

News



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Features this issue

New regional reports

More on OFO

Sidevalve Timing

Annual General Meeting
Saturday 18 June, Manchester



Sidevalve News

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Pre-War	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Email: prewregister@yahoo.co.uk
E83W	Yvon Precieux (Acting E83W Registrar). Contact details above.
Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
Specialist Applications	Mark Bradbury, 10 Pettyfields Close, Knowle, Solihull, W. Midlands B93 9EG
Specials	Rob Daniels, Holly View, 70 Church Road, Dordon, Tamworth, Staffs B78 1RW. E-mail: specials@fsoc.co.uk
100E/107E	Vacant.

Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the Regional Co-ordinator. When telephoning the Regional

Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

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

Cambs, Lincs and Norfolk: Brian Cranswick 01733 203776. E-mail: b.sidevalve@yahoo.co.uk. *Please ring for details.*

Coventry and Midlands: Geoff Hammond 02476 334201. E-mail: hammond.geoff@talktalk.net. *2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.*

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

Essex: John Hull 07763 810386. E-mail: postmaster@jrjrhull.plus.com. *1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.*

Glos, Hereford and Worcs: John Pole 01684 564829. Email: johnruthpole@googlemail.com. *3rd Thursday: The Farmer's Arms, Birts Street, Birtsmorton, Worcestershire: 7.30pm.*

Hampshire: Mick Crouch 023 8069 2359. *Please ring for details.*

Kent: Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk. *Third Wednesday: The Early Bird Pub, Grovewood Drive North, Weaverling, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30 pm.*

East Lancs: Godfrey Hands 01282 831886. E-mail: g.hands142@btinternet.com. *Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.*

London North: Robin Thake 01279 659245. *1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.*

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

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

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

Northamptonshire: Danny Moody 01604 810095. *1st Thursday of the month, Griffin's Head, Mears-Ashby (between Northampton and Wellingborough), 8.45pm.*

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

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

Surrey: Mike Jillians, 54 Grafton Road, Worcester Park, Surrey. KT4 7QP. Tel: 0208 335 3442. Email: michael.jillians@btinternet.com. Please contact for details.

Sussex: David Pickett 01444 483350. *3rd Wednesday: Barley Mow, Selmeaton, A27. 7.30pm.*

Wiltshire: Sally Litherland 01722 323035. Email: salitherland@tesco.net.

Yorkshire: Nigel Hilling 01484 843115. E-mail: nhillig@tiscali.co.uk. *Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.*

International Contacts

Australia: Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, email: gordon14days@yahoo.com.au

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John Porter

No doubt the changes outlined in the last issue of *Sidevalve News* caused some of you some concern. On the face of it, the introduction of new rules and laws is to combat the untaxed and uninsured vehicles that affect all law-abiding road-users. The engine number notification requirement has always been there but may now be more energetically enforced. The requirement for proof of purchase appears to be driven by the Vehicle Excise Duty changes for fitting larger engines in post-1973 vehicles – we classic car owners are simply swiped by the dinosaur's tail! The continuous insurance will make it more difficult to tax a car then cancel the policy to get most of the premium back. Again this is not an issue with the classic car owner but we get caught in the same net. The change in the rules regarding the issue of age related registrations does affect Sidevalve Specials mainly but may well affect the commercials with new bodies etc. More clarification will be needed here from the DVLA but the hidden agenda may be to curtail the rodding fraternity's use of historic registration numbers on hot rods and customs built in the third millennium.

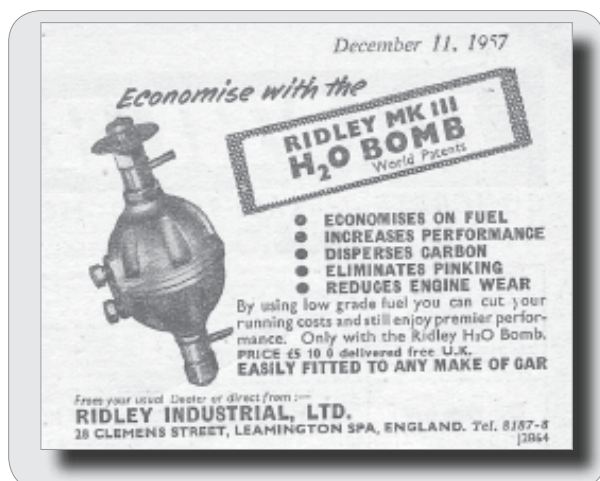
Throughout these next few months, the FSOC and the Federation will do their best to inform and update you with these wide ranging developments. If you have a Sidevalve for which you need to process and apply for either age-related or to retain the existing registration mark then please consult with the relevant registrar before getting involved with DVLA. Both the club and the Federation have found that getting into difficulty with the relevant authorities can hamper any subsequent re-application. There are costs

and administration involved – the costs for the owner and the administration for the club registrar and the general secretary. If you do bag a bargain Sidevalve without a V5C then you must be prepared to select the correct course for your application and also not to expect a speedy outcome! In general, it is good practice to buy a Sidevalve with a current V5C and the purchase price of a vehicle without the relevant documents should be carefully considered. To be frank, you should pay much less for a vehicle without the correct documents (primarily the registration document). If the seller tells you that they will send on the documents as they can't find them at the moment or that a letter from the club will bring forth a V5C, be very careful or walk away! If in doubt, seek advice.

Any information on your experiences in connection with the above changes would be most useful to the committee, as would MOT news regarding the application of the VOSA test regulations to our Sidevalves.

AGM!

Don't forget! The club's AGM will be held on Saturday, 18th June 2011 starting at 2.00 p.m and no, it is not boring so bring your Sidevalve, have something to eat and chap with some FSOC members. A buffet lunch will be held before the meeting at 12:30pm and hopefully a run in one of the classic buses will be arranged for after the meeting to take in some points of interest in the local area around the Museum of Transport, Boyle Street, Cheetham, Manchester, M8 8WU. Website: www.gmts.co.uk



Cover photo

This picture was taken by Neil Rote, who lives in Pyramid Hill, north of Bendigo in Victoria. He took it whilst he was driving his 1950 Ford A494A Anglia tourer through flood waters near his home at 5:28pm on 16th January (the day after cyclone Yasi reached Victoria from Queensland). The water at that time was up to the running boards on his car. A few hours later it was over a metre deep at that same point!

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Events

Brian Cranswick

The show season has now started. Is your old Ford ready for Drive It Day? It is pleasing to report some new activity in the Scottish regions: Graham Little is looking for support and would like to meet as many members as possible. He wants to arrange Club stands at two events on the 22nd May and 3rd of July: please contact him if you can attend.

16th & 17th April: Bristol Classic Car Show, Royal Bath & West Showground, Shepton Mallet, Somerset.

16th & 17th April: Riverside Steam & Vintage Rally, Nr Southport. Details from Joe Wheatley.

17th April: Cambs Group Drive It Day, Nene Valley Railway, Stibbington, Peterborough. Sidevalve convoy drive from Whittlesey or just meet up at the NVR Station from 11.00 am. Details from Brian Cranswick.

17th April: Kent Group Drive It Day, Hever Castle, Nr Sevenoaks. Road run and display. Details from Richard Greenaway.

17th April: Coventry & Midlands Group Drive It Day. Details from Geoff Hammond.

17th April: St Asaph Car Show, Tweedmill, St Asaph. Details from Joe Wheatley.

17th April: Classic & Vintage Ford Day, British Commercial Vehicle Museum, Leyland, Lancs. Details from Godfrey Hands (East Lancs group).

24th & 25th April: Chatham Dockyard, Festival of Transport. Group park up. Details from Richard Greenaway.

24th April: Olde Tyme Rallye, Museum of Power, Maldon. Contact 01621 843183.

25th April: Coleford Carnival of Transport & Autojumble, Forest of Dean. Details from www.colefordcarnivaloftransport.org or tel 01594 834321.

30th April-2nd May: Merton Vintage Show, Nr Canterbury. Details from Richard Greenaway.

1st May: Swale Classic Car Show, Isle of Sheppy. Details from Richard Greenaway.

2nd May: Culcheth Community Day, Merseyside group club stand. Details from Joe Wheatley.

7th May: Wheels4Jospice Formby. Details from Joe Wheatley.

7th May: The Bluebell Run: scenic tour through the Royal Forest of Dean. Details www.rossmotorsports.co.uk or Stuart Harrold: tel. 01989 562768.

7th May: Steam in Dartford, Dartford Central Park. Details from Richard Greenaway.

8th May: Wirral Classic Car Club event, Thurston. Details from Joe Wheatley.

8th May: Battlesbridge Classic Car Show. Contact 01268 769000.

22nd May: Faversham Classic Car Show, Faversham. Details from Richard Greenaway.

22nd May Scottish Region Event – The Strathaven Classic Car Show, Strathaven Rural Centre off the A723. Club Stand details from Graham Little: 07703 167777 or misterpopular@pop100e.com.

28th-30th May Chipping Steam Fair, nr Preston. Details from Joe Wheatley.

28th-30th May: Enfield Pageant of Motoring. Club stand organised by Robin Thake, North London Group.

29th & 30th May: Prestatyn Classic Car Show & Scenic run. Details from Joe Wheatley.

4th & 5th June: Tatton Park Classic Car Show, Nr Knutsford. Club stand: early booking advised. Details from Joe Wheatley.

4th-11th June: The Sidevalve Holiday – Smith Court Hotel, Cliftonville, Margate. The North London Group organise trips out each day with nothing too far or difficult – visiting steam railways, stately homes, castles and pretty villages. Details from Robin & Jennie Thake.

5th June: Bucket & Spade run, Faversham to Ramsgate. Car show on sea front. Club stand. Details from Richard Greenaway.

5th June: London to Brighton Classic Car Run. Details from Mike Jillians.

11th & 12th June: Doddington Country Show, Doddington, Nr Peterborough. Possible club stand. Details from Brian Cranswick.

11th & 12th June: Wrotham Steam & Transport Rally, Wrotham on the A20. Club stand on the Sunday. Details from Richard Greenaway.

12th June: Garstang Road Run. Details from Joe Wheatley.

17th July: classic car show, Clandon Park, West Clandon (just east of Guildford). Club stand. Details from Mike Jillians.

18th June: FSOC AGM, Museum of Transport, Cheetham, Manchester.

19th June: The Friars Rally, Nr Maidstone. Club stand. Details from Richard Greenaway.

19th June: Ashton Under Lyne, static car show. Details from Joe Wheatley.

20th June: Hope Valley Motor Show, Travellers Rest, Hope Valley. Details from Joe Wheatley.

25th & 26th June: Kelsall Steam Fair. Details from Joe Wheatley.

26th June: Shaw & Crompton Rally. Details from Joe Wheatley.

3rd July: Scottish Region Event – Scottish Ford Day, Strathallan Games Park, Bridge of

Allan. Club stand. Details from Graham Little: 07703 167777 or misterpopular@pop100e.com.

9th & 10th July: Cheshire Steam Fair. Details from Joe Wheatley.

9th & 10th July: Ardingley Vintage & Classic Car Show, South of England Showground. Hampshire group event – sorry, no more spaces available.

10th July: Birdingbury Country Show, Warwickshire. Details from Geoff Hammond.

10th July: Darling Buds Classic Car Show, Bethersden Nr Ashford. Club stand. Details from Richard Greenaway.

16th July: Bottle & Glass Merseyside Group Club Meet. Details from Joe Wheatley.

17th July: Newby Hall Rally & Autojumble, Ripon. Club stand. Details from Nigel Hilling.

24th July: Old Ford Rally, Gaydon Motor Heritage Centre, Gaydon. Details Bob Wilkinson, Y & C club: 01832 734463 or bobwilkinson@hotmail.co.uk.

31st July: Audlem Festival of Transport – Nr Nantwich. Details from Joe Wheatley.

6th & 7th August: Hebden Bridge Vintage Weekend (£4 charge). Individual entry. Sunday is Northern Sidevalve Day. Need to get forms in quick because only a small field. Details from Joe Wheatley.

6 & 7th August: Southern Sidevalve Day, Lingfield Steam & Country Show, nr Edenbridge. Details from Richard Greenaway or Mike Jillians.

7th August: Northern Sidevalve Day, Hebden Bridge, West Yorkshire. See above.

7th August: Eastern Sidevalve Day, at the BL / BMC Rally Ferry Meadows, Peterborough. Overnight camping is available. Details from Brian Cranswick.

13th & 14th August: Bluebell Railway Vintage Transport Weekend. Details from Mike Jillians.

13th & 14th August: Astle Park Steam Fair. Details from Joe Wheatley.

14th August: Specials Day, Cotswold Wildlife Park, Burford. No booking is needed: you can just turn up on the day. Details from Rob Daniels.

14th August: Battlesbridge Classic Ford Show. Contact 01268 769000.

14th August: It's Showtime in aid of Little Havens Childrens' Hospice, Purleigh, Essex. Contact Tony Turner 01621 852336 or Linda Simmons 01621 850176.

20th August: the Capel Classic Car Show. Club stand. Details from Mike Jillians.

21st August: The Cranleigh Lions Classic Car Show. Details from Mike Jillians.

North London

Robin Thake

What a relief that the last day in February was fine with some sunshine so we were able to get the car out of the garage and give it a spin around the block to blow the cobwebs out. Richard and Shirley Healey managed to take their Pop (OLY) to Sarat classic vehicle show which has been a regular event in December but had to be cancelled last year due to bad weather.

We have had plenty of show invites in the post and by e-mail so it becomes a busy time sorting out which shows to go to. The trend seems to be that most shows have an entry fee but the most challenging thing is a set arrival time. When travelling reasonable distances in an old car there is no chance of putting your foot down to make up some time because nothing happens.

There has been some work done by our group members over the winter. Richard has been working on a 100E Anglia to keep him busy in his spare time, Ken has had the seats restored and new carpets made for his 100E, and David has now finished the clutch change and work on the gearbox on his 103E Pop.

I got involved in a very interesting job, a Patterson Roller with a 100E engine and an upright gearbox at a cricket club. The final drive from the gearbox is a sprocket in place of a universal joint and the problem was a lot of noise when the roller was driven in reverse. On investigation I found that the 'C' clip behind the output bearing had come adrift, allowing the output shaft to move to the rear, allowing the sprocket to hit the casing. I made a new baffle plate which fits behind the bearing with a lip to retain the outside diameter of the 'C' clip to prevent it moving again because there is a lot of load on the final drive. It turned out to be a very interesting project, seeing a different application for our engines/gearbox, and peace and quiet has now returned to the cricket ground.



Southern Sidevalve Day, 2010

Sunday the 7th of August will be Sidevalve Day

Northern Day at Hebden Bridge: contact Joe Wheatley.

Southern Day at Lingfield Steam Show: this is a 2 day event, 6th & 7th, contact Richard Greenaway.

Eastern Day, Ferry Meadows, Peterborough: contact Brian Cranswick.

All Club members are welcome to attend and it really does not matter what condition your car is in. Please get booked in now to ensure a space.



Northern Sidevalve Day, Hebden Bridge 2010

20th & 21st August: Ramsey 1940s Weekend. The event is not limited to just pre-war models. Closing date for entries is the 30th June: details Brian Cranswick.

20th & 21st August: Tatton Park Classic Car Show, Nr Knutsford. Club stand: early booking advised. Details from Joe Wheatley.

3rd & 4th September: Skylark Vintage & Country Show, March, Peterborough. Camping is available. Details from Brian Cranswick.

4th September: East Anglian Transport Museum, Lowestoft. FSOC members invited by the Ford V8 Club. Details from Colin Peck: 01784 482336.

4th September: Trans Lancs Run (Manchester Bus Museum). Details from Joe Wheatley.

11th September: Uppermill Car Show (TVVCCC) (£3 charge). Details from Joe Wheatley.

17th September: Steeple Morden Harvest Fair, Steeple Morden, Herts. All FSOC members are welcome. Details from David Heard: tel 01992 413937 or david.heard1@ntlworld.com.

18th September: The Surrey Classic Gathering. Club stand. Details from Mike Jillians.

25th September: Battlesbridge Grand Motorabilia Day. Contact 01268 769000.

If you are arranging an event or road run please provide the details to the Events Co-ordinator so that this can be covered under the Club's insurance policy.

Regional News

Cams, Lincs and Norfolk

Brian Cranswick

Drive It Day has come around again and it's time to give my old Pop a polish up and a run out. Please call me or email if you need any further details or you can just turn up on the day.

It is very sad to report the recent sudden passing away of one of our local members, Derrick Windsor. Our thoughts go out to his wife Joan and family at this difficult time.

E494A with unique wheel trims

New Lincs member Norman Cannom has recently acquired a very original 1950 E494A, RVX 603. His Anglia has only 44,000 miles recorded and is in very good condition. It has been off the road since 1998 and does not need any major work to be back on the road again. What is quite unusual about his car is the rather smart full fitting wheel trims (see photos): they seem to look very period and really change the appearance. I have not seen anything like it before: can anyone give any further information on their origin?



Norman's car

Old Sidevalves from Peterborough

Following the recent article in the December *Sidevalve News* regarding Dennis Hoey's Prefect, I found this of some interest as his car originally came from Peterborough. I



Three cars at the Peterborough Show in the 1970s – including FFL if you look closely!

happened to recognise the name of one of the past owners, Mr Roger Read. This gentleman was one of the directors of the local Ford main agents, Peterborough Motors, which is now part of the T C Harrison group. He had at one time owned a very large personal collection of old Fords. Following a little investigation work through a friend of mine, Dave, who worked for the dealerships for over 40 years and knows Mr Read well, I was given the loan of some Mr Read's old photographs which he has very kindly allowed me to copy for the magazine. If you look very closely at the picture above you can just about make out the original registration number of Dennis's 100E (FFL 996).

Mr Read certainly had some really lovely old Fords in his collection which included many Sidevalves: he eventually sold on all of the cars. The Model Y happens to be still



Some of Mr Read's old collection of Fords, housed in a barn at his home.

in Peterborough; the 100E eventually ended up travelling north and has been owned by Dennis for the past 14 years; and I am not sure what happened to the other vehicles. There is a great picture of some of the cars loaded onto a transporter.



Part of the collection being moved by transporter. I just hope they did not get scratched.

Regional News

Central Scotland

Graham Little

Hello all,

My name's Graham Little and I'm delighted to take on the role of regional contact for Central Scotland.

Who am I? Well, I've been a member of the FSOc for nearly 30 years now, having bought my first and only Sidevalve in 1982 when still at school. That car is XVJ 392, a 1961 Popular Deluxe, and it's currently undergoing the longest restoration in history – you can read about it if you're online at www.pop100e.com.

My first aim is to encourage as many members as possible to come along to the Strathaven Classic Rally, in South Lanarkshire, on 22nd May 2011. There will be an area set aside for the FSOc and we have two cars attending at the time of writing – my Pop and a 1952 Anglia (thanks Ronnie). Both cars will be there as work-in-progress but will be no less interesting for that. Let's add a few more if we can. You can check out loads of details on www.srtclassicshow.co.uk.

We can then aim to build up the Central Scotland group, perhaps with attendance at other shows, the occasional meeting or whatever people suggest. Come along and say hello at least. If you'd like to bring a car to the show or to introduce yourself at any time you can call me on 01698 421196 or 07703 167777, or email me at misterpopular@pop100e.com.

I look forward to meeting as many sidevalvers in the area as possible.



The Pop way back in 1984 with a Supermarine Swift in the background.

Coventry & Midlands

Geoff Hammond

The Club attended the annual Classic Restoration Show 2010, 24th October, National Agricultural Centre, Stoneleigh. The stand was manned again by Brian with his 100E Squire and Colin with his new almost completed 103E, supported by John, Geoff, Mark and John Pole.

The Classic Restoration Show has recently been taken over by a commercial organisation, Live Promotions Events Ltd, so hopefully it should now be secured.

The 12th, 13th and 14th November saw the Coventry section at the Classic Car Show at the NEC (below). We had what is probably one of our biggest stands with six cars on display: two E493A Prefects, two 103E Pops, a Shirley MKII, and the final car – or to be more precise a rolling chassis – was an E494A Anglia belonging to Andrew Bailey. This proved to be quite a hit with the public, many of who spent considerable time explaining to their friends the intricacies of the restoration which many had undertaken years before.



Essex

John Hull

Hopefully by the time you read this, spring will have sprung and we will be out and about in our sidevalves.

At our March meeting at the Huntsman and Hounds we were looking forward to the show season. Listed below are shows we have received details of so far: hopefully more will follow. Further details are on the Events page.

I am having problems with the engine on my 103E and enlisted the help of Mick Williams, who kindly spent an afternoon helping me to diagnose the problem. It seems I have a problem with my small end knocking and piston rings (sounds expensive). Luckily I have a spare engine, so I am going to swap them over so that I can use the car for the summer while Mick and Dennis help me sort out the original one. I am just waiting for it to warm up a bit, as it's like a fridge in my garage at the moment.

We would like to wish all the best to Dave and Wendy Clark, who have moved to Norfolk.

Not much else to report at the moment. If any members in our area have any news or are doing any work to their cars, perhaps they could let me know so that I can include it in the next *Sidevalve News*. My email address is listed in the front of the magazine.

Car shows in the Essex area 2011

Sunday 24th April: Olde Tyme Rallye, Museum of Power, Maldon

Sunday 8th May: Battlesbridge Classic Car Show

Bank Holiday Weekend (28/29/30th May): Enfield Pageant of Motoring, Club stand organised by Robin Thake, North London Group

Sunday 14th August: It's Showtime in aid of Little Havens Childrens' Hospice, Purleigh, Essex.

Sunday 14th August: Battlesbridge Classic Ford Show.

Sunday 25th September: Battlesbridge Grand Motorbilia Day.

Regional News

Gloucester, Hereford and Worcester

Phil Birch

After a bit of an upheaval the local group appears to be back on track, with John Pole at the helm.

We all met at The Farmer's Arms on Thursday 17th February for the annual New Year meal. Five couples attended with Dave and Veronica unable to attend at the last moment with transport problems.

Just before Christmas I helped John Pole assemble the metalwork of his E93A on his drive way, on a lovely sunny, cold day just before the snows arrived. John had primed and applied one top coat to most parts. The assembled car will be easy to move around (saving valuable garage space) and can receive its final coats when the weather warms up a bit. This is going to be a great car with its rebuilt engine and many NOS parts that John has found over the years – can't wait to see it running up and down those Malvern Hills.



Me helping John to assemble.



John's car ready to be winched back into garage.



7W Tourer

Personally, I have completed three outstanding jobs on the 7W Tourer which have been waiting since it was first back on the road!

First the gearbox, which was very worn and always jumped out of gear. I rebuilt a pre-war case using new parts from the club and Brian Baker. I had visited Brian at his Essex home before he left for warmer climes. I was even allowed into the hallowed garage loft, where there were some very interesting parts including some experimental CWP combinations (not for sale!).

Following the manual, the rebuild was straightforward. The fitting was a new experience as I had always fitted gearboxes from the front before as part of full restorations. Going in from the back was easier than I had feared: I was amazed at how little the rear axle needs to be moved backwards.

Secondly I re-hung the doors using drilled metal shims behind the hinges. The doors now

close and stay closed even on bumpy corners (the joys of not having a roof).

The last job, and the most important to domestic bliss, was the making of new door cards to receive the trim my wife had made. We were very careful to copy the original stitching pattern. The cards I took off the car were painted blue for when the car was new and Midnight Blue, and reversed to brown when the car was re-painted red later in its life.

I'd like to report all went well with the car back on the road. Well, after a few trips I was racing a young petrolhead from the lights in Gloucester, as you do in a 1937 Ford Ten, when the gearbox seized in first gear. The journey home at 7 mph was interesting to say the least. The problem appears to be wear in the selection bits and pieces in the turret allowing the selection forks to jump. Having got home I realised a roadside fix was possible with the right tools. The turret has been re-built and I will report on the driveability next time.



Ray's van

Regional News

Surrey

Mike Jillians

At the time of reading this article, summer will be on the horizon, and most of us would have dusted off our cars and be looking forward to driving them on sunny days and balmy evenings.

Talking of sunny days, wouldn't it be nice to drive to a show and leave our cars on display to an admiring public whilst we lazily rummage through various stalls of jumble, crafts, foods, garden plants, spares, etc. etc.: eat burgers, ice creams, chips or picnics and drink coffee, tea, lemonade or beer; or just sit in the shade in a comfy chair and read the paper?

Well, you'll be pleased to know that there is a possibility of all of these things this year at four particular shows where I am going to organise a Club stand. I will initially book space for six cars at each show (excepting Lingfield, 7th August – see below). If you would like to participate in any of these shows, let me know and I will get you booked in. All are most welcome, from the battered and bruised to the pristine.

Please do not feel that if you participate in a Club stand then you have to be present most of the time with your vehicle. I certainly won't be present all of the time, because like yourselves, I want to see and enjoy the show! Naturally I will be there to meet and greet everyone who comes along and will be flitting back and forth between the stand and the show. Note! if you do happen to be with your car at any time, you'll be amazed at just how many people say 'I had one of these; my dad had this one; I learned to drive in one of these ... etc.' Normally (and usually) I am able to bring to the shows a garden gazebo and folding chairs to provide comfort, shade and shelter.

If uptake exceeds expectation, the booked space can be increased as long as there is (usually) about two weeks' notice prior to that particular show. If no one contacts me about attending any particular shows, then within two weeks of that show date, that Club stand will have to be cancelled in order that the show organisers can utilise the space.

The four shows are as follows:

Sunday 17th July – a new classic car show to raise funds for Macmillan Cancer Support, to be held at **Clandon Park**, West Clandon (just east of Guildford). It appears a very good number of classic and vintage vehicles should be on display. There will be the usual stalls and refreshments, stuff for kids, entertainment etc. Entry to exhibitors plus one adult passenger and children under 10 is free, all others £7.

Saturday 6th August – Southern Sidevalve Day to be held at the **Lingfield Steam Show** (Blindley Heath, Lingfield). This is apparently a very good and long standing show, attracting

all kinds of vehicles etc., and has the usual sorts of stalls, refreshments etc. etc. A joint Club stand is to be set up between the Kent, Sussex and Surrey groups and we would all like to see as many Sidevalves on display as possible – should be quite a sight! The show actually runs from Saturday 6th to Sunday 7th, but it seems the Saturday is favoured by most.

Saturday 20th August – the Capel Classic Car Show. In aid of the local church fund, this event is held at **Capel** (just south of Dorking) and is a pleasantly parochial type of show which attracts around 500 cars/vans/trucks plus a good few motorcycles. All the usual stalls, refreshments etc., and even stuff for kids and grannies alike: a very good show. The organisers 'prefer' exhibitors to donate, say, £5 (or more if you wish) with entry forms but this is not a pre-requisite. I can sort all entry forms on your behalves.

Sunday 18th September – The Surrey Classic Gathering. Hosted by the Surrey Classic Vehicle Club and held at the Rural Life Centre, **Tilford**, Surrey (just outside Farnham). Again, a good show set amongst trees, the usual stalls and refreshments etc. Loads to see and do within a 'time-warp' setting. This place is well worth a visit.

There are other events which I and my wife will in all probability be attending and if anyone wishes to join us, we would be delighted to see you. (If enough people want to join in, then depending on the event, I should be able to organise a 'Club' area.) These are as follows:

Sunday 5th June – London (actually from Brooklands, nr.Byfleet/Weybridge) to Brighton Classic Car Run. A well organised event which is really a fun 'tulip' rally down to Brighton, using B-roads in the main. They have the RAC in attendance and hopefully, again, Sir Stirling Moss will be waving us off. The cost last year was around £70 to enter. Not cheap, but worth it considering that apart from paying marshals, having a commentator at Brighton talking in every car, printing route books and free entry into an interesting half way venue etc. there is a huge cost paid to Brighton Council for the use of the famous Madeira Drive where the run finishes, cars are parked up, and literally hundreds of spectators mooch around. At the time of writing this article, only the date of the run has been published, not yet any details: if of interest, keep an eye on the Greenwood Exhibitions web site.

Saturday and Sunday 13th & 14th August – Bluebell Railway Vintage Transport Weekend. Not a big show, but well organised with trophies given for all sorts of categories of vehicles. Entry free to exhibitors. Apart from getting free rides on restored steam trains, eating and drinking (even beers etc.) in platform cafes, there is much more to see than you may realise. I am more likely to go on the Sunday.

Sunday 21st August – The Cranleigh Lions Classic Car Show. Held at the Cranleigh

Scandinavia

Håkon B. Øverland

Progress report on U-5347

I have mentioned before that I was shocked to realize I have been working on the restoration of my 1939 Prefect for about six years already! There are two ways to deal with such a shock. You either give up or you speed up.

Fortunately I chose the latter. I have in previous years refrained from work in the garage during the cold winter months, which at our latitude includes November, December, January, February and March, so you see it is a short season for the restoration. Last year and in the first months of this year I feel personally that I have made visible progress with my treasure, in spite of a generally cold winter. As you might have understood from my previous reports, I have been quite reluctant to start with the most needed welding, but during this winter I have in fact finished most of the welding on the chassis and, in order to vary the work, started to fix the body: that is, I have started to repair what we would call the inner mudguard at the rear right side. So far this looks promising. I hope to complete this side in a relatively short time.

I am afraid I could write a book on how not to go ahead restoring an old car, but then again I really have learned a lot in a completely new field of life. It is really rewarding once you succeed with the things you are trying to achieve. I must admit, though, that when I am not so lucky, words come out of my lips that are definitely unsuited for the press.

I hope to see many of you at the AGM in Manchester.

show ground near Guildford, this show is *big!* Very good, loads and loads of stalls from autojumble to woollens. Entertainment for kids and everyone else. Impossible to go hungry or thirsty. Last year's show attracted around 1500 exhibitors. Well organised and well worth going to. Entry free to exhibitors (driver + one passenger; any additional passengers are £5 per head).

So, if you are interested in any of the above, please do not leave things to the last minute; contact me so that I can begin the organising. All my contact details are on page 2.

A special 'plea' – the **Southern Sidevalve Day** (Saturday 6th August): if you can't make any other shows, please do try to get to this one. *It will be special.*

Looking forward to seeing you during 2011. If anyone requires any further information, I am more than happy to help.

Regional News

Kent

Richard & Trish Greenaway

Here we are again at the start of another show season. By the time you receive this magazine we will have already been to our first show of the year. This was the Heritage Show which took place at the Detling Showground, but don't worry if you missed this event as there are another two shows towards the end of April to get you ready for the long summer ahead.

Drive It Day

Firstly we have the Drive it Day event. We plan to meet up at Mote Park Maidstone (down by the lake) at 9:30am ready for a 9:45 departure, heading off on a scenic route to Hever Castle, arriving there around lunch time (group admission prices apply). Once inside we will park up as a group in front of the Castle. (Time permitting we will stop off en route for a coffee break somewhere.) If any members from neighbouring counties would like to meet up with us at the Castle, please contact us for further details.

Chatham Dockyard

One week later we will be heading off to Chatham Dockyard for the Festival of Transport event. Anybody who is going along and would like to meet up with us is more than welcome. We will be meeting up in the main car park before you enter the Dockyard at 9am sharp. Let's hope the weather is a little warmer than it has been in the last couple of years.

Listed below is a brief rundown of the major shows taking place throughout the summer months where we will be holding official club stands. Details of other Kent Shows can be found either on the events list or on the FSOC website.

Bucket and Spade Run/Show

June is normally one of the busiest months of the year in Kent, this year being no exception. We start with the Bucket and Spade run event. This event starts from Brogdale in Faversham with a road run to Ramsgate. Once at Ramsgate all the cars get parked up along the promenade and the adjoining field for a large car show. This year the locals will be joined by the Sidevalve Holiday group who are staying at nearby Cliftonville, so hopefully it will be a good turnout of Sidevalves.

Wrotham Steam Rally

The following weekend we are heading off to Wrotham, always a favourite with Sidevalvers. Anybody who hasn't been before is missing out on a good all round show: lots of transport on show, stalls of all descriptions, as well as all the arena events.

Friars Rally (Aylesford near Maidstone)

As an all-round show this is one of our favourites. There are plenty of cars, several good quality auto jumble stalls, craft fayre, charity stalls, live music as well as games to keep the children amused. This all takes place in the lovely grounds of Aylesford Priory, so why not come along and make a day of it. This show does not normally have club stands but after several of us managed to park up together last year we were asked by the organiser if we would like to come back this year as they would designate us our own separate area for 2011. So, if you can come along and support this event we are sure you won't be disappointed.

Darling Buds Classic Car Show

I am sure you have all heard of the Darling Buds event. It's been running now for several years, made famous by the popular TV programme which first hit our screens over 20 years ago, but as each year goes by the numbers of cars on show only gets larger. At last year's show we had 14 cars in attendance so let's see if we can improve on that this year.

Southern Sidevalve Day

This year the event is taking place at the Lingfield Steam and Country Show. If you have not been before you will certainly not be disappointed. After holding last year's event in mid Kent we felt that moving it to the Lingfield Show would be more convenient for members from other southern counties. We will be holding this event on both the Saturday and Sunday, so can we give a big plea to all members out there to come along on either the Saturday or Sunday or both and show your support at the south's major show of the year. I know Mike Jillians is after getting a photograph of a large/very large group of Sidevalves gathered together in one place.

Other major events organised by the Kent group

First up, we are planning a trip down to Beaulieu auto jumble on Sunday 15th May. Our plan at this stage is to hire a minibus. Depending on the number of people interested in coming along, we estimate the cost per person to be somewhere in the region of £12/18 plus admission of £8.25 (pre booked only). Obviously the more people that want to go, the cheaper it will be. So if anyone is interested in coming along for a day out, please give us a call before April 27th as we need to make arrangements for the transport.

A new event for this year is the Sidevalve Road Run/Garden Party. This place on Saturday 11th June. The Garden Party takes place at 3:30pm by kind invitation of Derek & Marilyn Warner, good friends of a fellow Kent

member. Although not a true Ford Sidevalve owner, Derek owns an early Sidevalve in the shape of a Model T Ford. He has kindly offered to take it out on short runs for anybody who is interested in a trip throughout the afternoon. As well as the afternoon Garden Party there will be an optional road run for anybody who would like to make a day of it. We will be leaving Maidstone at 10:30am, stopping off for a lunch break at Yalding Organic Gardens. After lunch we will be making our way via the Kentish countryside to Hothfield near Ashford where hopefully we will be greeted by glorious sunshine, whereupon we can enjoy our American Supper-style Garden Party.

On Sunday 31st July we have been invited to a summer picnic at Colliers Green near Cranbrook. This is a mixed car social event being organised by one of our employers who owns a couple of Model As as well as the odd non-Ford vehicle. Also invited are local members of the Model A Club along with other local classic cars owners. So, get your picnic packed and come along and join us for a day out in the country.

One thing we have always wanted to do in Patrick (our 1959 100E) is to take it for a long weekend away, so at one of our recent monthly meetings we put this idea to our fellow members. Several thought this sounded a good idea so we have decided to organise a four-day break away to the Isle of Wight over the weekend of the 17/18th September, which happens to coincide with the two-day international classic car event they hold on the island each year. A couple of people from outside the county of Kent have shown an interest in coming along so if any other members are interested please get in touch ASAP for further details.

Farewells

You may remember in the last magazine we mentioned a couple of members who had both had a recent spell in hospital. Although Bernard is now back on his feet, we unfortunately lost John Gowar who passed away on the evening of our January monthly meeting after battling cancer for the last couple of years. His partner Carol has now decided to part with his cherished 103E Pop. As well as it going to a loving home she would very much like to see it stay in or around the local area. So if anybody in Kent is looking to upgrade to a very good overall condition black 103E Pop, please get in touch and we will pass your details on to Carol.

Can we finish by saying that if anybody requires any further details/entry forms for any of the events listed above, please don't hesitate to get in touch. Hope to see you all out and about during the summer.

Regional News

Merseyside

Joe Wheatley

Well, the new rally season is nearly upon us so it is time to dust off your Sidevalve and prepare her for some exercise. The North West events for 2011 are shown in the Events section and also in the NW members area on the website. If anybody wants further information please drop me an email.

In other news: Steve McKenna has been rebuilding an engine for his 103E over the winter, hopefully in time for our first show on 25 March! Last year Dave Broad sold the 300E van that he has owned and restored over the past 12 years. He bought a couple of 400Es (van and pick-up) but decided that these were not really him. I'm pleased to say that Dave is now back in the fold with not one but two Sidevalves: a low mileage 100E Prefect that needed the front wings refitting and a repaint and an E83W van in the livery of the Mersey Tunnel Police. Pics to follow soon!

Finally, my report from the August Tatton Park show of 2010.

Tatton Park, Saturday 21 & Sunday 22 August

I had 30 cars booking in on Saturday and 32 on Sunday! We had been given another prestigious pitch quite close to the main road and autojumble that would accommodate 24 cars and our marquee, so I was a bit worried about fitting everyone in!



Left, Dave Rothwell's short Rad Y; right, Bruce Allen's black Y.

The weather in the week up to the event was rubbish, raining most days in Manchester and Warrington. On the Friday it absolutely threw it down in Manchester at lunchtime. As I drove to Tatton from Manchester under a lowering sky I expected to get very wet setting up. Arriving at about 16.00 it seemed that Tatton Park had somehow missed the worse of the weather. Frank Wells and Peter Tinsley had already cut the grass; Bernard Ellicott was already setting up our 'gateway' complete with FSOC banner and our poles & bunting. Vic Morris was setting up an autojumble stand but had not been able to bring his Mk5 Dallow

because of valve problems. Ian Trimble was also camping with his 100E, and Julian Charles and Mike Brocklehurst also came over to help set up the marquee. All was shipshape and Bristol fashion by 17.50. No rain at Tatton but it had been chucking it down at home!

Saturday dawned overcast but dry. Jill and I set off shortly after eight to avoid the worst of the queues. Naturally Bernard and Frank were already there as was Dave Rothwell with the strangest 100E you have ever seen. He had started with an Anglia, removed the rear part of the roof, cut out a section over the side windows and replaced the rear of the roof and rear window aft of the front doors, making a two seater coupe. With the longer rear deck behind the rear window it looks a bit like a 'push-me-pull-you'. (See picture.) What with this creation and his 'sports pick-up' I fear Dave has too much time on his hands.



Dave Rothwell's 100E Anglia 'Coupe'.

Another early arrival was Brian and Georgie Kimberley who had driven up from Coventry in their beautiful white Squire. Others continued to arrive during the morning until we had 19 vehicles on the stand (see attendee list below). The weather was amazingly good after all the rain before the weekend and considering it started again on the Monday. Bernard had brought some plastic flowers to attach to our entrance and had made up several picture frames containing snapshots of cars at previous shows going back quite a few years. These were displayed at the back of our marquee. Ian & Sheila Sidebotham held a luncheon party in our marquee for several friends and family (apparently Ian has four brothers, two of whom we have now had the pleasure of meeting). A good time was had by all!

To my surprise Stuart Holmes (the main man behind the Tatton Park shows) had decided to award a prize on both days for 'Best Ford Sidevalve'. I was very pleased that on Saturday the judges decided to award this to Brian Kimberley's Squire. I believe this was the first award he had ever received and was

some compensation for rising before 06.00 and spending six hours or so on the round trip from Coventry. I hope this encourages others to undertake longer journeys in their cars!



Left, Brian Kimberley's white Squire (Best Sidevalve on Saturday and farthest travelled); right, Arthur Speakman's Falcon

On Sunday I attended the early service in Church so Jill and I were a little late arriving. I was expecting more than two dozen cars but we only achieved 20. Some Saturday attendees did not join us on Sunday and one or two more were unavoidably detained: Geoff Pogeson with what he described as a 'major malfunction' with his 103E, Steve Rooney with a serious hangover from attending his son's stag night and one or two others who have yet to send me a sick note. We did manage to display three Model Ys either side of the entrance: Bruce Allen's Tudor, Dave Rothwell's Tudor Short Rad and David Perks' Fordor. David's Fordor has an amazing history. Bought new for his father in 1936 the car was used as an everyday car into the 60s. Eventually stored and beautifully restored (with one or two improvements like 12V electrics) the car is now with David, its second family owner!

We achieved three prizes on Sunday. Steve McKenna's 103E got Best Ford Sidevalve, David Perks' Y Fordor was adjudged best Pre War Saloon and the club stand received First Prize in the Highly Commended section. All in all, probably the best weekend this summer! There were many willing hands to help us put away the marquee into Ron Taylor's E83W and no long queues to get off the park.

Attendees were.

Saturday only: Alan Tomlinson (E493A), Brian Kimberley (Squire), Neil Turner (100E Prefect), Nigel Hilling (103E), Bill Moore (105E).

Saturday & Sunday: Freddy (E493A), Julian Charles (two E493As), Arthur Speakman (Falcon Caribbean), Bernard Ellicott (100E Pop), Dave Rothwell (100E 'Coupe' and Y Tudor Short Rad), Frank Wells (100E Pop), Ian Sidebotham (103E), Ian Trimble (100E Pop), Mike Brocklehurst (E493A), Peter Tinsley (E494A), Ron Taylor (E83W), Steve McKenna (103E), Tony Wolstenhulme (103E).

Sunday only: Alan Chapman (103E), Albert Walsh (100E Anglia), Bruce Allen (Y Tudor), George Cave (E493A), David Perks (Y Fordor), Tony Ikin (Wolsley 1500).

Regional News

Yorkshire

Nigel Hilling

Northern Sidevalve Day

We will again be joining with the East Lancs and Merseyside Groups to hold a Northern Sidevalve Day at the Hebden Bridge Vintage Weekend (Calder Holmes Park) on Sunday 7th August. Individual entries can be made by downloading an entry form from <http://www.hebdenbridge-vintageweekend.org.uk/> or by asking me to send you an entry form by post or email. Entrants should add 'Ford Sidevalve Owners Club' on the entry form in a prominent position to alert the entry takers. There is a small charge for entry but this goes to charitable causes run by the local Rotary Club.

Other Events

I have entry forms for the following events: The Beamish Run (Sunday 19th June), Old Ford Rally, Gaydon (Sunday 24th July), Hebden Bridge (Sunday 7th August). I have also produced a sheet listing many of the events in our area that may be of interest. I can email or post entry forms or the event listing, or collect them on the last Tuesday of the month at our regular gathering at the Black Bull, Midgeley.

We have been invited to join the York Historic Vehicle Group on their Drive It Day run from the Knavesmire in York to Sherburn Aerodrome on the 17th April. The Tadcaster Show on Sunday 1st May has no entry forms again this year. It is a 'turn up on the day' event but is first come first served, and when full the gates will be closed.

If you want more up to date information on events and possible road runs then look in the members area of the FSOC website or contact me to be added to my email list. Alternatively just telephone and express an interest to be kept informed.

Exeter Classic Trial

I picked up Kevin Upson, my passenger/navigator/bouncer, in Northampton and after a plate of fish and chips we set off for our 10.00pm start at Cirencester, which was followed by a run down to Haynes Museum where the three starts to the trial converged in the early hours of the morning.

We set off for the sections at about 2.30 am and completed the first seven in the dark. There had been a lot of rain during the preceding week and through the night and the roads and tracks were very wet. The condition of the sections varied with some reasonably dry but others very muddy. We failed one of the first seven (Waterloo) but probably should have cleared them all. The wiper mechanism broke on the way to the next breakfast halt at Exeter Services but it was getting light by this



time and the rain had virtually stopped so we managed the rest of the trial (and the journey home) without them.

The remaining six sections proved to be rather trickier, certainly for Stan (or more likely the driver!) if not the other entrants. We seemed to be going well on Tillerton until we suddenly lost all grip. It was a similar story on the infamous Simms but there were mainly failures here (there are many clips of Simms on YouTube – type in 'Exeter Trial' and search on most recent). Another failure due to loss of traction on Tipley took the final failure count to four and therefore out of the awards but at least we finished. Out of 283 starters, 52 retired during the event. In our class of 14 there two retirees and we effectively finished seventh in class.

We drove back from the finish in Torquay to Northampton on Saturday evening and I completed the return to Huddersfield on Sunday morning. The engine is now using a lot of water which looks to be coming out of the exhaust so a few repairs are on the cards.

Northern Classic Trial

We set off from Huddersfield for an overnight stop at Penrith with the threat of snow up in the Lakes. It snowed for part of the journey to the start at Wigton but soon turned to rain and then cleared for most of the rest of the day. An excellent bacon and egg sandwich at the start set us up for a good day's sport with some stunning scenery in the Northern Lakes area mainly around Bassenthwaite Lake and Whinlatter Pass.

The reliability of the car was a little questionable as it had earlier started using a lot of water and the steam coming out of the exhaust indicated it was getting into at least one cylinder. Still, they do say a little water injection helps gain a bit of power! The problem appeared stable and the water consumption remained at about 1 pint per 60 miles.

I had entered Class 3 for this event (front engine rear wheel drive) but unusually was

the only one in that class – I expect the Escorts were frightened of my potential performance! I was therefore put into the next higher Class 4 (rear engine, rear wheel drive) with a Beetle, a Skoda and a Suzuki X90. The overall entry was lower than usual at about 50 cars and bikes, despite this being a round of the ACTC championship.

Most of the sections are on forest tracks and most were very muddy, although there was grip to be had on most. The scoring is generally as per PCTs with markers from 12 at the bottom to 1 at the top and the occasional restart part way up. The event includes a couple of special timed tests to separate any ties in the scores at the end.

We didn't score too many penalties in the morning and did quite well in the afternoon. The final section, Sandale, is usually a mud bath but we did better than usual, only stopping in the very boggy restart area. When we got the final results we were pleased to have finished second in class, beating the Skoda and Suzuki. The Beetle of Michael Leete was well ahead and finished an excellent second overall in the car classes.

The sporting day was completed with steak pie and chips at the finish (we know how to live!) and then a boring journey back to Huddersfield.

The photo above shows us on Ullister Hill and below is a Buckler on the muddy Sandale.





April 2011 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Minimum order £10.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.00
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.20
Reprint Model Y Bulletin.....	£12.15
Reprint Workshop Manual for 100E and 300E.....	£25.55
Reprint Parts Manual for 100E and 300E.....	£20.75
Technical Tips for the 100E/107E by Jim Norman.....	£8.15
100E Anglia and Prefect Instruction Book (1953-59).....	£9.90
The John Howe Book of Cartoons.....	£6.30
Ford Motor Cars, 1945- 64.....	£9.15
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£20.95

Stickers

Running In Instruction Sticker (Upright).....	£0.99
Running In Instruction Sticker (100E).....	£0.99
Running In Instruction Sticker: First 500 miles (100E).....	£0.99
Window Sticker-FSOC design.....	£0.86
Silver Jubilee Window Sticker.....	£0.95
Historic Ford-'Keep off My Arse!!' sticker.....	£2.05
I Love My Sidevalve Sticker.....	£2.05
Register Sticker (state model) each.....	£1.25
FSOC 30th Anniversary Sticker.....	£0.75
FSOC 40th Anniversary Sticker.....	£0.97

Magazines

Binder for Club Magazines (holds 2 years).....	£8.45
Following back copies of Sidevalve News available.....	£0.90
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.85
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100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£9.95

Running in booklet Anglia / Prefect (date 9/49).....	£1.90
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Models

Ceramic Cream Model of 103E Popular.....	£5.70
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£2.05
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.55
FSOC Grille Badge: Round or Square.....	£11.35
Register Grille Badge: Popular/Prefect/100E/107E.....	£10.35

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.95
<i>Raspberry SM; Racing Green in SM/Med</i>	
<i>Red or Sky Blue in Med/L/XL/XXL</i>	
<i>Navy in Med/XXL; Black in Med/L/XXL; Burgundy and Royal Blue XXL</i>	
FSOC Polo Shirts embroidered in script.....	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
New FSOC Sweat Shirts embroidered with FSOC logo.....	£16.50
Royal Blue only in Med / L / XL	
New FSOC Polo Shirts embroidered with FSOC logo.....	£13.90
<i>White or Royal Blue in Med / L / XL only</i>	
New FSOC Sweat Shirt and Polo Shirt embroidered with FSOC logo.....	£27.90
Royal Blue Sweatshirt with either Royal Blue or White Polo shirt Med / L / XL	

T-Shirts

Model designs.....	£9.50
<i>E83W picture printed on front in Red or Black XL</i>	
<i>Upright picture printed on front in White L/XL</i>	
Script Badge Design.....	£8.60
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM</i>	
<i>Ford Anglia: White or Yellow in SM only; Green, Royal Blue, Navy or Red in SM/MED, Black MED</i>	

Other Regalia

DVD of Ford Archive material and FSOC events.....	£5.95
Licence Disc Holder.....	£0.90
Blue FSOC Mug.....	£4.75
FSOC 40th Anniversary Beer Glass.....	£20.75
FSOC 40th Anniversary Beer Tankard.....	£22.50
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.45
Pack of two dusters.....	£4.50
Pack of three dusters.....	£6.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2119-B	Compensator (hand brake cable).....	£5.20
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order).....	£29.95
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57).....	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.50

Steering and Front Suspension

E55-DB1	Top suspension mount.....	£40.00
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Please note that all our prices include postage and packing! (for UK members only)

E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings	£110.00
	Mount bearings per side-2 x E 38- DB1	
	plus 2 x E 37-DB8	£23.00
	Suspension insert	£65.00
	Suspension insert plus top suspension mount	£99.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension inserts	£190.00
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
E-20-LB-1	Stud and bush	£15.00
100E-3063	Bushes per set (track control arm / cross member)	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand	
	(exchange £10 surcharge *)	£27.50
100E-3289/90-B	Pair track rod ends	£22.00
100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Front suspension bush kit - 4 x E-10-DB- and 8 x 3063	£25.00

Rear Axle

100E-1107	Wheel stud	£2.50
100E-1175	Rear hub seal, original material	£12.25
100E-1175	Rear hub seal, modern neoprene	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.30
100E-4209	Crown wheel and pinion	£80.00
100E-4235	Half shaft.....	£30.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft).....	£18.00
100E-5713	Bar rear spring shackle-inner.....	£5.00
100E-5719	Bush rear spring shackle (set of 4).....	£7.25
100E-5781	Rear spring eye bush.....	£6.50
100E-5781	Pair rear spring eye bushes	£11.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber.....	£40.00
E-7ED-1	Rubber bush (bottom shock) (2).....	£3.00

Exhaust

100E 5250/5225/		
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.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£38.00
E93A-6270	Timing Chain	£14.99
100E-6308	Crankshaft thrust washers (per set) std, + 0.025"	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£7.50
100E-6505	Exhaust valves (per set of 4)	£26.00
100E-6507	Inlet valves (per set of 4).....	£20.00
100E-6513	Valve springs (per set)	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set	£26.00
E81Z1	Decoke gasket set	£26.00
353000ESA	Core Plug	£2.50
	Big end bearing set	
	(std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only	£4.00
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit	£10.20
E74-7580-A	Release bearing.....	£14.50
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-6763B	Oil filler tube.....	£15.00
100E-7039	U / J repair kit	£13.95
100E-7052	Front oil seal	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
100E-7111	Counter shaft.....	£31.00
100E-7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.32
100E-7223	Gearbox lid gasket	£0.90
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal	£7.00
100E-7569	Clutch pressure plate, 100E only	

	(exchange £10 surcharge *)	£44.50
100E-17286	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E	£3.80
100E-8115	Radiator drain tap (not original)	£3.50
100E-8260A	Early top radiator hose, 100E only	£15.40
100E-8260B	Late top radiator hose, 100E only.....	£12.25
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (old unit must accompany order)	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat	£6.50
EOTA-8620-C	Fan belt, 100E only.....	£6.00

Fuel System

	Fuel pump with spacer (no primer)	£43.50
	Petrol filler grommet.....	£12.50
100E-9276	Gasket (fuel tank sender).....	£1.25
100E-9288	Flexible fuel pipe	£14.50
100E-9437	Hot spot gasket	£1.95
100E-9627-A	Rubber (air cleaner).....	£7.25
100E-9959	Gasket carburettor float chamber	£1.45

Electrical

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *)	£43.00
105E-10043	Brush set	£4.75
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£28.00
EOA-10505-D	Voltage regulator (screw terminals).....	£28.00
100E-11001-C	Starter Motor (please send old unit with order)	£45.00
105E-11057	Brush set starter motor.....	£3.75
100E-12029	Ignition coil.....	£42.95
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
EOA-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with	
100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
50563-S	includes fixing screws.....	£15.75
	Pair of rear red tail light lamp lenses	£26.50

Ignition System

	Emergency Breakdown Kit (round type distributor only).....	£56.50
	Set 100E ignition leads	£14.95
7V-12098	Nut H.T. lead distributor cap (set of 5)	£3.00
	Distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type)	£14.75
100E-12199	Contact set (D type distributor only).....	£14.20
EOTA-12199-C	Contact set (round type distributor only)	£14.20
100E-12200	Rotor arm	£3.25
100E-12300-B	Condenser (D type distributor only).....	£6.50
105E-12300-A	Condenser (round type distributor only)	£6.50
100E-12405-T	Spark plug.....	£3.00

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£21.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
100E-7303110	Front screen rubber.....	£29.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
E72-Z1	Clutch slave cylinder kit, 107E only	£4.00
105E-7550C	Clutch driven plate, 107E only	
	(exchange £10 surcharge *)	£26.00
105E-7563D	Clutch pressure plate, 107E only	
	(exchange £10 surcharge *).....	£44.50
107E-8260	Top radiator hose, 107E only.....	£10.75

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

107E-8286B	Bottom radiator hose, 107E only.....	£12.50
105E-8501	Water pump, 107E only.....	£40.00
105E-8620	Fan belt, 107E only.....	£3.00
105E-9448	Manifold gasket, 107E only.....	£2.00
107E-9959B	Float chamber gasket.....	£2.00
105E-12116	Distributor cap (round type).....	£14.75
EOTA-12199-C	Contact set (round type distributor only).....	£14.20
105E-12300-A	Condenser (round type distributor only).....	£6.50
105E-10043	Brush set.....	£3.20
105E-11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

Spares List for 8 & 10hp Type Models

Rear Axle

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.00
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly.....	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W).....	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only).....	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W).....	£160.00

Braking System

YE-2019A }	Brake Shoes (set of 4-all models- exchange £10 surcharge).....	£55.50
CE-2019B }		
7W-2019 }		
Y-2035		
Y-2035		
7W-2035		
7W-2035		
E83W-2035		
E83W-2035		
Y-2036		
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.99
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£10.25
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.60
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order).....	£13.85
	Brake pedal return spring.....	£5.75
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.76
7W-2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE-2793	Spring (handbrake lever pawl).....	£0.85
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.40
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.06

Steering and Suspension

Y-3030	Bolt (front axle to radius rod Model Y).....	£25.00
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£24.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans.....	£65.00
	Track Rod Ends (pair) E83W.....	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.85
YE-33111	King Pin Set, complete (Model Y).....	£70.00
CE-33111	King Pin Set, complete (Model C).....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£79.95
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.35
YE-3616B	Horn Button and Nut (Y model).....	£5.80
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.65
E493A 4050	Retainer (rear axle shaft grease).....	£7.30
Y-4217	Bolt (diff gear case).....	£3.30
18-4217	Bolt (diff gear case).....	£4.05
E83W-4234A	Shaft rear axle (Half Shaft).....	£50.00
Y-4235A	Shaft rear axle (Half Shaft).....	£45.00
Y-4507	Gasket (torque tube to differential housing cap).....	£1.75
7W-4507	Gasket (torque tube to differential housing cap).....	£1.75
Y-4515	Gasket (universal joint housing cap).....	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y.....	£15.00
Y-4636	Lock Washer (pinion bearing nut)	

Y-4637	all models except E83W.....	£2.55
	Thrust Washer (pinion bearing)	
	all models except E83W.....	£1.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
E83W-18055B	Front Shock Absorber Link to fit E83W.....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W.....	£25.00
	Shock absorber (specify which one required).....	£85.00
	Front wheel bearings (wheel), not E83W.....	£56.00
	Front wheel bearings (per axle set), not E83W.....	£110.00
	Front wheel bearings (wheel), E83W.....	£56.50
	Front wheel bearings (per axle set), E83W.....	£110.50
	Suspension Buffer (fits all models except Model Y).....	£15.99

Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£115.00
	5 cwt stainless steel exhaust system.....	£109.00
	E83W stainless steel exhaust system.....	£104.50
	E93A-5230/Prefect and 7W stainless steel exhaust system.....	£199.00
E93A-5230 / E04A-5255-B	Anglia, 103E and 7Y mild steel exhaust system.....	£170.00
Y-5251	Manifold to exhaust clamp.....	£9.95

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount).....	£8.79
	Front Engine Mounting bolt.....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.15
E93A-6270	Timing Chain.....	£14.99
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger.....	£1.85
E93A-6310	Crankshaft Oil Slinger.....	£1.90
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set).....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£14.85
Y-6513	Valve Springs (set of eight) (fits all engines).....	£19.75
Y-6520	Valve Cover (fits all engines).....	£7.95
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£4.97
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£4.09
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).....	£0.77
Y-6610B	Oil Pump Gear (fits all engines).....	£4.85
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
	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 (std, +0.010", +0.020", +0.030", +0.040").....	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040").....	£43.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34).....	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.25
	Manifold stud.....	£4.95
	Manifold stud (set of 4).....	£18.80
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£26.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£26.00
	10hp cylinder head gasket.....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£34.99
	Set nuts for cylinder head studs.....	£4.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£13.85
	Gearbox Mount Upper (not Model Y or Model C models).....	£9.95
	Gearbox Mount complete, per side.....	£20.95
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.....	£2.99
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
Y-7069	Washer main shaft intermediate gear thrust.....	£7.50
E04A-7070	Retaining Ring (snap ring).....	£1.55
YE-7071B	Washer intermediate gear thrust washer.....	£7.60

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

E93A-7085	Baffle (main shaft oil)-front.....	£1.25
Y-7086	Rear Bearing Retainer.....	£19.75
Y-7111	Gearbox rear gasket.....	£4.50
103E-7114	Layshaft.....	£41.65
Y-7119	Counter Gear (10hp).....	£46.95
CE-7141	Washer (Counter shaft gear thrust).....	£6.32
YE-7222	Reverse Gear.....	£29.95
Y-7223	Selector Housing.....	£19.05
Y-7523	Gearbox lid gasket.....	£2.50
7W-7533	Clutch return spring.....	£5.35
Y-7550	Clutch linkage clevis pin.....	£2.15
	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
7W-7561	Clutch Release Bearing Hub – All models.....	£19.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order).....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£66.00
E74-7580A	Clutch release bearing-All models.....	£14.50
E70-7600-A	Clutch Pilot Bearing.....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.50
E83W-943070	E83W Gear Lever Gaiter.....	£19.99

Cooling System

	Water Pump Repair Kit.....	£32.50
E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£4.99
Y-8109	Radiator cap (brass screw type).....	£6.99
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.85
	Radiator Hose (moulded-E83W-state top/bottom).....	£10.60
	Radiator Hose (moulded-bottom).....	£12.60
	Radiator Hose (moulded-top, pressurised radiator cap).....	£15.99
	Radiator Hose (moulded-top, brass non-pressurised radiator cap).....	£11.70
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£89.50
YE-8606B	Fan Blade (11").....	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.).....	£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.).....	£7.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£7.95
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£7.99

Fuel System

	Fuel Pump with spacer (no primer).....	£43.50
	Fuel Pump repair kit.....	£27.45
	Fuel pump stud.....	£4.95
	Fuel pump stud (set of two).....	£9.60
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).....	£1.97
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....	£3.10
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).....	£87.50
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.25
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly.....	£5.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£13.95

Ignition System

	Emergency breakdown kit.....	£57.50
	Set E93A ignition leads.....	£14.95
E83W 12024A	6V Ignition Coil (All models-not original).....	£38.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.00
YE-12185B	Toggle (All models 1935 onwards).....	£0.62
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£14.20
YE-12200C	Rotor (All models 1935 onwards).....	£3.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.28
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.00

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.....	£5.95
YE-10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only.....	£25.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£115.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00

7W-11359	Spring (starter pinion retaining).....	£0.82
BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£4.99
ET6-13007-B	Headlamp Bulb 36W/36W.....	£5.75
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....	£4.00
YE-13081	Spring (front sidelight socket 1934 onwards except E493A) ..	£0.62
CE-13101	Spring (headlamp focusing).....	£0.70
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.55
103E-13408B	103E Plate (Rear Lamp Base) (pair).....	£41.80
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.99
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	103E Complete Rear Lamp Unit including bulb (pair).....	£87.25
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£2.20
40E-13466	Panel bulb 6V 3W.....	£2.60
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£2.05
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.70
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£8.99
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange)...	£85.00

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) ..	£4.55
	E83W Bonnet Corner Pads (Pair).....	£10.99
	E83W Bonnet Corner Pads (Full set).....	£15.20
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
	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).....	£16.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£24.99
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£21.30
48-702610A	Door post rubber bumper (one per door post 1937 onwards) ..	£2.50
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£4.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£16.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£18.30
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£17.60
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards...	£2.80
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe) ..	£14.50

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.99
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) ..	£5.99
YE-16750B	Bonnet Clip (Y model).....	£19.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W).....	£26.00
C46412AR	Speedo Cable (E83W).....	£23.95
E93A-7022400-A	Dovetail (female).....	£4.35
E493A-7022400	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£49.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£29.95
	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
	E493A Prefect Non Locking Door Handle complete.....	£16.99
	Locking Boot Handle, chrome plated, with keys.....	£12.50
	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£0.50
	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.95
	Window Winder Handle.....	£4.99
	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)...	£4.95
	Striker Plate (Rear door 4 door Y model 1932-1934).....	£3.85
	Striker Plate (C and CX, 1934-1936).....	£3.85
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.95
	E83W wing mirror.....	£19.99

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-war Upright

1937 Ford 7W Ten. Needs engine work. Lots of new parts. No MoT but should pass ok once engine sorted. Original plate intact. £2200 firm. Wirral, Merseyside. Tel: Gary McCormack on 07976 442382 or email gary@newplan.uk.com. (Non-member)

Post-war Upright

E493A for sale. 1953. Black. Solid yet in need of restoration and partially dismantled. Complete car with many spare panels, newly rebuilt radiator, new stainless exhaust, etc. Email for full details. £1250 ono. South Yorkshire. Tel: Robert on 07877 340719 or email rgoodland@hotmail.com.

100E & 107E

1957 100E Anglia. Deluxe model in its original Hereford Green. Never been laid up. Mileage 71,438. Owned from new by one family, with present driver since 1958 who is now giving up driving. Professionally maintained with replacements to engine, brakes and body as needed by the same engineer for over 20 years. Five good cross-ply tyres from Beaulieu. Everything 'works' and is ready to go anywhere. MoT to June 2011. Road tax to end August 2011. Original registration. £2,250 ono. Luton, Beds. Tel: Miss P. Bailey on 07905 846531 (weekday evenings between 7pm and 8pm please).

1958 Ford Anglia 100E. MoT & Tax to Feb 2012. This car has been off the road since 1980. Recently had engineering work and welding done to pass MoT. Unfinished project – needs upholstery, carpets and lots of TLC. Registration PRD 796 valued at £3250. Car without reg. £1500 or with reg. £2500. Hemel Hempstead. Tel: Richard on 07881 623 619 or 01442 244771 or email healey@healeypackaging.co.uk.

107E Ford Prefect. Never welded. Solid underneath. All original interior with unmarked leather seats, carpets, door cars and chrome. Just serviced. 12 months MoT. £3000 ono. Solihull, West Midlands. Tel: Michael Rymer on 07785 768763 or email kathysale@sky.com.

1956 Ford Prefect 100E. All original but in need of some body repairs and bleeding of brake and clutch. Good mechanical order. Log book available. Some spare parts. 58,000 miles.

Edinburgh. Tel: Davie on 07731 718181 or email rldavie@blueyonder.co.uk. (Non-member)

1961 Popular 100E. Completely dismantled but no time to restore. Many good parts, some in need of attention. Would like to sell as a package. Offers please. North Wiltshire. Tel: Susanne Joy on 01666 825399 or email winnie1966@tiscali.co.uk. (Non-member)

1959 Ford Prefect 100E. 30,000 miles. Stored in a dry garage and unused nor started since 1965. No apparent body rust but needs a good clean – interior in VGC. Four owners since new. Original beige log book and Prefect Instruction Manual. Photos available. £1000 ono. North London. Tel: David Pitney on 01727 867342 or email david.pitney@btinternet.com. (Non-member)

Wanted

300E Thames Van. Good condition for showing. MoT. Nice colour. Heathrow area. Tel: Bill on 07818 074702.

Pop or Anglia bumper. Condition not particularly important as only last 6" wanted. Midlands. Tel: David J. Collins on 0121 474 5356 or email djcprod@btinternet.com.

Fuel tank for Pop. Must be in good condition. Midlands. Tel: David J. Collins on 0121 474 5356 or email djcprod@btinternet.com.

Upright Ford. Any model. Must be in good to A1 condition. Some minor work not objected to. Redcar, Cleveland. Tel: Kevin Smith on 01642 273722.

Interior mirror for Upright. I need an interior mirror for my 1953 Upright Prefect. The fixing holes are 1 1/4" or 32mm centres. Just the bracket would be fine. South Essex. Tel: Dave Frost on 01268 750400 or email dave.frost2@virgin.net.

Wheel for E83W. I'm after a 6.00 x 16 wheel rim for an E83W dropside truck. East Sussex. Tel: Michael Scrace on 07976 311576 or email michael.scrace@btinternet.com.

Radiator muff for 103E. Would anyone have for sale a radiator muff for my black 103E Popular? Also, does anyone remember a 1953 Ford Prefect 745 AMC? Many thanks on both counts! Malvern, Worcs. Tel: Richard Southall on 01684 561383 or email richsouthall@hotmail.co.uk.

Upright Prefect. Prefect E493A or E93A wanted. Must be on the road. Any colour apart from green! Cash waiting. Bedfordshire. Tel: P. Culley on 01234 376650 or email www.niceplace22@tiscali.co.uk. (Non-member)

Spares for sale

Bumpers for Y & W. Set of bumpers for Y and W range with some brackets. Full front and 2 x half for the rear. Need rechroming. £70. Hemel Hempstead. Tel: Richard on 07881 623 619 or 01442 244771 or email healey@healeypackaging.co.uk.

100E engine for sale. 100E Ford sidevalve engine. Re-built but not run. Also petrol tank and two rear lights. Reasonable offer accepted. Solihull, West Midlands. Tel: Michael Rymer on 01564 700306 or email kathysale@sky.com.

Upright windscreen motor and tank. £10. Midlands. Tel: David J. Collins on 0121 474 5356 or email djcprod@btinternet.com.

Upright fuel pump. Petrol pump and new braided hose for Upright Sidevalve bought new from Small Ford Spares and not used. £15. Midlands. Tel: David J. Collins on 0121 474 5356 or email djcprod@btinternet.com.

Various Upright parts for sale. Model C king pins, new old stock, two pairs, £20 per pair. Model C steering wheel, column and box £25. Model C brake light switch, new old stock £3. E93A rear hub puller in wooden box £12. 103E steering column and box £18. Collection of new E93A gaskets including two head gaskets, 3 fabric manifold gaskets, 1 copper manifold gasket, etc. £25 the lot. Four E93A unused re-metalled conrods £20. E93A valveguide removal tool £5. Wellington. Tel: Barry Wallace on 01823 673021.

Pre-war pistons for sale. One set of four new pistons for Ford 8 Model Y 1932-35 size +0.040" and complete with rings and pins. £75. Surrey. Tel: Cliff Spooner on 07860 153438 or 01293 775177 or email cliffordspooner@btinternet.com.

10 hp engine for sale. 1959/1960 sit-up and beg Ford Popular 103E 1172cc sidevalve engine for sale. Lancashire. Tel: Stephen Unsworth on 07506 343237 or email steveunsworth007@aol.com. (Non-member)

Valve spring compressor. Sykes No. 395 valve spring compressor suitable for 8 and 10 hp models. Free (clearing out workspace). South-East London. Tel: Send text only please to 07765 446631 or email kenneth.bristow@tiscali.co.uk. (Non-member)

Two Pop projects for sale. We have two Ford Pops for sale. One is in bits but good for spares, the other is 'stood' up again – loads of spares. They are 1953/54. Any reasonable offer. Wiltshire. Tel: Allen Cooper on 01722 500068 or email fionacooper@hotmail.co.uk. (Non-member)

300E rear doors for sale. I have two rear doors in very good condition for a 300E (100E Van). They need a good home and are too good to scrap. Lancashire. Tel: Tony Howard on 07711 446187 or email redcapgarage@btconnect.com. (Non-member)

Upright wing for sale. Nearside rear wing for Popular 103E in excellent condition. £125 ono. Hampshire. Tel: Chris Bracey on 01962 771781 or email chrisbracey@btinternet.com. (Non-member)

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

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



Sidevalve News

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

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

Mark Bradbury
10 Pettyfields Close
Knowle
Solihull
West Midlands
B93 9EG

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

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

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

Trade advertisements from members whose income derives in whole or part from the sale of spares or vehicles must be pre-paid, at £5 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

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

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

Please indicate heading: ☐ For Sale ☐ Wanted

☐ Pre-war ☐ Post-war upright ☐ 100E/107E

☐ Special ☐ Spares ☐ Miscellaneous

☐ Other (please state)

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



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

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

Name(s) of account holder(s)

Bank/building society account number

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Branch sort code

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Name and full postal address of your bank or building society

To the Manager	Bank/building society
Address	
Postcode	

Reference

F	S	O	C	S	U	B	S								
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Banks and building societies may not accept Direct Debit instructions from some types of account.

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request FSOC Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by FSOC Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when FSOC Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

Instruction to your bank or building society to pay by Direct Debit.

Service user number

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

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: _____

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

Signature(s)

Date

Regional News

Wiltshire

Sally Litherland

Folk outside the club wouldn't understand how elated and proud I am to be an 'official' member of the FSOC but you will! Since the arrival of the first club magazine I have regularly written to the Editor with Molly's latest news – usually with a glass of San Miguel parked beside me. However, the morning after always brought doubts as to whether anyone would be in the slightest bit interested.

I am not technical, so discussing Molly's little problems over the years has been rather female. For example she does have an increasing problem with incontinence and needs cardboard underneath to avoid staining. She has excessive 'wind' on start-up and 'whizz-pops' jerkily down the road for the first mile. Her roof has many plasters but still she leaks and one day might only be able to go with the roof down. Her choke is kept out with a trusty wooden clothes peg and for many years the only way I could get the windscreen wipers to wipe was to press the button for each smear across (actually I found that looking through the rain on the screen gave quite acceptable vision). She smokes a bit despite health warnings, usually from the bit of the exhaust which goes into the engine. Kwik Fit fitters have become expert at putting some white filler around this joint (free of charge – thank you lovely lads) which works for a season. These, however, are minor troubles for she has also had major organ replacement, with a new engine a few years back, a set of flippy arms reinstated (only worked for a month but were so efficient they nearly knocked a cyclist onto the pavement) and a makeover to remove signs of bodywork ageing.

Sometimes I get asked 'You don't want to sell her, do you?' to which I always reply that she is priceless. Well, the amount she has cost



me over the last 30 years doesn't bear thinking about, but she was my only car for about 10 years, regularly taking my daughters to school, summer and winter and without a garage. We had to give that up when she kept breaking down, leaving me to hitch at the side of the road with two daughters under 12 and a large golden retriever.

You will all understand why we put up with this nonsense – it's the way children and grandfolk alike smile when they see a Pop serenely gliding down the road and even the following convoy laugh when they see what has slowed traffic down to 10 miles an hour on an incline. How many times have you been asked by a senior citizen how the back seat springs are holding up?

Every major event in our family's lives has involved Molly. The cat had her kittens behind the front seats, my daughters went to their First Holy Communions in her and all

the children used her as a wedding car. Mostly successfully – just one time she made it to the church, then blew a radiator hose on arrival. With 'retro' currently being in vogue my friends think Molly must be an excellent pick-up car (I am divorced), but that's not true. It is true men always stop and talk when Molly and I are out and about together, but, ladies, I can confirm that they only want to look under her bonnet, not mine.

So, if anyone out there in the Salisbury area would like to get together to share stories about their classic cars, I am the new contact for Wiltshire. I am thinking a monthly pub meeting (rock up, no appointment) might be fun? Maybe a short fun run and a picnic in the summer? As Molly appears to be the only Ford Pop in the area any classic car would be welcome to join us so please tell your friends. I look forward to hearing from you.



Latest roof-top dinghy is the 9 ft. 6 in. Satellite (left) made from Polyester resins and glass fibre. Its inboard Vincent engine is detachable. Price of the boat and engine is £89 and the respective weights are 110 lb. and 30 lb. Manufacturers are Wemyss Woodhouse Ltd., Talbot Road, Rickmansworth, Herts.

Regional Report

John Duckenfield

Some great news!

Two Regional Groups in Scotland...!

I am extremely pleased to report that following recent appeals for more Regional Contacts, two members living in different parts of Scotland have contacted the Club:

Central Scotland – Graham Little

As he explained in his letter to the Club published in the last magazine, Graham is involved with the organisation of the Strathaven Classic Car Show and I'm delighted to inform members that he has agreed to further his contribution to the classic car movement by becoming the FSOC Regional Contact for Central Scotland.

To combine involvement with a local and national car club seems an ideal way to support the interests of both organisations. I really hope, therefore, that members in the area will take up Graham's invitation to join him at the Strathaven Classic Car Show on 22nd May and later in the year at the Scottish Ford Day, the first weekend in July.

In Graham's words, 'The two shows could easily be a way forward for people to introduce themselves to each other and to carry on from there in terms of an organised region. I'd be happy to co-ordinate the initial get-together and have a few ideas on how to keep in touch, given the geographical diversity north of the border.'

If you are interested in supporting Graham in this new venture then please get in touch with him.

East Scotland – Robin Barlow

Robin has had a long association with the Club. His first sidevalve was a Mk 2 Dellow, E93A with twin SU carbs. He used this for about 11 years, competing in all the MCC Long Distance Trials plus many other (then) local Cambridge Car Club Events. Robin was magazine editor and competitions secretary for the Cambridgeshire club for much of this time, so he knows what being involved is all about!

Eventually a crowded rally calendar and family commitments forced him to sell the Dellow. He moved to Scotland in 1998 and in 2007 he managed to buy his present Dellow, this time with a 100E engine and overhead inlet valve conversion courtesy of Willment.

Robin has since returned to the hills on the MCC events. The car is an original Mk 2 having been converted by the factory from Mk 1, although at present it is off the road for some rebuilding work. He lives near Brechin in the east of Scotland, an area where there are not vast numbers of members but enough to form a small Regional Group should they so wish. Whether that materializes or not, it's still good for the Club to be represented in the area by someone who has its best interests at heart and is willing to support it in any way he can.

So, if you live in the Angus or south-east Aberdeenshire area and would like to get to know fellow Sidevalve owners and FSOC members in that region, you know what to do!

Ideally, another Regional Contact is needed in the Edinburgh (Dunfermline/Kirkcaldy) area to cover that part of Central Scotland. If you are interested, please get in touch with me to find out more.

...and another Regional Group in England!

Wiltshire – Sally Litherland

Sally has been a member of the FSOC since 1982, the year her 1956 103E Pop, Molly, arrived in her family. She is just as fond of it today (and of the FSOC) as she was nearly 30 years ago. Although not travelling far in Molly these days, the car is still on the road thanks in no small way to the FSOC Spares Service. Sally now feels that she has reached a point where she would like to spend more time looking after her treasured possession.

She would also like to put something back into the Club and meet up with fellow enthusiasts in the area. Unfortunately, FSOC members are spread rather thinly on the ground in that part of the world, but there is no reason why a small group of enthusiasts shouldn't meet up from time to time. Sally would be delighted to hear from you!

More Regional Contacts wanted

It's great for the FSOC that three established members of the Club now feel they are able to become Regional Contacts. It is an important role within the Club but need only be as demanding and time consuming as each individual wants. As well as supporting existing members, Regional Contacts also represent the Club on the ground at shows and events throughout the UK where they play a crucial part in recruiting new members. In

so doing, they contribute significantly to the Club's continued success.

Unfortunately, despite several requests, there are still areas of the UK where the FSOC is not represented. There are, for example, no Regional Contacts in Northern Ireland or (South) Wales despite the fact that there are relatively large numbers of members in those areas. There are parts of England, too, where more Regional Groups could be established if only someone would take the initiative and become a Regional Contact. All clubs need members who give as well as those who take and many FSOC members already give a great deal. But if the Club is to continue to prosper, it needs to be represented throughout the country. If you want to find out more about becoming an FSOC Regional Contact, please get in touch with me. All contact details can be found on page 2.

Stop Press!

There is some late news to report!

Somerset – Tim Griffiths

I have just received a letter from Tim Griffiths, a member in Somerset in which he writes:

"I was reading *Sidevalve News* the other day and after all the years I have been a member and never managed to get to any of the local nor annual general meetings, I feel it is about time I did something to redress this situation.

I would be prepared to make contact with other members in the Taunton area with a view to meeting on a regular basis. Since the nearest meetings to us appear some distance away, I am sure we could find somewhere of mutual interest within reach of us all."

This is fantastic news! It's great that another longstanding member of the Club is prepared to try and establish a Regional Group! A quick check of the membership list reveals that there are certainly enough FSOC members within striking distance to make a Regional Group possible. For more information please get in touch with Tim. His contact details can also be found on page 2 of the magazine.

Please note, the next opportunity for committee members to endorse Tim's appointment is not for some time. Until then he will be an Acting Regional Contact. I have no doubt, however, that his appointment will be no more than a formality.

Pre-War Register

Yvon Precieux

01475 529267, 6-9pm

Registrar's comments

The year has started extremely well with plenty of contact from members. It makes one wonder if there is a recession? However I do hope our younger members are coping with these harsher times. The FSOC with our area contacts must be making a good impact as I am receiving more of the earlier models, the Ys and 7Ys joining our ranks. Here legible email details are worthwhile as with the high level of correspondence now coming through, I can forward replies sooner and not be stuck at a desk all day in order to reply by slow mail. Please, please respond to my plea for your register forms: the club does need your vehicle details and the article below gives some idea to why some of the seemingly less important less obscure tags can help, once properly evaluated and understood.

Those first sit up and begs

In the last issue, I forgot to mention one of the most important aspects of the then new models 7Y and 7W that came after the Model Y and C: the doors! Unlike the Model Y, C and CX the doors on these newer models were fitted the other way round. Suicide doors were aptly named but they were yesterday's fashion by the time the Models 7W and 7Y came out. I can recollect the passenger door of my Model C van opening while at speed on the coastal road back to Wemyss Bay with Christine riveted to the passenger seat. I now have one of those elastic clips that holds both doors secure. Safety was a worthwhile factor and the new post-37 designs with all the major improvements on brakes, roominess etc. were rightly considered for the next generation of the motoring public and without doubt saved many lives.

Estate cars

CPO 313 (photo 1) is a Ford Model C estate car once owned by the Gosport & Fareham Omnibus Co. (otherwise known as Provincial), that was in use from the early 40s and replaced in 1958 by an E83W Thames pick-up. Reference to information came via Chris Hebborn, courtesy photo taken by David Whittaker in 1942 Gosport and Fareham Omnibus Co and courtesy The Provincial Bus Enthusiasts. We do know about the Brakenvan 7W and E93A estate cars, so other versions are shown to prove that they also existed in the flesh. BRK 202 (photo 2), a CX, was around many years back and a member, Peter Lilly, attempted to purchase it. It was all wood from the windscreen backwards. Another C estate, CCE 147 (photo 3), was made in Guildford in metal and although I do not have the original author, the photo is by Mike Smedley. Dean Kirsten in the USA also owns an estate but I have no proper photos to compare other than its rear



Photo 1



Photo 2



Photo 3

doors. Finally, to bring up the rear, the well acquainted Brakenvan version with a photo of the model that was designed by an Earl and in this case used in a titled family's ownership (Ward) to bring visitors to its Scottish estate. The vehicle is depicted in its working service (photo 4).



Photo 4

A Deluxe

New member David Ettridge from Denmead, is now the proud owner of the deluxe 7Y pictured (photo 5). The mileage has been given as 5,005 miles which David has been informed was between 1939 and 2001, but as possibly the engine has been replaced one could add a few noughts. The car however looks immaculate and being a deluxe has a different instrument panel, winding rear windows, and other extras as opposed to the standard versions.

Another new member is Darren John Shorthose, from Nuneaton with what initially was identified as possibly a 1939 E04C flatbed that was previously a milkfloat (photo 6). However its chassis and detail have confirmed that indeed it is a genuine 7Y. The picture of the Ford is shown not long after Darren purchased it. The home guard colours were put on by the previous owner for a backdrop to some D-Day celebrations. There is no evidence it was ever was in war department use but it was once utilised as a milkfloat in the Chipping Campden area of Gloucestershire. Here I am led to believe that there are some pictures of it during the war, but as yet they have not come to light. At present it is completely stripped down ready for restoration, Darren is glad now he never broke it up for spares, which he nearly did before realising its age! First stop will be a few spares to complete it as and when time allows.

Ford Model and Briggs body numbers

The FSOC is lucky to have so many Ford Sidevalve models from 1932 to the early 60s under its club umbrella. The consequence of this is that it provides a much greater sampling opportunity that not only ensures a wealth of information, but every so often throws up little facets of detail that sometimes cannot be identified by just looking at the one or two vehicles of the whole Ford range. Sometimes the information gained creates further inroads into the somewhat hazy activities of the Ford

Pre-War Register contd



Photo 5

Motor Company when our small Fords were envisaged. As an example, the Model naming and alphabetical/numerical coding of our earliest small Fords still remains obscure with the loss of Dagenham records. Some authors I know look too hard to associate a more glamorous or extra special connection with which to associate a model or models. Too often the end result can distort history and this makes it more difficult to correct. By trying too hard they tend to miss the obvious, the very information that is contained within the very segments of the Ford model range.

As with any manufacturing base, from the 30s and today, there had to be some logical yet simple product order that easily defines the amount of merchandise that one provides, and manufacturing cars is certainly no different. History shows that not even cantankerous old Henry contemplated anything other than a

simple vehicle coding system for the products that came out of his company, even when there were hiccups with expansion into other countries and delays in getting the product onto the market. This can be seen from the first Ford models, whereby initially a simple alphabetical system was devised. As more and more vehicles were designed and other countries brought into the production process as in the 1930s, there had to be revisions either within the existing alphabetical code or a change to a newer code that was as simple to use. What started to upset the apple-cart with Ford in Britain during this period was the intention to use the newer numerical coding system for the small Ford 8 when, due to delays, the actual model came out at roughly the same time as the larger Ford V8. With the letters of the alphabet being more palatable in Britain than in Europe, the use of

the consecutive numbers 18 and 19 for a large and small model was seen as posing a possible confusion with their respective parts lists.

Inevitably by 1937, with Europe and Britain having demanded more independence and more say in their own designs and been permitted to do so, a complete overhaul was required that encouraged the full encompassing of American, European (I include Britain) and other Ford manufacturing products into a simpler and more accurate vehicle coding system that still followed the same fundamental requirements of being simple, easy to use and understood. This activated the wonderful 1938 configuration that identified Year, Horsepower, Type of vehicle and Country, and for others countries Wheelbase and Left- or Right-Hand drive. In Britain, the coding for the new E93A started with E for England, 9 for year, 3 for 10HP, 4 for 8hp engine, A for passenger vehicle and W for forward control commercial. This continued with a slight tuning for year in the late 40s until the advent of the monocoque cars. Then an entirely new system was initiated in which the last upright Ford Popular was included as the 103E with the 100E, 105E and 107E etc. I did put together a synopsis a few years back on some ideas of how the C, CX, 7Y and 7W were assimilated into the earlier code. Not surprisingly, there is still a further need for more research to eventually unravel the mysteries behind the earlier codes, but at least we have tried.

At present I am researching the Briggs body numbering system. This little brass tag is just as important as the chassis number: more so, as it identifies the body date, type and style, throwing up lots of information that can only help in ensuring accuracy especially now with the newer DVLA rules in force. There has however been a modern tendency to group certain Briggs numbers separately away from the normal consecutive sequence as though they don't belong or because they appear to throw up certain anomalies. The Model Y and C listing illustrates this with the Ford 8 vans (121, 126 and 128) and the Tug (161) in publications being isolated from the normal logical order of all the small Sidevalves. Yet, Briggs initiated the small Sidevalve sequence starting at 121, 126, 128 (Y van); 134, 135, 136 (Y saloons); 161 (Tug); and 164-167 (Y saloons), with the Model C starting with the Tourer in the 300s; CX the 400s; 7Y, 7W and E83W in the 500s; and ending up in the 600s for the Ford Anglia and finally the Popular 103E. A possible reason why the vans have been separated is that in its proper place at the front, it would seem to suggest that the Y van was the first body style and type to be envisaged off the Briggs body production line, yet history acknowledges that this was a saloon. However what this information does identify is that the Y van was certainly on the agenda at a far earlier stage in the Model Y's saloon development in order for the Ford 8 van

Continued on page 30



Photo 6

E83W Register

Yvon Precieux

01475 529267, 6-9pm

Registrar's comments

A good response for just the beginning of the year and this is continuing well above my expectations when I first took over this register. You, the members, are definitely keeping me on my toes and I am grateful to those of you who have responded to members' requests for help. I'm afraid I am going to ask a few more. Funnily enough I had a rather unusual request from Tony Russell who has a 7W and a Special. Tony is putting together a Leslie Bellamy replica of the 100mph Ford and he requires some 18" wheels that may be spare to E83W members. Contact through me. As with the Pre-War Register I would ask for your vehicle's Briggs body number.

Some vans have been converted into trucks over the years. Strictly speaking this is no problem; after all Ford converted vans into canteen trucks during the war and post war with no commercials available due to the export or die requirement. Vans and even saloons were converted. However the information gleaned at least tells me what a vehicle originally was by this tag. Regrettably the older register forms that form a major part of the E83W records do not carry or ask for this information so I am starting anew. The numbers I have noted to date since taking over this register are as follows: 528 found on a Anthony Hoists vehicle; 557 utilecon, 510A, 514A pick-ups; and 528, 576A and 518 vans. There are all sorts of E83Ws out there and although quite an exercise to evaluate, this will help to identify – hopefully one day – all the small Sidevalve models and derivatives sharing the 8 and 10 earlier engines, from the Model Y to the 103E. So please supply this detail if it differs from or does not relate to the information above. For new members, please fill in your register forms with the Briggs body number as well as the chassis number etc.

Gray's the Bakers

Roger Little: I am returning to the subject of the photograph of four vans which was published in the December issue of *Sidevalve News*. Just before Christmas, I sent a copy of the article to Keith Gray who had supplied the photograph and notes to the newspaper in which I had seen it, and again expressed further thanks for use of it. I received a reply a couple of weeks ago in which he commented that, discussing it with his mother, she had observed that she thought the vans had come from City Garages (on Lemon Quay in Truro) and not HTP Motors as Keith Gray had originally drafted for the newspaper. I have not been able to find any website reference to City Garages and therefore cannot comment on this alternative view of the source of the vans, but a recently

added reference to HTP Motors shows that in the 1930s they advertised as suppliers of several named makes of car and commercials but Fords were not mentioned. (Roger: *I have qualified my notes to reflect that there may be some uncertainty over the supplier. Yvon*)

DVLA requests

Shaun Adams-Thirtle has joined our ranks with a Fordson E83W 10cwt Utilecon. It looks as if this vehicle was used on a RAF airbase by the US air force and I hope to have an article from Shaun at some time during the year. For the time being a few jottings are identified further down. A welcome also to John Davis with his 1954 green pick-up that has never been registered. Finally a possible period number request is Roger Carr of York, with another pick-up with what he calls a box of bits.

Maltese connections

Some great vehicles are coming out of Malta. Photos 1 and 2 are of Cristino Dormanin's truck with red cab and green woodwork.



Photo 1



Photo 2

Those Utilecons

Les Foster, our Canadian contact, has a good collection of E83Ws highlighted a number of years ago (1996) in these pages. Of interest then was a comment on Utilecons to Glen Bubb, the previous incumbent of this register, that I found in an array of old paperwork when I took over what was then assumed to be the temporary duties of the registrar. I'm glad I kept a note as with my knowledge of these vehicle growing, Les's comments based on research into the Briggs body numbers appear to ring true. I trust Les doesn't mind if I submit the whole passage as was supplied to Glen, although I have no information on the answer

given? Les's submission was based on the fact that at the time he had purchased an estate car that had certain characteristics of the Martin Walter conversions.

Your publication often refers to E83W vans equipped with windows and seats as 'Utilecons'. Am I correct in assuming that this name originally referred to multi-purpose conversions done by 'outside' companies like Martin-Walter and that their brand name has come to be used as a sort of generic term for any van with seats and windows? I ask this because the Ford Parts List, obtained through the Club, shows a simple drawing of the 'Estate Car' amongst the pictures of the other various sidevalve models. I also notice some differences in the size and configuration of the side-windows on different 'Utilecons' pictured in your magazine (Sidevalve). Thus I've concluded that there was a Ford 'factory' estate car model of the E83W (which I believe mine is) and similar but distinct 'conversions' made by body-building companies based on the E83W. Is this correct and would you comment on this?

I am inclined to concur with Les as there are indeed variances in the conversions and there is a Briggs number for the factory Utilecon (557). I will try to expand on this with a full blown article once I have the remaining pieces of the Briggs body number jigsaw.



Photo 3



Photo 4

From photos 3 and 4, Shaun Adam-Thirtle's Utilecon needs some work, but it is all there and Shaun is hard at work endeavouring to get it together. A sticker on the windscreen identifies it as being based at RAF Chicksands, used by the USAF security service. Eventually the vehicle will require an age related plate.

E83W Register contd

Nigel Hilling has made an inspection of the vehicle and confirmed its originality. One item that someone may be able to help with is a windscreen frame as the frame that Shaun has is too corroded to repair.

Ministry of Information

E83Ws were used in all theatres, whether in war or in peacetime. During the war years, one of the various government departments that used the E83W was the Ministry of Information. These versatile vehicles (vans) were requested to travel all over the country to assist in advising the populace in areas that were bombed out etc. re facilities. There were also other organisations such as the NAAFI with their well-known food vans and their entertainment E83Ws and Model Ys, managed by ENSA, that went round the country entertaining the troops. Somewhat modified, they have even been used as library vans carting books to schools, and one was seen in East Anglia in the 50s.

Canteen vans were also made after the war and once upon a time you were able to see them parked up under a bridge or on the side of a pavement for all sorts of hot British nosh. There was none of the fancy stuff then and a good fry up was the order of the day. Years ago a member in Essex had a nicely restored post-war example (photo 5) but coming into a roundabout it was clunked quite badly and ended up being a total write off. As far as I know it did not survive, unless you know otherwise?

One from the archives

Now, what could be more welcome than a few crates of the hard stuff? (Photo 6) Counting up the bottles in one of the crates, I make it a dozen and with the other crate, a further 12. Delivery drivers of E83W vans were hardy folk (and they needed to be if you read further), more especially if you had to humph crates around to the grand houses with delivery other than the front door. (Come to think of it I do believe it's that famous house owned by that South East London area contact Stanley Bilous. Although just two crates are going in, the driver is not going to be too happy when he sees the 30 crates of empties in Stan's vast cellar that will take some time to humph back onto the truck.)

Special Operations Executive

Ian Maddams sent this through to a previous registrar of these pages. Titled 'Secret Agent's Handbook' it shows two E83W Utilecons outside a thatched complex of buildings, purported to be near the Elstree film studios in Hertfordshire. Designated by the SOE as Station XV it was here that the camouflage section retained its headquarters and main workshops. (Photo 7)



Photo 5



Photo 6



The Thatched Barn, designated by SOE as Station XV. It was here that the Camouflage Section had its headquarters and main workshops. (PRO. HS 7/49)

Photo 7

Anglia, Prefect & Pop Register

Andy Main

Registrar's Comments

Apologies for the reprint in the last edition. I had produced it in the first few days of the New Year and filed it as February 2011 but in a senior moment sent the year's previous articles which I only found out when I opened the magazine. Now, what did my school reports say: "could try harder."

Centenary Celebrations

One being the centenary of the Ford Motor Company (England) being formed, and a disused tram factory at Trafford Park, Manchester was converted into an assembly plant to build Model Ts that were shipped over and built up from kits of parts. This was only three years after the Model T was first introduced in the United States. I don't expect Ford will splash out on big celebrations as they pay little attention to their UK history. However one main dealer is, with officials attending.

In Kent, Haynes Brothers were the first in the county to take on the Ford Motor Company franchise in 1911 and then sell and distribute the complete range of Ford cars, trucks and agricultural machinery. Established in 1790 in London and moving to Kent in 1832, today it is the only privately owned company in the UK that still distributes these range of products, albeit now with different manufacturers given Ford Motor Company's departure from the truck and agricultural sectors.

Haynes Brothers Ltd has a number of Ford vehicles in its collection, including a Model T, and displays them at large functions and in their showrooms in Maidstone sometimes. On Sunday 1st October 1978 Southern Sidevalve Day was held at their Ashford Road site in Maidstone; see Club News, October 1978 for photographs.

To celebrate its centenary the company is having a display at the Ashford Road site, open to the public from and including Monday 23th to Thursday 26th May during normal business hours. However it did not have a model from the 1940s until Emily Prefect was asked to join the celebrations.

Emily is a 1947 E93A Prefect owned by Tony Young, the Club treasurer.

Emily was first licenced on 1st June 1947 to Miss A. Smith for her 21st birthday present from her father. Always garaged, Miss Smith used her regularly up to 1968 until she became ill and Emily was stored in a barn by a relative. Long-standing member Tony Russell from Reigate, Surrey, having heard of an 'upright Ford laying neglected in South London', purchased Emily on 11th August 1980, having been forgotten by the family, and restored her. She was used for Tony and



Emily

Janet on their honeymoon to Holland. The mileage on purchase stood at 112,580 and she was fitted with original Philco radio, heater, spotlight and leather upholstery. Emily was laid up for her second time between 1988 and 1997 and on 31st August 1997 was bought by Tony Young from nearby Redhill. See 'The Treasurer's Secret Diaries Continued', *Sidevalve News*, February 1998 for further details. Since purchase, front and rear panhard rods have been fitted.

One more ride

There was a request made to the Club from a daughter whose father, Dick Eburne, had asked for one more ride in an E93A Prefect. The nearest one to her father is (yes, you guessed) Emily. Dick and Emily will meet up in the summer. Dick has owned a few sidevalves over the years and has kindly supplied the following article.

My 'upright' Fords

My first car was a black 1953 E493A Prefect NGO 935 that I bought with a friend in the mid 1960s. We paid £17.10s 0d for it and exactly the same sum for the annual insurance because he was a learner driver. Unfortunately a previous owner had 'improved' or replaced the original dashboard with an aluminium engine-turned slab and the instruments were behind recesses, illuminated by helmet dash lights that just lit the recess edges. If I wanted to see the instruments at night I had to use a torch. The torch lived on the parcel shelf with a squeeze bottle filled with slightly soapy water used for screen cleaning by leaning out of the driver's window and squirting on to the screen.

We bought it to drive from West Wickham to Plymouth for a long weekend, because it was cheaper to buy and insure it than to hire a modern car with the financial loadings for inexperienced drivers under 21. On the journey the fuel pump failed near Redhill. The AA (subscription a present from my parents

who thought we would need AA assistance) managed to find and fit a replacement fuel pump but the AA's mechanic asked that on our return journey, please could we avoid his area around Redhill because he didn't want to see the car again!

About ten hours after leaving West Wickham, about 2am, we were slowly climbing up a hill on the A38 when we were stopped by the police. They were looking for two prisoners who had escaped from Dartmoor. We didn't fit the descriptions so were allowed to continue. However, they had stopped us suddenly, forcing me to do an emergency stop. When I tried to restart, the engine was very noisy. Raising the bonnet and using my instrument watching torch, I found that the exhaust pipe had fallen off the manifold. I pushed it back as close as I could and drove slowly past the waiting police car. At the first stopping place further down the road I wired the exhaust pipe back to the manifold and continued to Plymouth. We went out of Plymouth towards Tavistock, pulled off the road and pitched a tent for what was left of the night.

The next morning I made a more substantial repair to the exhaust, drove into Plymouth, parked, and we made use of the bus station's facilities to clean ourselves up. The return journey was less eventful but the exhaust system required attention a couple of times.

NGO 935 came with several extras. The sides below the bonnet were amateurishly sign-written as 'Nellie-Belle'. We changed that after the Plymouth trip to 'Cow-Belle'. There were spring-back mirrors fitted on the domed front wings. They refused to stay adjusted and were only useful to show headlights behind us.

The rear window had a stuck-on plastic oval to reduce condensation. It also had an anti-dazzle roller blind. The blind could be raised by pulling a cord fitted above the driver's door and locked either up or down

Continued on page 30

Specials Register

Rob Daniels

Four new members this month. Shaun Henderson from the USA has joined with a very unusual car, even for these pages. Shaun owns a 1923 Amilcar that is powered by an English 8hp Ford Sidevalve engine complete with Supercharger (below).



Robert Nichols has joined with his Alexis, Paul Field with his Siva Edwardian and John Keatley has joined with his Dellow. If you guys could send me a short piece on your cars and a photo, I will print them in these pages.

Most of the specials companies started by making two seater sports car bodies. One of the exceptions of course was the Naco who went straight in with an Estate (below) and then a four seater saloon. Naco was owned by Laurie Salmon who was workshop foreman at Falcon Shells from 1957 until he left in 1959 to form Naco.



Falcon Bermuda

Falcon had started with two seater sports cars just like most of the others and it was not until the Mk3 that they made a 2+2 and fitted a hard top to it in 1959. The next year they finally made an attempt at producing a four seater called the Bermuda.

Adrian Leveridge wrote to me recently with an update on his Falcon Bermuda.

No real progress on the Falcon, other than making some of the more 'Agricultural'

parts on the engine look more pleasing to the eye. Also replacement of the front brake drums: there has been a pulsating of the brakes (noted during the MOT) from first day of driving. On investigation I found that the drums were not true – both had a dip towards the centre. I can only assume that over time these have warped. I had some spares, that clocked true, and now the braking is so much better. The only thing to do is drill a hole in the replacements so that I can adjust the brakes. (Ballamy conversion, but looking at the old and replacement, I have noticed that Ballamy just drilled through a natural low point on the casting – easy for the drill to locate on the sloping surface, but not quite in the right position to line up with the adjuster. I intend to drill a hole in a suitable position to allow adjustment easily.)



Its not very often I feature a Falcon Bermuda in these pages as there are very few that survive and Adrian's is certainly the only one on the road. At a Pre Racing Car Show track day held at Brands Hatch in the summer of 1961 a number of Specials companies were displaying their wares. Some of these companies included Edwards Brothers, TVR, Lotus, Ginnetta and Falcon. Falcon showed the new Mk4 Caribbean and two customer's cars, a Mk2 Competition and the Bermuda of Derek Patterson. I met Mr. Paterson a few years ago at the NEC show and he kindly sent me the photos and the few words below.



Derek Patterson's Falcon Bermuda at Brands Hatch July 1961



Derek Patterson off to Sweden

Pictures include chassis before body, the finished car at Brands Hatch and loading the car on to the boat for a holiday in Sweden (no drive-on drive-off in those days)!

I did 27,000 miles before selling it, the only problem being a water pump. I hope you receive the pictures OK. Be patient with me as I am a silver surfer and have only had my computer 9 months.

Car Mechanics ran a series called 'They Built it Themselves' for a short time around 1960 and one of the cars featured was a Falcon Bermuda. The car was based around a lengthened Fairthorpe chassis with an Austin A Series engine, Herald axles and various Ford 105E parts. A number of years ago I managed to acquire an oil painting of the very same car. I don't know why the painting was done and I never did try to trace the owners of the vehicle.



And finally ...

Not too much to report in this issue. Get those articles and pics of your cars into me and I'll put them into the mag. Hope to see some of you in the coming rally season...

Letters & Emails

**SVN Editor,
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New distributor for 100E

Dear Sidevalve,

I have fitted my 100E with a new distributor/electronic ignition, preceded by conversion to negative earth. Both were quite easy. The distributor is a Lucas 45D, minus vacuum advance, and looks much the same as the original. Now the car starts first pull and runs much better. At about £70 (with red rotor arm) it is worthwhile and cost effective, when you consider bolt-on kits are twice this price – plus a new distributor into the bargain. It needs push fit HT leads and either a push fit coil or a modification to the king HT lead to make one end push fit (use an old crimp or cannibalise a new HT lead). Two 14" and two 12" HT leads are needed and easily bought from Euro Car Parts for under £15. Carbon cores mean the old suppressor caps are not needed.

A word of warning: the dog on the end of the distributor was 180 degrees out, so the leads were wrong ... just put 1 on 4, 2 on 3 etc. Best to get near TDC on No1 before removing. Also the clamp supplied interferes with the plugs, so re-use the old one.

Is the Club aware of the useful 100E forum, ford100E.com? There is much info there, including contributions from our own Jim Norman. A useful thing to inform Club members about. See <http://ford100e.forumakers.com/>.

Kind regards,

Richard McRonald



Return of the First Taunus

Dear Sidevalve,

In a much belated reply to John Porter's interesting article 'The First Taunus' which appeared in *Sidevalve News* of February last year, I have just found a photograph of Taunus 47 ALO which I saw at the Wheels of Yesterday rally in Battersea Park, London, on 5th May 1980. Why I didn't take another of the engine under that open bonnet, I do not

know! If anyone has a programme of the event, it was entry no.392. The car looks similar to the one in the article mentioned and the one accompanying Friedel Erdelmann's letter in *Sidevalve News* of June last year, though the bumper is straight with overriders rather than curved.

With kind regards,

John Skinner

Charity Run from John O'Groats to Lands End

Dear Sidevalve,

In April my son Jack and I will be doing a Sponsored Charity Run from John O'Groats to Lands End. This is in support of St Peter's Hospital Chertsey Neo Natal Unit and Ronald McDonald House, who supported one of Jack's teachers when her baby was born with health problems and sadly died six weeks later.

The journey will be a round trip from London to John O'Groats, then to Lands End and return to London. It will be undertaken in Doris & Paradise, my Ford Anglia towing my Classic Fisher Holivan 10.

The car was built in 1958 and the caravan was built in 1960, so there will be no luxuries of modern motoring for us on this trip.

We will be leaving London on 8th April and hope to get to Lands End just before Easter. Luckily we have managed to get sponsorship for the overnight stops which will help a great deal with our fundraising.

If any members would be able to support us in this event please go to www.justgiving.com/ethanjames or contact me on 01895 443339 or 07939 939955.

Yours,

John Congram

Membership No 1240



Jim Norman

With one exception it's been a very quiet but busy couple of months. The snow and icy weather lingered (in fact, as I write this on 8th March, it still lingers!) and the Prefect has been maintaining over 400 miles per week all through this period. There has been only one real problem.

On 17th January, too late for the February *Sidevalve News* deadline, while returning home from work, I saw a stone kicked up by an overtaking car strike the windscreen. The screen shattered and, being toughened glass, disintegrated into small chips, about a quarter of an inch on a side. But the screen stayed in place, which left me with a dilemma: should I stop and remove it, or carry on with it still in position? Trying to remove it held the promise of glass everywhere, which could blow back into face and eyes; but leaving it where it was meant that it went opaque every time I passed under a street lamp. I opted to leave it in, and drove very cautiously home, arriving rather late but otherwise without incident.

The following morning and in light, old towels and curtains were laid and the screen removed; glass still managed to get everywhere. The famous spares supply in the garage showed several screens, so two were taken to work. That journey at minus three degrees Celsius without a windscreen is one I have no wish to repeat. At work colleague Brian helped me fit one of them (the rubbers aren't the original 100E ones but it was still a pig to fit). I fitted the chrome moulding (plastic in this case) in a few strips a few inches long to retain the screen, then left things until Friday. Another colleague, Ray, helped me fit the new chrome moulding after going all around with screen sealer (I'd bought a length of moulding at the NEC in November since the original was going grey: how's that for prescience?), using lots of washing up liquid and a few special tools made from old screwdrivers. It put up a struggle but went in. The following Friday we replaced the rear screen moulding, which *had* gone grey, but this gave in very easily.

The only other thing of note was to replace four tyres with new Firestone F590 155/80R13s, which tyres I've used for many years. I used, again, an Internet site and the tyres arrived within four days. The only problem is having to get them fitted, but since tyre fitting is something I teach, and the College has all the equipment, this presented no problem at all.

Pre-War Register

Continued from page 24

to be in production just months after the first saloons hit the market.

As with the service parts, the Briggs model numbers were probably scheduled later as body production started to take pace and vehicle body types put in some order of merit. Haphazard it may now seem, but it was decided that vans should occupy the first numbers as indeed the Tourer body was designated this position in the C sequence and CX range. Worthy of note is that Briggs did want to manufacture a touring body on the Model Y and probably there was a Briggs body number for it. Sadly the Y Tourer was discarded by Ford and we will never know where its assumed place in the numerical order was to be. Was it intended to be first on the Briggs list as with the C and CX, or were the vans moved in to take its place? How about your thoughts on the subject?

Now comes the hard sell. Briggs records have been lost for the later Fords, hence I am working backwards to identify the different body types, styles and dates. The numbers I have are as follows: 500-, 505-506 520-23, 527-28, 620, 622-23, 627-8 for the 7Y, 7W and E93A. The later Anglias and Popular (540, 646 etc.) come into this sequence as do the commercials, so these all are very important codes. Could I ask members to send me any Briggs codes that differ to the above with the spec of their vehicle (4/2 door Fixed/sliding roof, standard/deluxe, van, utilecon, special body etc.) and date of registration. The Briggs body number, a painted brass tag, is usually on post-37 vehicles high on the engine bulkhead. Information forwarded will throw up more detail on variation in body types that concur with the parts books and chassis dating. The more we understand our vehicles, the more this Club can ensure that what is on the vehicle is what is claimed with greater accuracy in dating and specification. Your assistance is much appreciated. (The same plea awaits you in the E83W Register with this model's many body types.)

New members

As mentioned over the past year in this column and continuing into 2011 the Pre-War Register is really starting to take off with four further Model Ys, another four 7Ys and a Ford 10 7W. Word is spreading of the register and the FSOC via the Internet. We welcome Simon Turner from West Heath in Birmingham (Model Y as a box of bits); Gerald Jenkinson Stafford (green painted Y); Nigel Cooper from London (a 40 year barn stored Model purchased for Nigel in 1963 when as a youngster he was permitted to drive the vehicle under age around his father's farm); Thomas and Alison Laird from Scotland (a black and maroon Model Y); John Ashling Marshall (7Y); and David Dwyer (7Y). Register forms, please.

Anglia, Prefect & Pop Register

Continued from page 27

by pulling the bead on the end of the cord into the appropriate slot in a metal channel. We couldn't use it at first because a previous owner had painted a two-finger salute on the blind. We tried to over-paint it, but it still showed through, so we replaced the blind.

On the edge of the parcel shelf there were four wooden clothes pegs. We used a couple of them to hold the choke out because the choke pull would not stay locked with Ford's recommended quarter-turn.

The windscreen had two electric demisters stuck on with rubber suckers. Each was about six inches long and when in operation they might clear an arc about six inches long and five inches high through which the driver could peer. They had a long cable which allowed them, in theory, to stay in place when the windscreen was opened. They didn't stay in place. They fell off even when the windscreen wasn't opened. They also made the ammeter show a massive discharge when in use. I could use the headlights or the demisters but not both. If I did use the demisters for any length of time then the battery would be flattened despite driving the engine as fast as was safe. Opening the windscreen was a much more effective way of demisting, or I could spray some windscreen washer water from the squeeze bottle onto a sponge (also kept on the parcel shelf) and wipe the inside of the window.

After a month I disconnected and threw away the electric demisters.

To be continued...

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More on OFO

Dennis Hoey

Following the previous articles about OFO 557 here is a little bit more detail.

I purchased the car from RTS Auctions at the Royal Norfolk Showground in Norwich on May 18th 1997. It appeared to be in good running order and had an MOT so we decided that my son Chris would drive the car back to Slough with his mate riding shotgun in a nice 2.8i Capri which we then owned, and my wife and I stayed up in Norfolk for a break.

The car behaved perfectly all the way back and Chris was amazed at the good roadholding and handling on this model. He had previously driven my P4 Rovers and Austin Somerset but this zappy little Ford is a totally different kettle of fish. I warned him about the wipers but these were not needed on the way back. I should have warned him not to use the heater blower on low revs for a long period of time. I didn't, so after a couple of hours in the cool of the evening the rheostat finally surrendered and dropped its red hot internals onto his knee. I think he bears the scar to this day.

Having got the car back to Slough the next thing was to have a good look at it. The mechanicals were all fine as the drive back from Norfolk had proved. Inside had been fitted with nice grey carpet. There were two controls labelled 'c' for choke and none labelled starter. The dash had been cut and fitted with an ammeter and a very nice clockwork clock which I am sure is pre-war. It is wrong for the car but worked and still does to this day. Removing it would entail fitting a new dash so I have simply left it there. The car is also fitted with a rear screen heater. These were useful period accessories and as this one works and looks good I have left it. The leather upholstery was very dry and tired. The heater rheostat had burned out but as Chris had holes in his jeans and burn scars I don't often mention this.

Underneath was very sound with no signs of major welding, just a little repair on the rear offside wheel arch which appeared well done under the underseal and has held nicely to this day. The bodywork looked very nice but had a few rust bubbles on the rear quarters on the seams where the body flares out to the rear wings. The car had clearly been sprayed to sell and a little while later the paint on the bootlid and bonnet began to move. This carried on for years, eventually leading to very deep crazy paving appearance. I have always driven classic cars sometimes quite long distances to shows and have not aspired to a concours car, so the crazed bootlid and bonnet were allowed to remain: simply polishing the car with large amounts of black polish made it look fine. I am always rather loath to cut through paint where it is holding good and the two panels have never rusted. I have attacked the bubbles on the rear quarter, getting right back to bare metal and using plenty of rustproofers and

good paints. Nevertheless they always return to haunt me. I think lead loading is the answer and this is something the lads at Oasis will learn about, subject to all the health and safety regulations.

I started to use the car straight away. In those days I was a member of the Uxbridge and District Vintage vehicle society and owned an Austin Somerset as well as buying and selling odd classic cars which I used as my daily transport. UDVVS had a lot of classic cars and eventually changed its name to reflect this. I joined FSOC straight away. The Club spares service has always been excellent and in those days I was an avid autojumbler so it was no trouble to replace the heater rheostat and pick up a stock of fan belts, oil filters, hoses and the like.

I used the car as most of us do for short runs around town and shows at the weekends. Uxbridge, Enfield and Roughton were among my favourites as well as various local events around the Slough-Bracknell area. One of the nicer things about running a 'bread and butter' classic is the response from the general public. Many people have learned to drive in a 100E or their dad had one or they ran one as a cheap old banger, so you tend to talk to these people at the shows. I was also running a 1937 Morris 18 which was a huge car. It was good for taking the whole family around and at shows it was like having your living room to spend the day in, but I find you meet a lot more people when they can relate to the car from their own experience.

Maintenance was very easy at that time. OFO quickly burned through a botched repair on the exhaust manifold hot spot connection. The next manifold I fitted didn't last too long either but the next one proved good and is still going strong. At various times I replaced the odd set of points, some steering components, and the oil pressure switch and so on. Crossply tyres were easily obtained from the local tyre and battery company along with the big valves. MOTs came up and were passed with



Just married: OFO winning a cup at Mablethorpe Carnival a few years ago.



Tended by my grandchildren.

very little trouble, and the car ran well for many years.

At one of the Roughton shows I was asked if I would like to do some filming for the BBC. Of course I agreed and took part in a series called *The Last Salute*. Apart from earning a few bob this was great fun. I enjoyed meeting the other drivers and the cast and crew were nice too. Sadly this wasn't continued after the second series and I was moving out of the area at the time so no more film work followed. In 2009 I retired and moved to Lincolnshire, OFO remaining in a lockup in Slough.



The Last Salute.

Sidevalve timing

Geoff Hammond

The principle of ignition timing is fairly simple. The fuel air mixture should start to burn just before the piston reaches *Top Dead Centre* (the position where the piston is at the top of its stroke) so that as the mixture burns it produces the maximum pressure to drive the piston down the bore. Ideally the mixture is fully burnt by 20° after TDC.

The optimum firing position is determined by many factors but the basic ones that can be applied to the Sidevalve engine are:

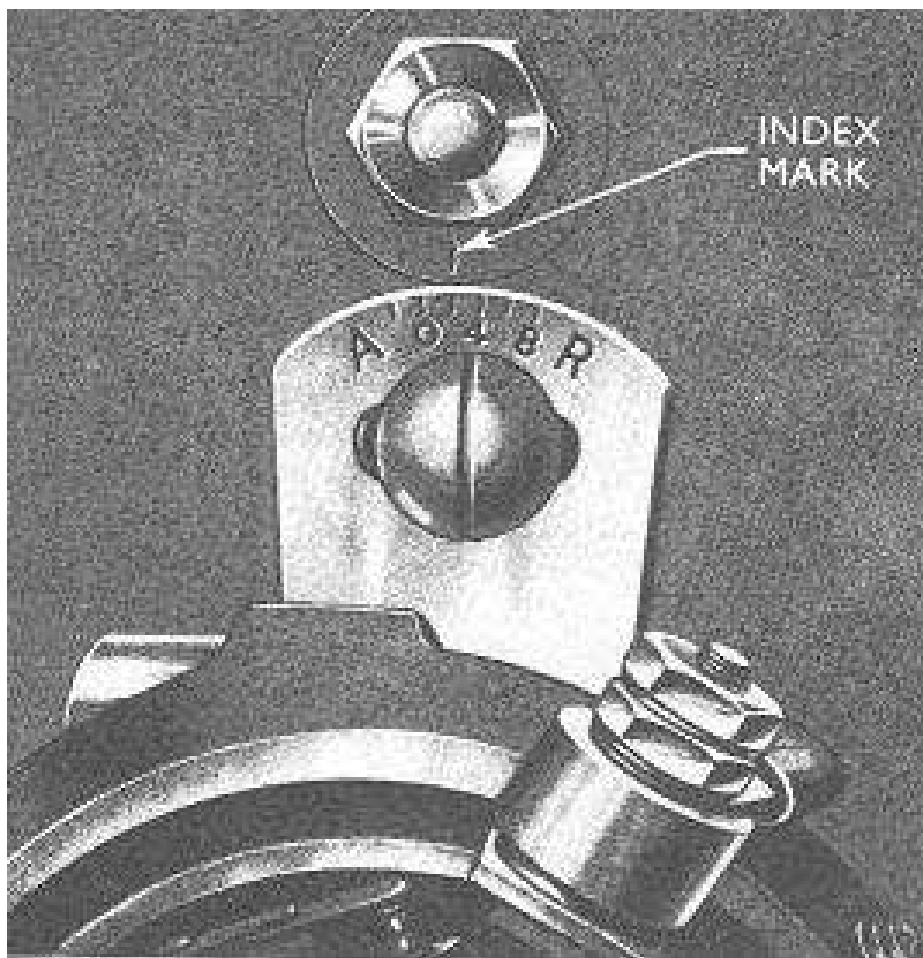
- A. The compression ratio – the volume of the bore when the piston is at the bottom of its stroke compared to the volume at the top of its stroke. The two volumes are normally referred to as a ratio i.e. 5:1. The higher the ratio the higher the pressure and the more efficient the engine.
- B. The quality of the fuel – the higher the octane rating, the better the fuel and the more it can be compressed prior to ignition.
- C. The carburation set-up – the better the set-up, the more fuel mix can be placed inside the combustion chamber.
- D. The speed of the engine – the faster the engine is turning, the less time the fuel has to burn and create maximum pressure.

The above principles then need to be translated into the engine design.

Higher compression ratios raise the pressure to which the fuel is compressed before it is ignited and hence generates a higher overall pressure to drive the piston down. The higher the overall pressure the more stress it puts on the engine. There is a limit with low octane fuels as if it is compressed too much it will suffer from explosive detonation. The mixture will randomly explode after the spark fires as it becomes more compressed and hotter from the fuel that has started to burn.

This is commonly known as *pinking*. Increasing the octane of the fuel will reduce pinking as higher-octane fuels are designed to be compressed more and tolerate a higher temperature before exploding. This was taken to its extreme when certain high performance engines would only run on 5-star petrol.

Pinking can be reduced or removed by retarding the ignition point. The mixture then starts to burn with the piston closer to TDC, and the pressure build-up produced by the burning fuel is reduced as more of the burn is completed on the down stroke. This has the effect of reducing the power output and stresses on the engine.



The greater efficiency of a carburettor allows more fuel mix to be burnt inside the combustion chamber, giving more power.

All engines are a compromise: the higher the performance, the higher the octane and more fuel it requires for a given size. Higher performance engines require a more intricate control of the fuel mix and timing to achieve maximum power over the rev range.

Our beloved Sidevalve engines were designed to be low cost, have a relatively long life and run on poor fuels. The standard design is essentially a low compression, simple carburettor with simple timing advance, designed to run on 2-star petrol.

This design gives scope to improve the performance by tuning the engine using higher compression heads, better carburettors and changing the timing of the valves by using performance cams.

I have increased the performance of my 10HP E93A engine by using an 8HP head, a 100E cam and twin 1 1/8" SU carburettors. These are all standard pieces that just bolt on and once the carburettors have been set-up, this just leaves the appropriate timing to be set!

The timing on the 10HP E93A engine is set at 5° before TDC. As I have used a 100E cam the set-up of the 100E should also be taken into

account. The 100E timing is set to 5° before TDC for regular fuel (2-star); for premium (4-star fuel) this can be advanced by up to 3° giving a timing of 8° before TDC. Reading through the Ford Ten Tuning Manual it advises that the set-up for an engine like mine should be at the Ford recommended value and could be retarded by up to 5°.

So, armed with the above information, what is the correct timing? It should be set between 5° and 0° before TDC for standard unleaded but could be set between 8° and 3° for premium unleaded. It must be remembered that the timing pin, when located in the notch of the camshaft sprocket, indicates 8° 54' (nearly 9°) before Top Dead Centre and the distributor index must be set as in the figure below:

The 8HP engine would be set at '0' on the scale (full details are in the Ford 8 and 10HP workshop manual).

One very important note:

'To obtain optimum performance it may be necessary to road test the car with various timings. The timing that gives the fastest acceleration between 30 and 50 mph means the engine is giving the best power output for the ignition setting.'

I hope this helps those of you who have or want to tune your Sidevalve engine!