contact John on 01948 663768 or email: john.crowe555@gmail.com. (Whitchurch, Shropshire)

Spares wanted

Early 103E/Anglia three spoked steering wheel. Good or repairable to buy. Tel: Alwin Harrison on 01423 780645. Email: alwinharrison@hillsiders.co.uk. (North Yorkshire)

Pair of front stub axles for a Ford E93A. New or used would be fine. Can pay postage or collect.

Tel: Robin Shackleton on 01359 251051. Email: robinshackleton@hotmail.co.uk. (Suffolk)

E93A chassis members. I'm after an E93A gearbox cross member or donor chassis sections for spares. I am currently rebuilding a 1953 Ford Prefect Utility E493A, so anything considered. Tel: Stewart Curtis on 07968 161753 or email stewartcurtis52@hotmail.com. (Brackley, South Northants)

Upright rear axle. I need a rear axle for an E93A/103E or any Upright. It's for refurbishment (for my special) and I'm aiming to fit a high ratio crown wheel and pinion for same. Will collect within 100 miles of Kent. Tel: Roger Ashby on 07769224275 or 01634 388014 or email: templeton19@btinternet.com.

Wanted for 1957 Prefect: the chrome 'prefect' badge that fits on the rear under the boot lid, an o/s outer rear door handle and the later shape rear bumper. Please call Robin Howells 01299 823584 after 6pm. (Worcs)

Headlining for 1955 Prefect. I need to locate someone to re-trim the seats and door panels (all in good condition except the driver's seat). Contact: Tony Whitehouse Tel: 07720 893369 or email tony_whitehouse@ntlworld.com. (Stafford, ST17 OLR)

Ford Popular 103E wings, inner wings 1954. Tel: Steve 07712062339 or email ssplant@hotmail.co.uk.

Spares for sale

Tow bar from 1957 100E Prefect complete with electrics. £40 (100E / 107E). Please phone Robin Howells 01299 823584 after 6pm. (Worcs)

Upright back axle as removed from a Pop or Anglia with brakes prop shaft and tube. £40. Contact David Frost on dave.frost2@virgin.net or call 07930 305376. (Essex)

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:

Pop Shopper,
PO Box 1172,
Abingdon S.O.
OX14 5WA

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.



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, Whittlesey, Nr. Peterborough, Cambs. PE7 1TX. Email: events@fsoc.co.uk.

Website/Pop Shopper: Sally Litherland, PO Box 1172, Abingdon, SO OX14 3WA. 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: prewarregister@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 Clipping 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) and Peter Richards (01283 712503 or 07950 733467. Email: rarebitrichards92@sky.com). *Last Thursday: The Greyhound Inn, Woodville, Derby. 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 Buccleugh pub in the centre of Waterfoot (between Bacup and Rantestall) 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@nighthandconsultants.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 Bennick 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: fosterlesliew@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: williamconell@eircom.net.

Malta: Reniel Pisani, 'Our Nest', St. Georges Road, Għaxaq, 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.

Ian Woodrow

Specials and Sports Car Register

A warm welcome to new club member Adrian Stevens, who has recently inherited a Ford Cannon. Adrian's father was given the Cannon as a wedding present by his bride in October 1959, and his mother and father competed in it in various trials events. The car competed from 1960-63 and made the RAC Trials Championship Finals in 1962 alongside the top 20 cars for the year.

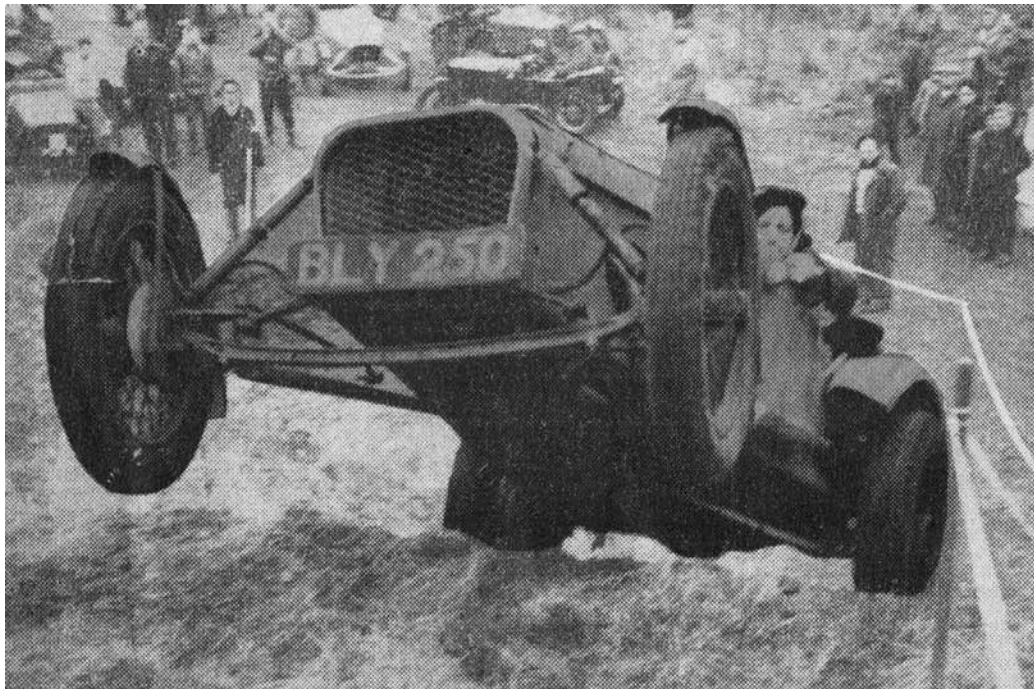
His father later went to live in Rome, taking the Cannon with him. (Whilst in Rome the buff logbooks were phased out.) His father remained an ex-pat, working all over the world, moving on from Italy to the Far East and finally retiring in France.

Only at his father's funeral in October 2010 was Adrian made aware of the Cannon's possible existence and so he managed to trace it to a barn outside Rome where it had been laid up for 30 years.

Adrian brought it back from Italy and has now restored it to a fully roadworthy condition. He is now in the process of applying for a new V5 with its original number as the registration has significant family history and emotional value.

Fortunately, Adrian's father kept all the papers/insurance letters/buff logbook and various period photos, trials result sheets and newspaper clippings.

The car came back from Rome in a remarkably preserved state. It had only done about three seasons competing in England before it went with him the 1000 miles south



Cannon, March 1962

to live in a warm climate. It was used sparingly and laid up in a neighbour's barn. Apparently he had always said that he would restore it in his retirement but it never happened. It came back from Rome with two engines, two gear boxes and various spares including an aquaplane manifold, and has now been fully restored and recently passed its MOT. It's an early Cannon with the shorter nose.

Historic Sporting Trials Association (HSTA) 5th Anniversary Trial

The HSTA continues to grow with 57 entries for the 5th Anniversary Trial at Long Compton on the 7th May. When the Association was founded I can't imagine that anybody expected these trials to prove so popular; the number of entries has still not peaked as the Association knows of a number of cars being rebuilt or restored. Like any successful organisation the success of the HSTA is due to a few enthusiastic leaders, especially Martyn Halliday

who works continually to promote the sport.

The Anniversary Trial was held in the beautiful rolling countryside around Long Compton in the Cotswolds. The venue is set deep within sheep-filled farmland and offers spectacular views of the surrounding area. The site is huge and offers a tremendous choice of sections on the lush grassland banks.

The HSTA team had laid out 10 long sections which were to be attempted twice during the day. As the competition began it became apparent that the damp grass was catching out many. The secret to driving on wet grass is to create pace without inducing wheel spin, and when the driving wheels start to spin, to back off the accelerator and 'trickle'; easier said than done as the natural reaction is to accelerate.

There were 25 cars in the event powered by 1172 sidevalve engines, a mixture of E93A and 100E. The winner was driving a 1172 Cannon.

For more information about the HSTA and forthcoming events visit their website: www.hsta.co.uk.



Cannon in action



Cannon, early days



Adrian's Cannon now

Andy Main

Specialist Applications Register

Thompson Brothers Refueller Part 3: the Mk V

The Mk V introduced during WW2 for the Air Ministry was again a three-wheeler, but with a higher capacity of a 500 gallon tank of petrol and a 50 gallon tank of oil. It could refuel an aircraft at the rate of 20 gallons per minute. Powered by an E93A 10hp, engine the Mk V is 17ft 5ins long, 6ft wide and 6ft 5ins high.

Following a tip-off back in 1997 I visited a haulier's yard in West Sussex, and found and photographed this derelict example (photo 1). The maker's plate dated the refueller from 1946 with an E93A 10hp engine. Service and civilian history is unknown to me except that the London registration series issued from July 1966: this is assuming the plates are for this refueller? Perhaps in 1966 it was sold from military use and used on an airfield in the London area, which included it travelling on public roads?

Nearly twenty years later I have not been back to the yard, so have no idea if it is still even more derelict, been broken up or

restored? Is it recognised by anyone?

I am most pleased to receive photographs of refuellers in any condition.

South Yorkshire is the home to a Mk V which is on display at the South Yorkshire Aircraft Museum. The South Yorkshire Aircraft Museum moved to a larger site from Home Farm, Firbeck near Worksop to the former site of RAF Doncaster in 2000 and adopted the name AutoVenture. It reverted back to the South Yorkshire Aircraft Museum in 2013.

Nigel Hilling visited AutoVenture in 2009 and photographed the refueller in the standard late wartime RAF colours (photo 2).

The service history is unknown although the maker's plate records the serial number as 24110/43 and a delivery date of the 14th March 1944. It was bought by the RAF Museum Hendon at auction at Blackbush, Hampshire in the 1980s and donated to Brooklands Museum in 1993. It then went to Bletchley Park, Buckinghamshire in the motor transport section before being purchased by AutoVenture in March 2003. Has anyone photographed it at any of these previous locations?

To be continued.



Photo 1



Photo 2

Stuart Battersby

Publicity & Social Media

I continue to submit articles to my press list and we are getting the odd item published here and there. It's a fact of life that, rightly or wrongly, our little sidevalves don't get the column inches that Jaguars, MGs and TRs do. The editors of all the magazines do seem to have a soft-spot for our Fords and an interesting piece will always get some coverage. As always, please send me any ideas that you have and I will certainly try to get them published.

Readers of *Vintage Tractor and Machinery* will hopefully read of Robin Thake's success in reviving a device known as a 'Bean Implement Tractor', which uses a Ford 8hp engine. (See photo.)



Bean Implement Tractor at Bloxham

I am delighted that Sally Litherland has now assumed control of our new website. Sally is very conscientious and fast working, and her spelling and grammar are far better than mine! She has also taken responsibility for Pop Shopper and the new website seems to be generating a lot of interest in that area. The timing of online publication of advertisements also seems to be working in terms of not interfering with adverts in the magazine.

Facebook continues to provide interest, entertainment and advice to members. We have 110 Club Members using the 'Members Lounge' for advice, guidance and general chatter. The Public Area has 656 members who are showing interest in our cars and club.

We are getting some incredible photos submitted via the Facebook group. If you need any help with Facebook, then please don't hesitate to contact me.

Shirley Wood

Minutes of the Twenty Fifth Annual General Meeting of the Ford Sidevalve Owners' Club Limited

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 18th June 2016 at King's Stanley Village Hall, Marling Close, Broad Street, King's Stanley, Gloucestershire. GL10 3PN. Thirty four members were present.

John Porter took the chair and welcomed the members to the twenty fifth Annual General Meeting of the Ford Sidevalve Owners' Club Limited.

John expressed his thanks and those of the Committee to Peter and Leonie Asquith who had organised the venue for the AGM and the road run to take place at the end of the meeting.

1. Apologies for Absence

Apologies were received from Stuart Battersby, Mark Bradbury, Brian Cranswick, Chris and Angie Lambert-Dowell, Sally Litherland, Tony Lloyd, Yvon Précieux, Dave Prosser, Jeremy Ray, Ian Rook, Fred Tutt, Joe Wheatley, Mike Whitworth and Sylvia Wood.

2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 20th June 2015 at the Wortley Hall, Wortley, Sheffield, South Yorkshire, S35 7DB were accepted by the meeting.

3. Matters Arising

There were no matters arising.

4. Annual Reports of Directors and Committee Members

a. General Secretary (Shirley Wood)

Shirley Wood thanked the members who had taken the trouble to attend the AGM. She also thanked Peter and Leonie Asquith who had organised the event on behalf of the Club. She reminded the membership that the Ford Sidevalve Owners' Club Limited was an organisation owned by the members and run by the Committee on behalf of the membership.

The AGM was an opportunity to talk to the Committee both during the meeting and outside of it.

The Club continued to provide an excellent service to its members despite the difficult economic climate. 2015 saw a decrease in the membership numbers and so far the membership numbers this current year are on par with this time last year. The membership numbers affect everything the Club does as it provides the main income for the year which has to pay for the magazine and other Club activities. The Committee continues to see increases in costs associated with the running of the Club.

8 & 10hp spares continued to run well and would be reported on later. Neil Patten continued as 100E spares secretary as well as being involved in remanufactured spares.

The Club continued to pay for the services of a part time editor, Ben Jeapes, to put together the magazine on its behalf and Ben continued to produce quality magazines throughout the year. The editor is now producing an electronic version of the magazine which is put on the members' part of the FSOC website soon after the distribution of the paper version.

On the technical side John Pole and Jim Norman continued to provide technical advice to the members on the various vehicles covered by the Club.

The Registrars for the various models produce text for the magazine as well as dealing with DVLA queries over the year. They have been involved in ensuring that the Club processes for obtaining age related registration numbers and for retaining a registration numbers are consistent and fit the guidelines from the DVLA. Queries relating to the DVLA for age related numbers and the V765 scheme can take a significant amount of the Registrars' time on behalf of both members and non members. In September last year the Club attended a DVLA workshop with representatives from other clubs to discuss the V765 scheme and how DVLA interprets the rules.

Mark Bradbury continued to maintain the old FSOC website as an interesting and up to date source of information. However, Stuart Battersby has done an excellent job with the introduction of

a FSOC Facebook presence and also a new look website which will allow Committee members and regional contacts to maintain their own areas of the site.

John Duckenfield continues to do an excellent job in his role of liaison with the regional contacts and the Club has seen a continuing increase in the number of groups in the Club. The regional contacts are active at events throughout the year advertising the FSOC and encouraging people to join the Club. This year has seen the resignation as regional contact of Mick Crouch who has done an excellent job as the Hampshire regional contact for over 30 years. Just as importantly over that time Mick also took on the role of Membership Secretary, Regalia Officer and 100E Spares Secretary. On behalf of the Club Shirley thanked Mick for all that he has done on behalf of the Club.

Mike Brocklehurst was keeping a watching brief on the activities of the FBHVC during the year and leading the work on a five year plan for the future of the Club, including a survey of the membership of where they see the Club in the future.

Shirley thanked all the Committee and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. Over the year Shirley had met many members who had visited the Club stores and have been appreciative of the work of the Club and the Committee. Finally Shirley thanked the membership for continuing to support the Club and the services it provided: without the membership there would not be a Club.

b. Treasurer (Tony Young)

Copies of the Club accounts and the cashbook figures for 2015 were distributed to those present (see page 29). Tony Young reminded the members that with the exception of the audited accounts, all the accounting details were confidential to Club members. A copy of the full accounts could be obtained from the General Secretary.

Tony Young reminded the meeting that this was their opportunity to tell the Committee what they wanted. It was also an opportunity to comment on the Club's finances for the previous

year. To maintain financial stability and allow enough cash for remanufacturing and purchase opportunities, the Club had a policy of always holding sufficient bank reserves. The Club therefore aimed to have at least £30,000 in the bank at all times.

He reminded the meeting that the Club traded mutually which meant that the Club could not sell goods to non-members. By trading mutually the Club benefited by avoiding Corporation Tax on all the Club's activities except gross interest received on the deposit account which was very little these days.

Following the full implementation of the Companies Act 2006, it was no longer viable to have a full audit and therefore the Club now has a Chartered Accountant's Independent Assurance Report. The auditors confirmed in their report that nothing had come to their attention to refute the directors' confirmation that the financial statements gave a true and fair view of the Club's affairs and profit declared.

The Committee continued to be very cost conscious and made every effort to minimise waste and unnecessary expenditure. Subscriptions were increased from January 2015 by 6.4% from £31 to £33 but an increase is now needed. The Committee believed that it was time to increase the subscription to £34 for 2017.

2015 had been another satisfactory year with a profit of £8,091 (2014 a profit of £4,004). However the overall financial position remained strong and the reported profit or loss each year is very much subject to fluctuating stock values and the timing of subscription payments.

The Club maintained a significant stock of new, remanufactured and second hand stock for sale to members and Tony encouraged the members to use this valuable service. He reminded the members that the Club takes a longer term view on the production of spares which results in spares which are of better quality than other suppliers. Jim Norman said he did not use other suppliers for his spares as he is concerned about the quality of the spares some of them sell.

The Club accepts direct debits for membership renewals and credit and debit cards for both subscriptions and spares purchases. The cost to the Club is 1.95% on credit cards and 29p per debit card transaction.

Tony went through the cashbook for 2015 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled the Committee to see where the major spend was being made. The Club had three main areas of income which were the subscriptions, 100E spares and 8 & 10hp spares. The Club paid £4 in tax on the interest

from the deposit account.

Tony Young went through the statutory accounts for 2015. He explained that this document is sent to both Companies House and the tax office (with the corporation tax return). He reminded the membership that if they did not like the results in the statutory accounts or the way the Club was operated then they had the option of replacing the Directors and this was the ultimate member control. The Club had net current assets of nearly £250,000 but it was worth more than that as the Club owned the Club stores. Tony reminded the membership that the Club's tangible assets are the property, stock and cash.

The meeting approved the accounts for 2015.

c. Membership Secretary (Jennie Thake)

Jennie Thake reported that the membership of the Club for 2015 was 1109, which was 45 members down on the previous year. This was due partly to a number of members who had passed away or were now unable to drive their cars.

Currently the membership for 2016 was 1019 which was the same as this time last year so the Club is holding its own at present. The Club gained one member at the Enfield Pageant where the weather was so bad it was surprising that anyone attended the event. Jennie continued to hand out information leaflets about the Club including one at an evening car show while on holiday at Hayling Island.

Finally, Jennie thanked all members who had renewed their membership promptly for the year which keeps her busy in December and January but resulted in far fewer chase letters having to be sent out.

d. Spares Report (Shirley Wood)

Shirley reported that 2015 saw sales of upright spares down on the previous year by about £1,500 with sales of close to £1,000 per month. This year sales have increased significantly on 2015. On the 100E side the sales were just over £9,000 for the year which was an increase on the previous year.

The Club was finding that parts were increasing in price quite significantly and becoming scarce. Some of the suppliers appear to have vanished while others had decided not to manufacture the parts the Club required. Generally it was becoming more labour intensive to obtain quotations and parts from suppliers. The Club had also to cope with the increase in postage costs, which did affect the cost of the lightweight bulky spares where the cost of the postage could exceed the cost of the spare. In these cases the Club has taken the decision

to reduce the profit on such items or provide deals on the purchase of multiple spares where possible.

Shirley reported that spares were purchased using income from the sale of spares. There had been no membership income put into the purchase of spares for many years now. The spares were self sufficient and in some cases were supporting the running of the main Club. If there was no money available then the Club did not purchase spares

The following spares were purchased during 2015:

- E93A blind grommets
- E93A Thackray washers
- E93A exhaust fitting kits
- E93A exhaust valves
- E93A brake cables
- E83W stainless steel exhaust systems
- E93A contact sets
- 6volt coils
- E93A carburettors reconditioned
- Front wheel bearings
- 10hp head gaskets
- E93A radiator hoses
- E93A and 100E distributors reconditioned
- E93A and 100E dynamos reconditioned
- E93A and 100E starter motors reconditioned
- 100E track rod ends
- 100E master cylinders (including genuine Girling parts)
- 100E control boxes
- 100E fan belts
- 100E piston rings

Shirley reported that during the year the spares secretaries had been putting together sets of spares which would reduce the cost of carriage for the members. A good example was the emergency breakdown kit.

Shirley reminded members to write clearly when they order parts and ensure that they included their full postal address on the form. It was surprising how many people managed to put an incomplete address on their form and then wondered why it took time for the parcel to arrive or even worse sent in an order, which she couldn't read.

Shirley thanked Neil Patten, who had spent a great deal of time and effort working on a number of items which hopefully would come to fruition in the not too distant future as well as dealing with the 100E spares. She also thanked Stephen Wood who provided invaluable technical support to her and without whom there would be no 8 & 10hp spares service.

She reminded members that if they wish to visit the stores to purchase parts then she

**FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
INCOME AND EXPENDITURE ACCOUNT
YEAR ENDED 31 DECEMBER 2015**

	2015	2014
	£	£
TURNOVER	64,756	59,985
Cost of sales	<u>35,700</u>	<u>34,360</u>
GROSS SURPLUS	29,056	25,625
Administrative expenses	<u>20,987</u>	<u>21,639</u>
OPERATING SURPLUS/(DEFICIT)	8,069	3,986
Interest receivable	<u>22</u>	<u>18</u>
SURPLUS/(DEFICIT) ON ORDINARY ACTIVITIES BEFORE TAXATION	8,091	4,004
Tax on interest receivable	<u>4</u>	<u>4</u>
SURPLUS/(DEFICIT) FOR THE FINANCIAL YEAR	8,087 =====	4,000 =====

**FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
BALANCE SHEET
31 DECEMBER 2015**

	2015	2014
	£	£
FIXED ASSETS		
Tangible Assets	<u>86,616</u>	<u>86,736</u>
CURRENT ASSETS		
Stocks	204,869	199,015
Debtors	6,050	6,423
Cash at bank	<u>48,533</u>	<u>45,344</u>
	259,452	250,782
CREDITORS:		
Amounts falling due within one year	<u>2,904</u>	<u>2,441</u>
NET CURRENT ASSETS	<u>256,548</u>	<u>248,341</u>
TOTAL ASSETS LESS CURRENT LIABILITIES	343,164 =====	335,077 =====
RESERVES		
Income and expenditure account	232,575	224,488
Other reserves	<u>110,589</u>	<u>110,589</u>
MEMBERS' FUNDS	343,164 =====	335,077 =====

was happy for them to do so provided they made an appointment. Many Club members had visited the Club premises on a Saturday morning to purchase spares and chat about their requirements.

Finally she thanked all the members who used the spares service. In the majority of cases they had been very supportive and understanding when sending in their spares orders. She hoped that the Club managed to provide a reasonable service despite it being run by volunteers.

Rob Palmer had used an exhaust manufacturer which was close to junction 18 on the M4 and had been very pleased with their work. He recommended them to the Club.

e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2015 was £647.70 compared to £592.50 in 2014. At the moment it looked as though 2016 would see similar sales to 2015. A wide variety of regalia items continued to sell but the main items continued to be workshop and parts manuals. During the year the Club purchased a quantity of Popular and DeLuxe Eight and Ten Bulletins, a parts manual for the Ford 107E Prefect and a very useful booklet on the nuts, bolts, screws and washers used on the vehicles.

A member suggested that the Club should look at the production of the Australian manual that it used to produce many years before.

Jim Norman asked if the Club only produced Ford manuals. The meeting was reminded that the Club had permission from the Ford Motor Company to produce their manuals but had not approached other suppliers to copy their books.

f. Chairman (John Porter)

John Porter reminded the meeting that we were now experiencing a technology change which was impacting how the Club operated. The Club now has a new website which allows contributors to put up articles rather than going via an editor. Stuart Battersby had been instrumental in designing and setting up the new website but would now be returning to the equally important role of Publicity Officer. With the new website fully operational, Mark Bradbury has resigned as webmaster with Sally Litherland taking on responsibility for the new website.

The Committee had been encouraging the production of more technical articles for the bi-monthly magazine. The first article had been on 'how to change your oil' and appears to have been well received. Please send any technical articles to John Porter, Liam Cotton or Mark Bradbury.

There had been a great deal of discussion about advertisements on the Club website and

also in the Club magazine. Some members complete the advertisement form online and expect it to appear online quickly. However in the past all the advertisements were put into the magazine and when that was published the advertisements were also put online to be fair to all members. The Committee had decided that as many members had access to the internet it was time to put things online immediately rather than waiting for the magazine.

John had been looking at the production of floor screws for the upright models. This was a project that had been started by John Pole. John Porter had identified the screws as no. 12s and the Club would have these sets available shortly.

g. FSOC Five Year Plan and Survey (Mike Brocklehurst)

Mike Brocklehurst was pleased to report that the survey which was piloted at last year's AGM had been very successful with over 400 responses. The survey had been made available online and in the magazine on the back of the address sheet. The majority of responses had been returned by post rather than the online survey and it was not clear why that was. The responses came mainly from the UK but also included responses from the USA, Australia and Europe.

The main comment from the members related to the magazine which contained very few technical articles and they would like that changed. As John Porter had said earlier a series of technical articles was planned for future issues of the magazine.

There was also a requirement for 100E panels and the Club was looking at a collaboration with a company already producing such items to allow members to purchase panels at discounted prices.

5. To authorise the Committee to increase the membership fee from 1 January 2017 to:

- UK Members: £34.00
- European, USA and Canadian Members: £37.00
- Rest of the World Members: £41.00

Shirley Wood proposed the increase to the membership fee and Mike Brocklehurst seconded the proposal. The motion was passed unanimously.

6. Election of the Officers and Committee Members of the Company

John Porter reminded the meeting that the rules

for electing the Club Directors were changed in 2007 which meant that one third of the directors came up for re-election each year. This year it was the turn of the Membership Secretary and the Chairman to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed:

- John Porter – Chairman
- Jennie Thake – Membership Secretary

The following directors continued in their current positions:

- Andy Main – Anglia, Prefect and Popular Registrar
- Yvon Précieux – Pre-War and E83W Registrar
- Shirley Wood – General Secretary
- Tony Young – Treasurer

The Management Committee members were elected unopposed and they were:

- Stuart Battersby – Publicity Officer
- Mark Bradbury – Technical Editor
- Mike Brocklehurst – Federation
- Liam Cotton – Archivist
- Brian Cranswick – Events Co-ordinator
- John Duckenfield – Regional Co-ordinator
- Sally Litherland – Social Media
- Tony Lloyd – 100E Registrar
- Steve McKenna – E83W Registrar
- Neil Patten – 100E and Remanufactured Spares
- John Pole – 8 & 10hp Technical Adviser
- Stephen Wood – 8 & 10hp Spares
- Ian Woodrow – Specials Registrar

7. 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

Tony Young stated that it was up to the membership to vote for the independent reporters each year. Messrs Newby Crouch had been very thorough in reporting on the Club's accounts and Tony was happy that the Club continued to use them as independent reporters.

Tony Young proposed that Messrs Newby Crouch were confirmed as the Company's independent reporters for the following year. This was seconded by John Porter. The motion was passed unanimously.

8. To authorise the Officers and Committee to fix the Remuneration of the Independent

Reporters

Tony Young explained that this proposal authorised the Committee to negotiate the auditor's fee for the current financial year. The gross fee for the audit was £1,848. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the independent reporters and Shirley Wood seconded this motion. The motion was passed unanimously.

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 publicly 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.

Tony Young suggested that each clause was discussed and voted on separately.

Ian Woodrow felt that the proposed change to Clause 3 was too vague while Ron Taylor did not want to read about hotrods in the Club magazine. Tony did not believe that the change would attract hotrods as the change was being made to reflect what the Club had originally been created for, which was for modified 100Es. Robin was not clear what services the Club could offer owners of modified vehicles as it could not offer spares except maybe body panels as it did not have the resources to do this. He would find it difficult to explain this to interested people at events. Tony believed that the Club had to be honest that it would be offering little to owners of modified vehicles. Jim suggested that maybe the proposal should be thought of as what the Club allows but it need not necessarily encourage, however he thought that the Club had to make this change. John Porter had similar views to Jim and reminded the meeting that we are allowing members to do what they wanted to do with their own vehicles. He did not expect to see articles on hotrods in the magazine but did expect to see articles about putting a 4-speed gearbox unit into a 100E. Robert Palmer asked if the Club was spreading its scarce resources too widely and was concerned about this. John Porter did not expect the Club to provide spares for modified vehicles but Robert did not feel convinced that this would be the case. John Duckenfield suggested that 'mildly modified' would be more acceptable by the meeting. A member said that he was concerned about the behaviour of some members when confronted with a 100E which had been modified to take a Mustang engine as he had experience of members insulting the owner of that vehicle. The Committee stressed that members should always behave politely at all times and not resort to insults whatever had been done to the vehicle. Ian Woodrow suggested that the change should refer to modified vehicles with a sidevalve engines which described the Specials but would not allow hotrods.

Peter Asquith proposed 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.

The motion was seconded by Jim Norman. The motion was passed with 32 in favour and 2 members against.

Tony Young said that the changes to Clause 4 would protect the Club and its members.

Jim Norman proposed **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 publicly 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.

This motion was seconded by John Pole. The motion was passed unanimously.

Tony Young explained that the changes to Clause 54 were giving the Committee the right to purchase insurance cover to protect the Club's Committee members.

John Duckenfield proposed **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.

This motion was seconded by Neil Patten. The motion was passed unanimously.

10. Any Other Business

There was no other business. John Porter thanked the members for attending the AGM. He then closed the meeting.

Letters & Emails

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

Email: editor@fsoc.co.uk

June's Sidevalve: 107Es, doglegs and ignition system tuners

Dear Sidevalve,

I found the last issue of *Sidevalve* even more interesting than usual, and would like to comment on three of the articles therein. I was especially pleased to hear from a couple of old friends, Steve Waldenberg and Laurie Menear.

Steve's article brought back many memories. In the early 1980s the Club issued two magazines, the 'up-market' one being *Sidevalve* edited by John Skinner in June and December, with an A5 sized *Club News* four times per year, this being edited by Steve. *Club News* inevitably grew in both size and quality to rival *Sidevalve*, and from February 1984 the two were combined under Paul Edwards as *Sidevalve News*, which we still have today. Paul handed the reins to Laurie from June 1995 and he passed them to Fred Fielder in April 2000, who finally moved them on in June 2004. Not that this has anything to do with what I'm saying, but it is interesting that Steve, Paul and Laurie all ran 107Es.

To get back to Steve's Saga (as he described it in December 1981's *Sidevalve*: see reprinted article on page 37 - Ed), I remember it well as it was my first intimation of the work necessary in carrying out this conversion, and I (and Steve!) learned a lot from it. One of the monthly mags (*Practical Motorist*, perhaps) ran into the propshaft length problem when doing the job on an Escort. Their advice of turning the rear springs from front to rear would work on a van or estate where the centre bolt is offset one inch to the front, but not a saloon!

I also have memories of the blue 107E, 660 DHY from memory, although this wasn't its original number. It was eventually sold to a very close friend of mine, Bill Skinley, who sadly passed away earlier this year, although I found out about the purchase only after the event. Bill suffered all his life with severe arthritis and really wasn't able to maintain the car, although it proved to be problematic more or less from the start. He kept it for a couple of years but

then moved it on, staying with his and Shirley's 100E Anglia.

We all move on and Steve developed interests elsewhere. Living in Leeds, a desire for a Jowett was understandable, but I'm less sure of his interest in Triumph 1300s!

Laurie and I had several discussions about the doglegless 107Es, but did not reach agreement (no change there, thinks Laurie!). All these cars were very early models (only one from 1960, I think), but most from that era were so adorned. I believe that it was a mistake in production and Popular wings without the holes for the doglegs were fitted, the shell painted and sent down the line. Drilling the wings at that stage would have brought the line to a halt, so far easier to fit the mouldings from a 100E Popular. Laurie, on the other hand, believes that the doglegs were a later modification and produced the page from an early Parts Manual on which they are not shown. The correspondence at the time was good fun, even if inconclusive.

John Porter's item on the ignition system and the Sun and Crypton 'tuners' ('testers' is a better term) was very good. A lot of rubbish has been written about these (although not by John!). I recall an advert for one of the mobile testers using one or other: 'There's no mistake with these machines.' Wrong! You had to know - in depth - what they were telling you or you were better staying with a feeler gauge and the Mark I eyeball and earlobe!

I did the training courses for both Sun and Crypton, and like most people who could use them, never looked at the gauges: it was all on the oscilloscope. This would not merely tell you the points gap, but that it was even on all cylinders, the condition of the points and condenser, the plug gaps, state of the high tension circuit generally, that a compression was down, and even that the tappet settings and mixture were out. But not only did you need the training but you also needed constant practice; a couple of months without using the machine soon took away your edge. We had one at the college and I would occasionally hook up BLC, just for the fun of it!

Yours,

Jim Norman

1991 memories

Dear Sidevalve,

Articles about events from the past articles regularly appear in our magazine. Clearing out my garage, I came across the original artwork of a poster by John Howes for a run in Essex in September 1991, 25 years ago. If I remember

correctly, John was also well known for his Sidevalve Christmas cards which members could purchase years ago. How I came about this original artwork has disappeared in the grey mists of memory; however, I can vividly remember branch meetings in the Nags Head pub, five minutes' drive from my home, just outside Brentwood.



I checked my picture files and I could not find any hints that I participated in this event. Very probably I was abroad during the month of September 1991. I could find a picture of my E493A participating in the Norwich Union RAC Rally, during a stop at the Cosford Aerospace Museum in Shropshire. The Norwich Union Rally was a big national annual event, organised in those days on the second bank holiday weekend in May. I think I participated in six or seven of these events.



Yours,

Friedel Erdelmann

More modified club cars

Dear Sidevalve,

As a founder member of FSOC, my association goes back to the mid 1970s. During that time I owned several interesting 'modified' models.

The first thing I always did with 100Es was to ditch those awful vacuum wipers. In those days Hillman Imps were generally to be found in scrap yards, and as these were rear engined, the screen wiper motor up front was usually oil and grease free. The whole assembly, rack, wipers and wiper boxes were easily removed, and once a bracket was fabricated out of strip steel, it was not too difficult a task to install the lot into a 100E body shell. Minis would also yield the parts.

Yvon Precieux, at that time in London, put me in touch with the vendor of a sound but engine-less 107E. Presumably I drove to London with a car trailer – I just can't remember, it was over 30 years ago. My print firm printed (and its successor still does) magazines for lots of car clubs, one of which

was the Mk1 Cortina club. Its founder and editor offered me a 1500cc engine, and another contact in the Corsair club a Corsair GT close ratio gear box. Things were coming together. The car was in between times, re-painted in a Ford commercial royal blue. Going faster is one thing, but you have to also stop the thing and the car's original drum brakes would not be up to the task. Again through club contacts, this time the Ford Classic and Capri Club, I obtained a pair of struts with disc brakes. Also from a local scrap yard, a CWP from a current Escort with a lower ratio: I think about 3.5:1 as against the 107E's 4.4(?) :1. We also painted the rear axle in a bright orange.

A set of fancy wheels, similar to Rostyles, were also scrounged plus of course slightly wider radials. At first fit of the 'new' struts the toe-in was alarming – it seems the 105E's lower wishbones which we used were a tad shorter than Classic ones! 100E ones would not fit the struts, if memory serves me correctly. More delays whilst I sourced some Classic/Capri lower wishbones! Eventually, with the car clogging up my friend's garage, the

replacement wishbones turned up and fitted okay, and the wheels were now at the correct angle to the road.

This car was a flyer. The speedo would not have been accurate due to the lower ratio diff, but on many occasions I had it way past its 80mph marker, so maybe over 90mph? Its road holding was not exactly Porsche-like, so twisty roads had to be taken with caution, but it could show a clean rear end to many a local sports car on my daily commute around Leeds outer ring road.

I really enjoyed this Prefect, but again the time came when I had too many cars, including a Jowett Javelin and a Jowett Bradford, plus a great low-mileage 1500 Cortina Mk1 Estate which I bought in 1987. So the 'hot' Prefect was sold, to a friend of Jim Norman, who like me is another club old timer. Unfortunately I later learned that said friend neglected the Prefect to such an extent that it ended up being scrapped.

Happy days.

Yours,

Steve Waldenberg



Mark Bradbury

Basic Electrics for the Sidevalver – Part 1

Disclaimer

The FSOC cannot accept any responsibility for damage or injury caused from work following this article. If you do not feel confident enough to tackle the jobs described here, consult a professional auto electrician or a similarly competent person.

Safety warning: Remember when doing anything with a car battery that it is basically a high power energy source that can generate several hundred amps of current, literally enough to weld metal together, and a dead short with a spanner (for example) can result in flashes, lots of heat and possibly a big bang. An added danger is that a battery on charge produces explosive gases, so this operation must be performed in a very well ventilated area. Sparks around a battery must be avoided so turn the charger off before connecting or disconnecting it.

It is also recommended that you always disconnect the battery before tackling any job on a vehicle, and that you wear safety goggles when doing anything with batteries. Never handle or decant the sulphuric acid they contain. Some battery manufacturers supply 'dry' batteries by post which they then expect you to fill with acid; it is suggested that you purchase a ready filled battery from a more local supplier. Car batteries are not to be messed about with – you have been warned!

Introduction

As the title suggests, the aim of this article is to provide a simple introduction to the theory and

techniques that a new sidevalve owner might need to help understand, maintain and modify their car's electrics. I don't intend to frighten off those new to auto electrics but there are a few areas where a little knowledge can help a lot. By the way, it will involve some science and a little simple maths!

At its most basic, electricity flows as current in wires from the battery round the various circuits via switches, bulbs, horns and so on before returning to the battery. The flow path is via the wires and the return path is usually via the car's metal bodywork and chassis, usually referred to as 'earth' (nothing to do with soil, by the way).

One slight complication is that most sidevalves were originally produced with the positive terminal of the battery connected to earth in a wiring system, or polarity, called 'positive earth'. Many of these vehicles have since been converted to the more convenient and possibly conventional 'negative earth' system where the negative battery terminal is earthed. This swap allows easier fitting of modern accessories which are sensitive to polarity like radios, clocks, alternators and some LED bulbs. For the purposes of this article we shall ignore polarity but we'll cover it another time.

Another anomaly relevant to our cars is that some originally used a 6 volt battery and some a 12 volt battery. Just to confuse matters further, some 6 volt cars have since been converted to twelve; again, this subject will be covered in detail in yet another article.

Feeling recharged

A good starting point is battery maintenance. The best way to keep a car's battery in top form is to use the car regularly but in reality most sidevalves will spend many weeks, often over winter, lying unused and this is potentially life threatening to the battery. The recommendation is to keep the battery's charge topped up, preferably off the vehicle but certainly disconnected from the car (removing the battery at least once a year allows you to inspect and maintain the battery tray).

The battery also needs its electrolyte to be

kept topped up with distilled water to a level just above the plates, and either a proper maintenance charger left connected (a CTEK type, for example – photo 1), or the battery condition checked at least once a month. If a top-up becomes necessary, connect a traditional style battery charger for about twelve hours and then check the condition again after a further twelve hours with the charger disconnected. Note that some modern batteries may be the gel type (etc.) which should not be topped up.

When buying a battery charger, do buy one of the better 'maintenance' types which can be left connected for prolonged periods, and don't forget to buy one with 6 volt capability if you need it.

Measurement

The best way to check a battery's condition is to measure the off-load or open circuit terminal voltage. The voltage is measured using a voltmeter connected directly across the battery terminals where the battery is either disconnected or as a minimum everything on the car is turned off. As for the measuring equipment, either an analogue or digital meter can be used and suitable ones are available for around £20-£30 from Maplin or Screwfix (photo 2). I recommend a digital multimeter (sometimes referred to as a DVM) with selectable DC voltage ranges of, say,



Photo 1



Photo 2



Photo 3

0–10, 0–20 and 0–100 (at least), a DC current range of 0–10 amps (and preferably 0–20), and a buzzer continuity range for checking for wiring faults. Apart from the buzzer feature the other resistance ranges are not so important, for simple auto electrics, but a range of a few hundred ohms allows more advanced checks to be made on fuel sender units, coils and so on.

A simple test lamp (try using an instrument lamp on a couple of flying leads and croc clips) can also be useful as a simple and cheap 'live/dead' tester. A meter is a good investment since, apart from helping with battery maintenance, it can help with many checks both on and off the car, and a digital job is handy because if you connect it the wrong way round, it simply reads negative rather than the analogue needle folding itself destructively around the zero end stop.

When you do eventually get around to measuring the open circuit battery voltage, a fully charged battery should read 12.6 to 12.7 volts (with a 6 volt item being half in every case). A measurement of less than around 12.2 volts will probably fail to start the car and anything starting with 11 and below represents a flat or nearly flat battery. Some batteries can give a falsely high reading off-load of, say, 12.5 volts which looks hopeful but on-load (i.e. when you turn the starter) it falls away to zero so the second check to perform, once the first test passes, is to read the battery voltage with the engine turning over. In this case the battery should be able to maintain about 10.5 volts and if not, the battery is again suspect.

Another, more traditional way to test the 'wet' acid types of battery is to measure the specific gravity of the electrolyte using a hydrometer. Personally I don't like this method since it exposes one to the hazards of sulphuric acid and I wouldn't recommend it.

Remember that most types of car battery object to a prolonged period (more than a day or so) of discharge. So if your battery has been flattened by traditional means (perhaps you

left your lights on) but it is otherwise healthy, recharge it as soon as possible. If you have checked your battery during the car's spell off the road and it is down on voltage, and has been for some time, it may well be too late to revive it. The moral is to look after your battery and check it regularly.

When the battery is finally refitted and reconnected, a light smear of petroleum jelly (not grease) on the terminals helps keep oxidation at bay. It is worth noting that such accumulated muck on the battery terminals can result in failing battery behaviour when all that is required is a quick clean – again, a quick check with a DVM directly on the battery itself will give an idea if dirt (or a poorly earthed starter motor) may be to blame.

Isolation

Still on the subject of batteries, I heartily recommend you invest in a battery master or isolation switch. These switches make it much easier to disconnect the battery, not only for charging but also in an emergency. You can fit either the 'fixed' type, on a metal bracket or through the bulkhead perhaps, or the much easier but equally effective 'Dis-Car-Nect' type which simply bolts directly to the battery terminal (photo 3).

Whichever type of isolator you choose, always fit the switch to the earth lead (i.e. the terminal which is connected to the bodywork or chassis of the car) since when turned off it ensures the vehicle's earth is no longer connected to on side of the energy source. You'll also find having such a switch makes it much easier to isolate the battery whenever you work on *any* part of the car. Safety first, remember!

Fused again

One drawback of cars of our type is that very few of them have fuses. Modern cars are positively bristling with fuses, sometimes 60 or 70 and more protecting every circuit in isolation, although there are of course many more electrical items to be covered. Certainly no upright sidevalve was ever fitted with a single fuse from new, and the later 100E and its derivatives usually have just one fuse fitted to the indicator circuit.

The primary thing to remember with fuses is that their intention is not to protect the item but instead the wire it is connected to (some of this wire of course may well be in the unit itself). Electrical fires start with the current carrying item (i.e. the wire) getting too hot simply

because of an excess of current due to either a fault in something or a wiring failure with a resulting short to earth – this is also how a fuse works but in a controlled manner.

The way to select a fuse is to consider what the current carrying capability of the wire is and choose a fuse blow rating well inside it. It follows that the wire must have already been chosen to accommodate the current drawing requirements of the item (or items) connected to it ... This article is probably too introductory to cover wire selection but tables are available online and we'll cover it in more detail in a future article about rewiring your sidevalve.

Staying on the topic of fuses, I recommend that any sidevalve owner considers retrofitting fuses to their cars or at the very least fitting them to any non-standard accessories. As I found out when I made a new loom for my old 103E, it was possible with only a minor change to the circuit layout to add a fuse to each of the major circuits and I ended up with a very neat eight-way fuse box mounted on the bulkhead.

If you want to retain the standard or existing loom then a set of strategically connected in-line fuses can be added. In both cases the fusing arrangements can be tucked out of the way and out of sight of the concours judges. Personally I chose a convenient location for access with less thought of potentially lost points. Remember, a fuse could prevent a fire, with as a minimum a damaged loom and interior or at worst a totally destroyed cherished vehicle. It follows that to maximise the amount of wire the fuse protects, it should be connected as near as is practicable (and convenient of course) to the 'live' (i.e. non-earth) side of the power source.

The major compromise that Henry took with the uprights was that virtually every circuit runs via the main ignition/light switch – the load on this item can be reduced by swapping to 12 volts and adding relays for the headlights, but more of this (yet) another time.

Another handy use of a fuse is one mounted in an in-line holder with a couple of crocodile clips on each end. Fitted with a (say) 25 amp fuse (or smaller if appropriate) and connected across the turned-off isolator switch or in-line with the battery earth terminal, it forms a handy safety net when testing that recent electrical addition or modification, and could save the potential egg-on-face situation of unwanted smoke billowing behind the dash. One could even start with a very small fuse (5A perhaps, or the minimum expected not to blow anyway) and work upwards whilst all remains well.

Now for the maths ...

At the start of this article I threatened you with some (simple) maths and it's the deciding of fuse and cable ratings where it's needed. For example, if you have a couple of headlights connected to a length of wire via a switch from the battery, how on earth (sorry) do you decide what the cable must be rated at, and what size fuse you need?

Well, it's all down to Ohm's law and its derivatives, and the simple formula which states that current equals power (in watts) divided by the voltage, or $I = P / V$. You can twiddle this around to work out the power as the product of the voltage and the current. Thus a pair of 60 watt headlamps on 12 volts draw 120 divided by 12, or 10 amps. I would probably choose cable rated at around 20 amps (or more) and a 15 amp fuse.

Of course, if the maths remains too much for you then the current can be measured using your new DVM on the current range (use the

highest amp range first) in series with the item (i.e. disconnect one of its cables and put the meter in-line).

The other area where a little Ohm's law is useful is the contemplation of 6 volts versus 12 volts. We won't be covering the actual conversion here but some of the maths behind the decision is interesting (I think, anyway).

Using our headlamp current calculation on 6 volts (not that I'd recommend lights of 60 watts each on such vehicles) the current is doubled at 120 divided by 6, or 20 amps. Thus for a given wattage, *if the voltage is halved, the current is doubled*. This fact alone explains why the loom on an upright was originally surprisingly beefy for such a little car. Given this realisation it is odd but understandable that owners contemplating a 12 volt conversion wonder 'if the wiring will take the higher voltage' – perished rubber insulation aside, the wiring is the last thing you need to worry about, but more of this at a later date.

Ohm's law also states that the voltage across a load (or an item having resistance, i.e. a dirty joint) is equal to the product of the current and the resistance, or $V = I \times R$. This leads us to the conclusion that on a 6 volt system where currents are doubled, the voltage drop or loss across a dirty connection is also doubled compared to that with 12 volts, and you've got 6 less volts to play with in the first place. If you forget the maths, the main thing to remember is that terminal and earth cleanliness is even more important on 6 volts than it is on 12. Back to the Vaseline...

Well, that's all we've got time for now. In the next instalment we'll look at electrical connectors and making connections.

Jim Norman

Doglegs

A question which sometimes arises is: 'How do you tell a 107E Prefect from its earlier 100E namesake, without opening the bonnet?'

Inside there are various clues: the length and location of the gear lever, carpet instead of rubber mates, padded vinyl sun visors, and the 105E's pedals instead of the 100E's square variety.

Externally it is a bit more awkward, especially if the car is single tone. The only clue is the doglegs on the front wings. All 107Es have doglegs ... don't they?

Actually, no. Discounting those cars which have lost these pieces of decoration since their manufacture, there remains a group which seem never to have had them fitted. All of these cars were built before December 1959, and in fact all the survivors from this period are unadorned, so Ford obviously introduced the doglegs at that time, didn't they? ... Well, maybe!

Like every other manufacturer, Ford had publicity material, brochures and advertisements ready for the car's launch. Allowing for printing, stock build up, etc, this would be July 1959 at the latest, and all this material shows the cars with doglegs, so they must have been planned from introduction. Two tone paint was another

option, but only one such car from this period is known. The paint edge follows the line where the doglegs would have been, had they been fitted. So why aren't they there?

A look at the Parts books could provide the answer. There are in fact two: one was printed before the car's introduction and the other after its demise, detailing all modifications, plus the chassis numbers from which they were effective. This first book is very quiet about doglegs – they are not mentioned at all, which confirms the theory that they were added after production commenced. The second book does of course show them plus the chassis number from which they were fitted – would you believe 0001?

The theory that doglegs were introduced after production commenced is viable, but not necessarily correct. Consider this. Three very similar shells are going down the line at Dagenham. First is the 100E Popular, devoid of all waistline mouldings and therefore without the mounting holes for these. Second is the Popular Deluxe with holes in the wing for the waistline mouldings. Lastly comes our Prefect, not only with the holes for the waistline mouldings, but also three more in each wing for the doglegs.

What would happen if someone fitted Popular Deluxe wings?

The car would go through the paint shop, trim shop, mechanical bays, etc. The mouldings probably go on fairly late in the production stage, but the doglegs won't go on! Does the man on the line send the car to have the necessary holes drilled, paint touched up, etc. or does he just fit the mouldings off the Popular Deluxe? With other cars stacking up behind, I think he might take the easier option. Many new owners would not notice the absence of the extra bit of chrome, so these cars would live a doglegless life! Other owners would complain at the lack of doglegs, the complaints eventually reaching Ford's management, at which time the quality control would be duly tightened.

The process would probably take about three months to work through – about December 1959!

For years, controversy has raged over the dogleg question (well, the odd speculative eyebrow has been raised!), but no conclusive evidence has emerged. Can YOU shed any light on the matter?

Steve Waldenberg

Steve's Saga, Or How I Put A 4-Speed Box In My Squire

Originally published in Sidevalve, December 1981.

I realise some of you purists will frown on me, but I use my Squire as everyday transport and it's pretty hilly in Leeds. So, after having a Prefect with Murray o/'drive (it's still for sale) coming back to a 100E with standard box was quite traumatic. I was offered a rebuilt 100E engine mated to a 105E box, complete with suitably shortened prop shaft. This came from a non-member who had customised a Pop 100E but had crashed the car after 200 miles use. I'd always fancied a 4-speed 100E, so £40 quickly changed hands for the whole drive train.

First problem: no 107E X member. So, a visit to every scrap yard in Leeds in search of a 105E which I presumed would yield a suitable part. You know, 105Es now pretty thin on the ground, only one in a scrappy. The X member was taken. But it would not fit under the 100E. We had to cut it down and bolt it through the floor, strengthened in and out with steel plates.

Second problem: you have to use a 100E bell-housing, chopped off from the gearbox, with a plate fabricated to bolt it and the 105E box together. That's not too difficult.

But, you've got to use a 100E clutch pressure plate with a 105E driven plate – the 105E splines differ from the 100E. The 105E

plate has a bigger centre section, so it won't fit into the 100E pressure plate. Answer: pop the pressure plate on a lathe and enlarge the hole. This problem was only discovered when the clutch was bolted together, unit installed in car and clutch found not to operate at all. Engine out again!

Everything re-assembled again. Off I went, only to find that the clutch was slipping. Now what?

Third problem: after much head scratching I discovered that a 105E clutch is thinner than the 100E one. Only about 1/16", but compare a worn clutch with a new one: there's not much facing gone off a worn out one. So, as the gap between flywheel and pressure plate is fixed, the thinner clutch plate would not bite. The cure, after pulling engine and gear box out again, was a 105E plate rebuilt with 100E facings. Luckily, QH plates have holes in the same position. Re-install and away I go.

The 4-speed box makes the car perform much better. No problem on the hills on the way home. Except:

Fourth problem: change down to third and the transmission juddered very badly. Reason: the cut-down 105E X member could not cope with the torque when changing down, even with floor strengthened. A 107E X member was

desperately needed. My wanted ad in August Club News had brought no response, but luckily a member wrote to me (in error really) with an advert for October News, in which was a 107E X member. Needless to say, the advert was passed to John Skinner with that item deleted. I hot-footed it up to Tee-side to get the part. Once fitted the transmission became much better.

Now I have a 100E powered, 4-speed Squire. I class it as a 103½E – halfway between a 100E and a 107E.

The 100E really does cry out for a 4-speed box. It is a mystery why Ford persisted with the 3-speeders for all those years. I'm not saying, though, that you all rush out and spoil your 100E's originality. But if you live in a hilly locality and your 100E is your everyday car, then 4-speed is a good conversion. Only problem now is that 107E X members are not exactly easy to find. No one in his right mind would scrap a 107E now unless it was too far gone.

P.S. I won't mention that I had to remove the engine again and drop the sump to re-fit gaskets as it was pouring oil out.

Another nail in the coffin of originality – I've fitted electric wipers! Any more revelations and I can see my being thrown out of the club!

Below: All Ford Rally Gaydon 2016, taken by Colin Pudge



John Porter

Grease

Having done your engine and transmission oils, what is next? Still on lubrication, then, we can look at greasing all those grease points hidden under your car. Taking the steering first, the upright steering joints have a surprise in that the more common spring loaded nipple is not employed except on the modern replacements. You will find that the track rod ends and the draglink use cylindrical grease point. Some early cars will just have a small hole for application of grease. Both of these grease points need a different grease gun. The two types of grease points and their grease gun are illustrated here. Most kingpins use the more modern spring loaded nipple for which the most common grease gun can be employed. Some pre-war cars employ a pressure greaser using the older gun. Early models use a contact grease nipple, not the later modern type of nipple, but these can be replaced with the later type. One of the major issues with a vehicle that has been neglected is blocked nipples, where dried grease or dirt has blocked the grease ducts. The later nipples can be unscrewed and cleaned or replaced. The cylindrical type can usually be removed with visegrips but if new ones are needed then they are fairly scarce new. The alternative is to drill and tap for the later screw-in type.

The 100E/107E range has the steering idler (opposite the steering box) to grease as well as the ballpoint at the bottom of the MacPherson struts and the track rod ends.

The front spring has a central grease point which was originally intended to spread the

grease between the leaves of the spring. Sixty-odd years later, that may not be the case! Years of neglected greasing may well have caused the existing grease to solidify with the only remedy being to remove the spring, dismantle, and clean out the grease grooves in each leaf. Those of you with early uprights will have grease points on all of the shackles – Models Y and C.

Before leaving this end of the car, the ‘swingle tree’ on the later uprights (1937 onwards) will have two grease points to be attended to. These are also the newer type of grease nipples.

Once the front axle is done then you move on to the middle of your upright. Nothing here for the 100E/107E owners. The pedal assembly, clutch pivot in the clutch housing and the central brake pivots all have grease points with the earlier cars using the older style grease nipples. While in that area and moving to the rearward, there is the torque tube grease point on the uprights and the prop shaft grease points on the 100E/107E (front and rear). All of these grease points are the spring loaded standard type, so just the one grease gun.

At the back, all models have grease points in the rear hubs but no more than three pumps with the average gun – otherwise the grease will push past the seal and end up in the rear brakes. All the uprights have a standard grease point in the centre of the rear spring like the front and, in addition, the Y and C models have their spring shackles to grease. Genuine Ford and pattern spring shackle grease points do not appear to have spring loaded balls to keep the grease in and the water out. The ‘swingle tree’ on the later uprights (1937 onwards) has two conventional grease points similar to the front.

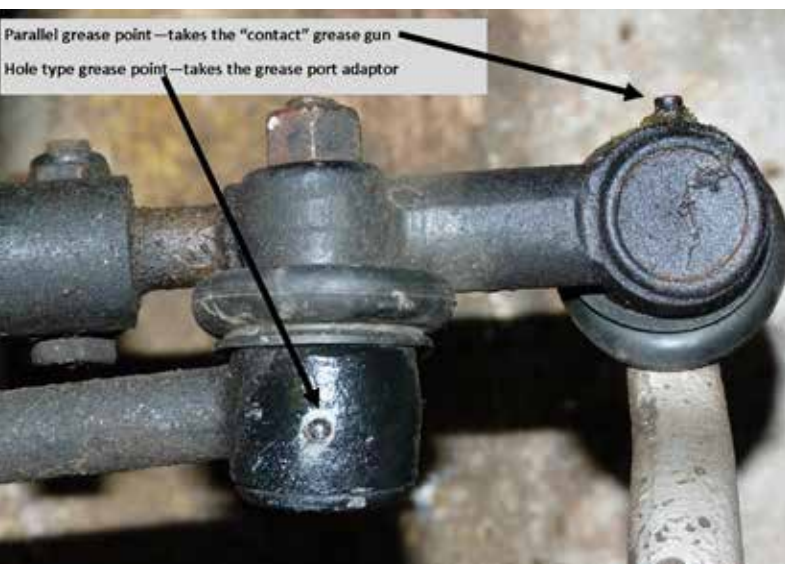
While not grease points, the shock absorbers on the uprights need to periodically topped up with the correct grade of hydraulic oil. The 100E estates and 300E vans have similar needs at the rear. Original front struts on the 100E/107E range

were oil filled – so called ‘wet struts’ which can be checked for oil. Most should be on inserts (dry units) these days as replacement strut inserts were used by dealers and independents from the late sixties.

On all models there will be the steering box which needs attention to keep the oil level correct. Whereas the 100E/107E range has a more robust steering box that is long lived, the uprights’ steering box has a more limited life. Topping up can often be followed by a drip on the floor as the wear on the unit causes the lower oil seal to fail. In practice, fitting a new oil seal is not only difficult but a short-lived solution. Ideally one would get the steering box overhauled but this is expensive and must be done properly. (Details on request.) It is entirely possible to fit a grease nipple to the oil filler and pump in some modern thin grease – no leaks. This has kept the steering box in the Siva functioning for the last forty years with no ill effects.

After all of this lubrication work, do not forget the hinges, catches and locks. These are frequently forgotten and can lead to sagging doors, doors not closing properly and locks not operating as they should. Normal engine oil in an oil can will take care of hinges, with a touch of grease on the catches. A much thinner oil is required for the lock barrels, which is available nowadays in an aerosol with a thin pipe.

Overall it is wise to have a copy of the Ford lubrication chart to refer to the garage wall so that nothing gets missed. When we are all used to sealed for life joints on more modern vehicles, the routine lubrication chores and their regularity can take a bit of getting used to on our sidevalves. While it can seem quite a chore, at least this regime ensures that everything gets examined under the car, and with no MoTs required for most sidevalves this has to be a bonus.



Gerald Pollard

A holiday in the Isle of Man

Earlier this year, my friend and fellow member of the Yorkshire region (as well as the East Lancashire section) Julian Ashworth invited me to accompany him on a trip to the Isle of Man in his upright Prefect. Julian is a member of the Glossop Vehicle Enthusiasts Club and the trip was organised by them through Scenic and Continental Cars Tours.

I was at Julian's home in Oldham by 7am on June 27th. We journeyed to Liverpool, embarking for Douglas on the Steam Packet Company's catamaran, the *Manannan*. On arrival we took a leisurely run up the coast road to Ramsey where we arrived late afternoon at the Ramsey Park Hotel. Fellow sidevalve member Peter Tinsley and his wife Sue were on the trip with us with their immaculate 1939 Prefect. After a group dinner and a bit of socialising – there were approximately 36 on the trip – it was time to hit the sack after a long day's travel.

For the next two days the group more or less stayed together, and on the Tuesday morning we drove to Peel via the TT course road, joining just before the Ramsey hairpin, and up the mountain passing the Bungalow, Keppel Bridge, Kates Cottage and the Creg-ny-Baa hotel before dropping down into Douglas and on to Peel. I was driving and found the mountain quite a challenge for the Prefect

and myself, having to use more second gear than I would have cared for. I was the fourth in our convoy behind two pre-war Rolls and a Humber, also pre-war. Later in the day we did this section again as we went back up to the Creg for our evening meal. With Julian driving, the car fairly flew up the mountain and we realised that the morning's struggle was probably down to the fact that we were following three very heavy cars. After dinner, with me at the wheel, we drove the rest of the TT course and then back to the hotel for a well-earned pint.

After visiting Peel it was up to Jurby and the fairly new Motor Museum. This is a must for anyone visiting the island. The owner is extremely likeable and even threw open the door to the workshops where we were shown various projects in restoration. The owner even gave Ian Booth a pair of carbs for his Humber which is at present doing minus 10 mpg. I did make a complaint to him (the owner) however, pointing out there were no sidevalves on display. He promised to do his best.

The following day saw us visiting Laxey with the rain lashing down. We then drove down to Castleton, with the weather then fairing up. Then we spent the rest of the afternoon at the Sound looking for the seals.

On the third day everyone did their own

thing. Julian and I opted to drive down Sulby Glen, which is stunningly beautiful, although it does become a sidevalve challenge with the road becoming mountainous as it joins the TT course road right at the top of Snaefell (2033 foot). We drove down to Douglas and took the Electric Railway to Laxey, then changing to the Mountain railway for a ride up to the summit of Snaefell.

Unbeknown to us Peter Tinsley had been approached by a resident of the island, a chap called Robin Price, who along with his wife Dorothy and his sister are market gardeners, providing produce to be sold on the island. He is a car nutter, as we all are, and had seen Peter's Prefect. After approaching Peter he invited the whole group to his place the following evening to see his collection. About half the group went along and were entertained in his home, Dorothy providing wine and nibbles and great conversation before we went to his sheds. He has an extensive collection of cars, including a 107E, motor cycles and farm machinery. Most are in great condition and running with some others under restoration. What I thought was marvellous was the fact that this couple had thrown open their home to a largish group of strangers and made us so welcome. It doesn't seem to happen in my neck of the woods. Their friendliness and



Photo 1: Julian's Prefect alongside some of its big brothers.



Photo 2: Keeping company with Peter's Prefect at the Motor Museum.

hospitality will stay with me for a long time. With some fortuity Peter Tinsley happened to have a copy of Bill Ballard's book *Small Fords*. This he presented to Robin, which I thought was a lovely gesture.

Another treat on our last morning was that Nigel Mansell was at breakfast with us. Our organiser and chief Mike approached him and he agreed to join us for a photo session. He was really good with everyone, joining in the spirit of things and having time for us.

Julian's Prefect is a 1951 model and ran exceptionally well. Having had my Anglia for 16 years or more, I had never driven a Prefect and found the experience rewarding. The car is very lively and in spite of its three gears it was up to the challenge of the island's roads, of which some gradients can be daunting. Everywhere we went it turned heads and I can't remember the numbers who came up admiring and commenting of how grand a car it is.

The island is a beautiful place, one I can

recommend for a classic car holiday. If you go – and I recommend you do – you will find most of the roads with little traffic on. It's uphill and down dale, and can be a challenge in some places for a sidevalve, but you have nothing to fear if your car is in good nick. The views are stunning, especially in my opinion Sulby Glen and the coastal road between Peel and Kirk Michael. I hope to be back one day soon, perhaps in my own car this time.



Above: 107E belonging to Ken Pine, long term member of 3-Counties Group