

# News

# Sidevalve



Volume 25 • No 4 • August 2008



## **Features this issue**

Annual General Meeting Reports

Registers & Area News

Behind the Scenes

More on Ford 8 Elephants!



# Sidevalve News

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Sidevalve News Editor,  
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## Club Officials

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

<b>Chairman</b>	John Porter, 16 Nuneaton Lane, Higham-on-the-Hill, Nuneaton, Warks, CV13 6AD E-mail: <a href="mailto:sv1172@aol.com">sv1172@aol.com</a>
<b>General Secretary</b>	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA E-mail: <a href="mailto:generalsecretary@fsoc.co.uk">generalsecretary@fsoc.co.uk</a>
<b>Membership Secretary</b>	Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ E-mail: <a href="mailto:membershipsecretary@fsoc.co.uk">membershipsecretary@fsoc.co.uk</a>
<b>Treasurer</b>	Tony Young, 2 Lakeside, Redhill, Surrey, RH1 2AE
<b>Spares 8hp, 10hp Models</b>	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU
<b>Spares 100E, 107E</b>	Neil Patten, 2 Cypress Road, Woodley, Reading, Berks, RG5 4BD E-mail: <a href="mailto:neil@jameswhite.freemove.co.uk">neil@jameswhite.freemove.co.uk</a>
<b>Remanufactured Spares</b>	Neil Patten, 2 Cyprus Road, Woodley, Reading, Berks, RG5 4BD
<b>Technical Advisor 8hp, 10hp</b>	John Pole, 82 Fruitlands, Malvern, Worcs, WR14 4XB (written requests for advice only please). E-mail: <a href="mailto:technical810hp@fsoc.co.uk">technical810hp@fsoc.co.uk</a>
<b>Technical Advisor 100E, 107E</b>	Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. E-mail <a href="mailto:j.norman2007@btinternet.com">j.norman2007@btinternet.com</a> . Tel. 01942 861043 (7.00pm – 9.00pm only please)
<b>Regalia and Books</b>	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA
<b>Events Co-ordinator</b>	Brian Cranswick, 18 Bellmans Grove, Broadacres, Whittlesey, Nr Peterborough, Cambs. PE7 1TX. E-mail: <a href="mailto:b.cranswick@yahoo.co.uk">b.cranswick@yahoo.co.uk</a>
<b>Publicity/Pop Shopper</b>	Mark Bradbury. E-mail: <a href="mailto:pop.shopper@fsoc.co.uk">pop.shopper@fsoc.co.uk</a>
<b>Sidevalve News Editor</b>	The SV News Editor, PO Box 1172, Abingdon S.O., OX14 5WA. E-mail: <a href="mailto:editor@fsoc.co.uk">editor@fsoc.co.uk</a>
<b>Archivist</b>	Peter Williams, 24 Jays Mead, Wotton-under-Edge, Gloucestershire, GL12 7JF Email: <a href="mailto:archivist@fsoc.co.uk">archivist@fsoc.co.uk</a>
<b>Regional Co-ordinator</b>	John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9:00pm please). Email: <a href="mailto:regionalorganiser@fsoc.co.uk">regionalorganiser@fsoc.co.uk</a>
<b>Registrars (Specific Model Enquiries and DVLA Applications)</b>	
<b>Pre-War</b>	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Yvon Precieux (Acting E83W Registrar).
<b>E83W</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
<b>Anglia, Prefect, Popular</b>	Peter Williams, 24 Jays Mead, Wotton-under-Edge, Gloucestershire, GL12 7JF
<b>Specialist Applications</b>	Email: <a href="mailto:archivist@fsoc.co.uk">archivist@fsoc.co.uk</a>
<b>Specials</b>	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warks, CV10 0BZ E-mail: <a href="mailto:specials@fsoc.co.uk">specials@fsoc.co.uk</a>
<b>100E/107E</b>	Rob Goodland, 14 Larch Hill, Handsworth, Sheffield S9 4AJ
<b>Regional Area Contacts</b>	
Local area groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00pm and 9.00pm ONLY.	
<b>Bristol and South West</b>	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
<b>Cambs, Lincs and Norfolk</b>	Brian Cranswick 01733 203776. E-mail: <a href="mailto:b.cranswick@yahoo.co.uk">b.cranswick@yahoo.co.uk</a> . <i>Please ring for details.</i>
<b>Coventry and Midlands</b>	Geoff Hammond 02476 334201. E-mail: <a href="mailto:hammond.geoff@talktalk.net">hammond.geoff@talktalk.net</a> . <i>2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.</i>
<b>Devon and Cornwall</b>	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
<b>Essex</b>	John Hull 07763 810386. E-mail: <a href="mailto:postmaster@trjahull.plus.com">postmaster@trjahull.plus.com</a> . <i>1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.</i>
<b>Glos, Hereford and Worcs</b>	John Pole 01684 564829. E-mail: <a href="mailto:john@polej.freemove.co.uk">john@polej.freemove.co.uk</a> . <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
<b>Hampshire</b>	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
<b>London North</b>	Robin Thake 01279 659245. <i>1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.</i>
<b>London South East</b>	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
<b>Merseyside</b>	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: <a href="mailto:joe@ajwheatley.freemove.co.uk">joe@ajwheatley.freemove.co.uk</a> Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
<b>Northamptonshire</b>	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
<b>Central Scotland</b>	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
<b>Surrey</b>	Angela Hume 07884 184882. E-mail: <a href="mailto:babssidevalve@aol.com">babssidevalve@aol.com</a>
<b>Sussex</b>	David Pickett 01444 483350. <i>3rd Wednesday: Barley Mow, Selmeaton, A27. 7.30pm.</i>
<b>Yorkshire</b>	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>
<b>Mid Wales &amp; Borders</b>	Dennis J Duggan, Rock Cottage, Brook Street, Welshpool, Montgomeryshire SY21 7NA. E-mail: <a href="mailto:djduggan@supanet.com">djduggan@supanet.com</a>
<b>International Contacts:</b>	
<b>Australia</b>	Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, email: <a href="mailto:gordon14days@yahoo.com.au">gordon14days@yahoo.com.au</a>
<b>Belgium</b>	François Jordans, Reetsesteenweg, 143, 2630 AARTSELAAR. Tel: 03/844.0768
<b>Canada</b>	Les Foster, 1212-52 St.Delta, B.C. V4M 2Z2. Tel: 604-943-4936, email: <a href="mailto:leswfoster@hotmail.com">leswfoster@hotmail.com</a> .
<b>Germany</b>	Rod Hawkins, 83 Dorfstrasse, 47624 Kevelear. Tel: 02832 70158. <a href="mailto:rodandcilly@hotmail.com">rodandcilly@hotmail.com</a>
<b>Ireland</b>	Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173, email: <a href="mailto:williamconeill@eircom.net">williamconeill@eircom.net</a>
<b>Norway</b>	Haakon B. Oeverland. Saupstadringen 43 A, 7078 SAUPSTAD, Norway. E-mail: <a href="mailto:hoeverl@broadpark.no">hoeverl@broadpark.no</a>

# Editorial

John Porter

Another AGM has come and gone – the seventeenth as a limited company. Actually 38 AGMs since the 100E Owners' Club came into being 1969. That does make me feel long in the tooth as I have been into Ford Sidevalves since before that date and a member of the FSOC, as it became, for most of those thirty odd years. With the thought of 1969, it has dawned on me that next year is the 40th anniversary of the club and we do need to do something to mark the passage of time of what has been a remarkably successful one make and type club. Many clubs have been and gone or been reborn more than once in that period.

Many thanks to the dynamic duo from Yorkshire (Nigel Hilling and John Duckenfield) for organising an excellent venue in a beautiful location. Nigel went on to offer us an undulating tour of the countryside that was appreciated by the majority of the attending Sidevalves. As usual, Pat and I were last after several wrong turns that resulted in the run lasting longer than planned. We had booked a B&B near to Wortley Hall but not to the end of the run so we had to immediately turn around and get back to Dungworth to book in before the landlady closed up for the evening. On the way we were followed by a green Micra driven by a French speaking Tunisian (in Yorkshire?) who pulled up behind us to talk about the car as we wrestled with the map.

Robert Marshall from Nottingham mentioned at the AGM that some organisers have asked for insurers' name and policy number on their entry forms and he related that a friend had had a claim made after a classic car show without him being fully aware of



Photo by Brian Cranswick

the incident. You are not required to give this information so it is best not to give it – you can confirm that you are insured but that is as far as is reasonably to be expected. If you are finding this at your local shows, please let us know so that other members can be made aware of the situation.

It is difficult to ignore the cost of fuel for our Sidevalves, let alone the everyday car, and no doubt we all feel the 'non-good factor' that has been generated by this shock to the so-called western lifestyle. It is worth remembering that the Ford 8 Model Y was borne into adversity in the difficult times of the early thirties. There had been the Depression in America that sent shockwaves around the world, much like now, and the *Sunday Times* last weekend has joyfully compared then and now ... The private motorist was still struggling in the early fifties when the 100E was announced so perhaps we have the ideal classic for the post 'sub-prime' period in the 21st century. Andy Main said at the AGM that a few pounds on a gallon won't affect the run out in the old car – we shall see.



AGM Roadrun photos by Gerald Pollard



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# Events

Brian Cranswick

## AGM

I really enjoyed attending this year's AGM and Nigel and John from the Yorkshire group made an excellent job of all the organisation. This was a lovely back drop for the seventeen Sidevalves that parked up in front of Wortley Hall. The road run that followed after the meeting was really demanding for a Sidevalve, especially for the Uprights. Almost 40 miles across the Pennines, up and down some quite big and long hills, a lovely scenic journey taking in the village of Holmfirth and ending at the Black Bull for a meal. This run was somewhat of a test for the sidevalving pilot; can I make it up the hills in second gear or do I have to go right down into first? What a difference to driving my old Pop on the flat roads of Cambridgeshire. I was a passenger for the journey in Gerald Pollard's E494A (LBM 764); he really had to work the Anglia's engine hard to keep up steam for all the hills. I have never driven my Pop that hard in 33 years! Many thanks indeed to Gerald for driving me across the beautiful countryside and taking me back to the hall; very enjoyable company and a great ride in the Anglia. Sorry we missed a turn – I did not read the directions properly! This was certainly an AGM with a difference and for me the road run made the day.

**10th August – Historic Specials Day, Cotswolds Wildlife Park, Burford, Oxon.** Free entry for the driver of any historic Special or its tow car. For more information contact Rob Daniels, Specials Registrar.

**10th August – Auto Retro-Anglia Car Show, Mid Suffolk Showground, Stonham, Suffolk.** Free entry for show cars; event will include an autojumble and trade stands; room for a club stand if enough interest. Details and entry from Club member Steve Minns, tel 01379 677367 or [steve@beckgreenfarm.fsnet.co.uk](mailto:steve@beckgreenfarm.fsnet.co.uk)

**10th August – Duxford Air Museum Classic car show:** details from Jessica Jeske on 01223 497985 or [Jjeske@ivm.org.uk](mailto:Jjeske@ivm.org.uk)

**16th & 17th August – Ford Mk1 & Mk2 Cortina, Corsair & 105E Owners Clubs are all holding their Annual National Shows at Stratford upon Avon Racecourse.** All Ford cars are welcome; prizes for visiting cars and club stands. Info from [www.mk1cortina.com](http://www.mk1cortina.com) or telephone 01225 351626 for entry details.

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

**17th August – Classic Car Show & Autojumble, Cranleigh Showground, Surrey:** info from Russell Lindfield 01306 877557 day or 01483 273781 evening.

**24th & 25th August – Quainton Grand Steam & Vintage Vehicle Show, Quainton Rd Station, Aylesbury, Bucks.**

**24th & 25th August – Hampshire Pageant of Motoring, Broadlands, Romsey, Hants.** Club stand: to enter see Mick Crouch.

**30th & 31st August – Skylark Garden Centre Country Show, off A141, March, Peterborough.** Event includes a flyover from the Red Arrows. Loads of cars attended last year's show. We will have a Club stand. For free entry contact Brian Cranswick for a registration form.

**2nd September – Kensworth Car Show, Dunstable, Beds.**

**14th September – St Marys School, Bishops Stortford:** North London Group Club stand. Details Robin & Jennie Thake.

**28th September – Ramsey Rural Museum, Ramsey Annual Country Fair, Huntingdon.** Cars wanted to make up a club stand; please contact Brian Cranswick if you can attend this event. No cost entry for club members.

**14th–16th November – International Classic Car Show** at the NEC, Birmingham. Club stand – any offers of help to staff the stand or provide a Sidevalve, contact Geoff Hammond (Regional Contact for Coventry area) or John Porter.

• Also refer to the Area reports.

If you are organising a club stand or road run, please log the event with the Events Co-ordinator so that this can be covered under the club insurance.



AGM photo by Geoff Hammond



# Area News

## Mid Wales & Borders

Dennis J Duggan

To be honest there is little to report, and the Mid Wales & Borders Area Group has still not got off the ground. John Duckenfield called in to see me while he was on holiday in the area, and gave me a list of members within an approximate radius of 50 miles from Welshpool. Only one has been in touch with me direct, despite the group being listed in *Sidevalve News* for several editions, though I hasten to add that no criticism is implied or intended. The person concerned lives a long way from Welshpool, probably too far to make regular contact viable.

I still feel the best way forward, given that the MW&B group is never going to be a large one, is to work with the Mid Wales Classic Vehicle Club (of which I am founder and secretary). When the club arranges the next run out I might contact the nearest FSOC members to see if they would like to join in. In that way we could meet and see where it leads, and also have a nice day out.



I spotted the ice cream van shown here near York Minster in May 2008. I did not have a chance to talk to the ice cream man.

## Surrey

Angela Hume

Dear Friends

Summer is going fast. Unfortunately I haven't been getting out as much I would like due to recurrent health problems – things are just not working as well as they should. I missed the Fête Champêtre at Brooklands Museum in June which was a pity as three other Sidevalve members were there. Stan Bilous took his 1935 Model C along with a pair of 493A Prefects owned by Mike & Katie Jillians (1952) and Peter Lesoing (1953). Peter's car was originally owned by his father and has frequently travelled in France for holidays. I had hoped to be there so that we could let people see the differences between pre-war E93A and post-war E493A Prefects but the journey proved too tiring so I had to be rescued and given a lift home. However I hear that the evening was enjoyed – and the rain held off.

The event climaxed with a Parade of all the Motor Show vehicles. This included a run on part of the original 1907 Brooklands racing circuit. It's not often that there is a chance to drive on that track so I hope you like the picture of the Fords on the Brooklands Banking – showing the famous Members Bridge! And to think that I missed my photo opportunity. Perhaps I will get to the 2009 event instead!

It is looking as if a group of five or six Sidevalves will be attending the Capel Car & Bike Show on Saturday 16th August. Capel is

near Dorking so if it is within driving distance for you why not see if you can still book and join us? Otherwise just come and say Hi to us! There are lots of vehicles to see along with a Flower show and village fete so there is something for everyone.

Their website (which includes the enrolment form) is <http://www.capelcarshow.com/html/home.htm> and it may not be too late to book.

I hear that Mike & Katie took their Penny on the London to Brighton trip with (almost) flying colours – a couple of fuel delivery problems which were swiftly rectified. I would like to go next year if my health permits. Would anyone else be interested?

If I am back on the road by the 12/13 July I hope to be going to Ardingly Vintage & Classic Vehicle Show. This year they are introducing a 'Pay on the Day Classics' section for those of us who are a little temperamental when it comes to advance booking for events. I am hoping that Surrey members will be able to attend and meet up with some of the Sussex members.

I hope that you all have an enjoyable summer and the weather is kind to you and your events.

Happy Sidevalving

Babs



Mike & Katie with Peter on the Brooklands Banking

## Bristol and West

Ivor Bryant

### Thanks to Peter Williams for bailing me out by doing the last issue's write up.

We've been out and about to local events. The new event at Westonbirt School on May 26th was a washout. Neither Peter Williams or myself bothered to venture out. The Leyhill Car Club gathering at Slimbridge Wetlands Trust on Sunday 1st June was well attended with an assortment of vehicles. Sidevalve members included Len and Muriel Shorthouse in a Triumph Herald, Mr and Mrs Brian Bedford with their Upright Prefect and myself with the 7Y. Brian seemed to have a bottomless boot on the Prefect with camping stove, folding table, tea making equipment and a weeks worth of sandwiches. The weather was fair, some rain, some shine.

A new event was a Sunday breakfast gathering at Castle Combe Circuit on Sunday 8th, about 20 miles from home. We went along

to see what it was about in the 7Y. Weather was good. We were passed on the way by a brace of TVRs giving it large on the outskirts of Chipping Sodbury. Further on I caught a glimpse of a Riley RM in my rear view mirror. That was more like it. On arriving at the circuit we were told where to park up. A good gathering of cars but not many old'uns. There were few pre-war cars besides ourselves, an Austin Seven Special and an Alvis or Frazer Nash. Others included Mark 1 Zephyr, Rover 90, a Triumph Herald, and then 'modern' sports cars like TRs, Westfields, Renault Alpines, and my favourite, Morgans. In the pits was a Porsche concourse event.

One couple were fascinated by the 7Y, complete with 1938 AA handbook, packet of Woodbines and box of matches in the glove box, the gramophone and the original upholstery. On chatting to them we discovered they had a Ferrari ... takes all sorts! If this becomes a regular event like they hold at Goodwood we will be there: £1 entry. Good company, good chat and few messers.

The following Sunday was Kemble Air Day. Our group comprised Peter and Ann Williams with the E83W, the Shorthouses with their 103E, Paul and Ben Hanley with their 100E Popular and ourselves with the 7Y, this time with two 1937 magazines on the back seat with the other bits and pieces. We had to be in position by 9 a.m so all set off by about 7-7.30 to beat the public queue. Another good day, changeable weather but no rain. Well worth the effort. Next year get your applications in early.

On Sunday 29th June the Hanleys were out and about again on the Chipping Sodbury Run to the Atwell Smith museum. The only Ford Sidevalve in the event. This is the first time I've missed this in about five years and watching the start I suffered withdrawal symptoms, as did a Model Y owner standing next to me.

Don't forget Berkeley Antiques fair on 7th September.

## Cambs, Lincs & Norfolk

Brian Cranswick

### Club Stands

More support is needed for the club stands at The Skylark Garden Centre Country Show, nr March, 30th & 31st August and The Ramsey Rural Museum Country Show, 28th September. Please give me a call or email if you are able to come along with your Sidevalve. I now have the official club bunting and display board to use.

### 107E Prefect Has Found A New Home

Lincolnshire member Andrew Overton has now successfully purchased the lime green 107E registration number 5479 NK, which at one time belonged to Tony Fox and then Barry Owen from Whittlesey. The garage wanted to pirate off the registration number before the sale; however I am really pleased that Andrew

has managed to negotiate to buy the Prefect complete with its original plate. The car has found a good home with Andrew and this 107E will soon look really great with some TLC. Future work to be undertaken is a total repaint and new bumpers.

### Ollie's Report (OLH 20 103E)

It's that time of the year again for Ollie's MOT (right) and, looking at the past certificates, it will be the thirteenth test to be carried out by Paul at my local garage in Whittlesey. During my 33 years of ownership a total of 22 tests have been undertaken, 13 since returning to the road after the 11 year lay-up. This was not an unlucky number for the Pop with no problems found for the testing and another pass was duly given; however some reluctance to start was incurred before driving onto the ramp (I had not travelled far enough to vaporise), and I also noticed some lumpy running under load on the short drive back home. After asking for some advice from the experts when I attended the AGM, the consensus of opinion was that the most probable cause was a faulty condenser.



Luckily I had a club-supplied spare in the shed and I have now fitted this on, but what a fiddly little job this is to do. I would not want to try and do this by the roadside. I am pleased to report that the black 103E now seems to be okay after a short test run with Andy, one of my neighbours (a real guru master mechanic chap who can fix anything – I really wish I was that clever!). He confirmed that it sounded really sweet and was running well. If you own an Upright model, I recommend that you order a spare condenser from the club stores to keep, as it appears this can be a very common problem.



# FSOC Regional Groups

John Duckenfield

**What a pity it is that Dennis Duggan lives in Mid Wales! If he lived in Newcastle, Norwich or Nottingham, it is more or less certain that the FSOC would have another active and well-supported Regional Group, such is his enthusiasm. Sadly for us, he doesn't! He lives in an area where there are very few FSOC members and, as a result, establishing a Regional Group there is going to be extremely difficult. Despite that, let's hope he perseveres with his intentions, for even if his efforts go unrewarded and the Mid Wales Regional Group is no more than a 'select' group of one or two, the FSOC will be represented in the area by a Regional Contact who has done, and will continue to do, his very best for the Club.**

Regrettably, it would appear that this is not true for all FSOC members. In other areas, where Regional Groups would be viable if there was a Regional Contact, no one can be bothered to volunteer! Though disappointing, the negative response to the article on page five of the October 2007 *Sidevalve News* was not entirely unexpected, for when I first became FSOC Regional Co-ordinator, Regional Contacts alerted me to the fact that the majority of FSOC members are reluctant to involve themselves in Regional Group activities. The reasons are many and have been well debated but what may not be realised are the far-reaching implications that this holds for the long term future of the Club. Let me explain.

Sidevalve owners join the Club for three main reasons. Firstly, for the sense of 'belonging' that being a member of any club brings, when likeminded people share a common interest; secondly, for the spares service that is provided by dedicated FSOC volunteers; and, thirdly, for the support, of varying kinds, the Club offers members at both national and (in part) local level. Only for a minority is being involved with the activities of a Regional Group an important aspect of FSOC membership. That is regrettable, for the consequences are far-reaching.

In order to operate effectively and meet the expectations of its members, it is necessary for the Club to generate income which it does through two primary sources – membership subscriptions and the sale of spare parts. The FSOC is an extremely well-managed and financially sound organisation with a secure but diminishing membership. It would be very easy to be complacent and believe the long-term future of the Club is assured. Hopefully it is, but because the Club is both a classic car club and a mutual trading company it is important to maintain a financial balance between the income the Club generates from membership subscriptions and the income it gets from the sale of spare parts. Failure to maintain this balance could have serious, long-term implications. The Club operates in a competitive marketplace and, whilst its policy of only supplying quality spares

to its members is highly commendable, it does mean that very often those spares are more expensive for the Club to buy in and/or have re-manufactured. Furthermore, in order to remain competitive and keep prices as low as possible for its members, profit margins are kept to a minimum. The combined effect is to reduce net income. In addition, escalating costs relating to such things as insurance, printing, postage, fuel, utilities, rates and so on also have to be met.

So, how can the Club increase income and/or reduce expenditure? Arguably there are four options:

1. Cut expenditure. The Club is run by volunteers who freely give of their time and keep expenditure to a minimum. Only by reducing services, therefore, could this be achieved. To maintain the present level of service that members have come to expect, and make cuts, is unrealistic.
2. Increase the cost of spares. What would happen in that event? Quite simply, members would shop around. Sales would decline and some members, who join the Club primarily to take advantage of the competitive price and ready availability of spares, would in all probability leave. The knock-on effect, therefore, could be actually to reduce income from the sale of spares and membership fees. Other than increases to keep pace with inflation (or specific re-manufacturing costs e.g. exhausts), increasing the price of spares is not really an option.
3. Increase membership fees. What would happen in that event? Many members consider the annual subscription fee is high enough. If it was higher, the probability once again is that a number of members would leave the club and simply buy their spares on the open market. The knock-on effect would be to further reduce income from sales and, of course, membership subscriptions. So, other than increases to keep pace with inflation, this is not really an option either.
4. Increase membership. This would have the dual benefit of increasing income from subscriptions and, as new members would hopefully see the wisdom of buying top quality spares from the Club, income from spares. It would appear that this is the only acceptable option. It is, of course, more easily said than done!

The Committee and Regional Contacts have been tackling this issue for some time now and various strategies have already been put into place, not least in adopting a more pro-active approach towards recruiting new members. Gone are the days when it could be taken for granted that owners of Ford Sidevalve cars would automatically join the Ford Sidevalve Owners Club. Regional Groups, Regional Contacts and, indeed, International Contacts have an important role to play in this process. The more of them there are, representing and promoting the Ford Sidevalve Owners Club at classic car shows and

so on, or just spreading the word as they drive around, the greater the impact will be.

Internationally there are many countries where there are large numbers of Ford Sidevalve owners. Some of those owners are FSOC members, others are not. Similarly, some countries have FSOC International Contacts, others do not. It is an area for development that the committee has identified and, to this end, it was confirmed at the last committee meeting that I would also be responsible for International Groups as well as UK Regional Groups. In fact, Haakon Oeverland in Norway contacted me following publication of the previously mentioned article and volunteered his services as the FSOC Contact in Norway. I'm delighted that he did – and very envious of his command of foreign languages! I shall be contacting him and other International Contacts in the near future but until then, if any member living in any country without an FSOC International Contact would like to volunteer to become one, please get in touch with me – by email, phone or letter. (Details on page 2.)

Closer to home, working through UK members' postcodes, it would seem that the following areas have enough FSOC members to make a Regional Group viable:

**B** – Birmingham /West Midlands, approximately 24 FSOC members; **BT** – Belfast/Northern Ireland, 24; **DA** – Dartford, 18; **IP** – Ipswich, 20; **LE** – Leicester, 20; **M** – Maidstone, 19; **NG** – Nottingham, 22; **NR** – Norwich, 22; **OX** – Oxford, 19; **RG** – Reading, 22; and **TA** – Taunton, 16.

Regional Groups are not of course postcode based, they are regional, and groups would also be possible in South Wales (**CF** – 10, **NP** – 9, **SA** – 8); the North East (**NE** – 12, **DH** – 6, **DL** – 6, **TS** 5); East Kent (**CT** – 12, **TN** – 23); and North Lincolnshire (**LN** – 10, **DN** – 11).

If the Club is to prosper and maintain the services it currently offers members it is my firm belief that it needs to expand and develop its network of Regional Groups so that it is officially represented, on the ground across the UK, in order to encourage as many Ford Sidevalve owners as possible to join. For this to be achieved two things are necessary. Firstly, there have to be enough FSOC members volunteering to be Regional Contacts. Secondly, FSOC members have to support Regional Groups. That's not an onerous task! Quite the opposite! Being involved with an active Regional Group is one of the great benefits and pleasures of being a member of the Ford Sidevalve Owners' Club!

So come on! Don't leave it to others. They are probably leaving it to you! Get in touch and find out more. Being a Regional Contact is only as time consuming and difficult as you want to make it! Unless enough volunteers come forward I can see only one solution. We'll have to get Dennis Duggan to move house and Haakon to emigrate!



## Essex

John Hull

We attended our first show at Battlesbridge on 11th May. It was a glorious sunny morning and Dennis, Tony and I met up bright and early in anticipation of a good day out. Bob also joined us a bit later and we had a very enjoyable day. The show was packed with cars and there was also quite a good autojumble, although not much in the way of Sidevalve bits.

Our next show after Enfield (see separate report) was at the Museum of Power at Langford, near Maldon. This was attended by myself, Dave, Dennis and Mick. This was a nice venue as the museum was open and there was a miniature steam railway for rides. The only drawback was the weather, which although dry was quite cold, so we had to keep warm with lots of tea and cakes (yum, yum).

Our June meeting was spent putting the world to rights and discussing Mick Williams' cataract operation, which was not for the squeamish! We also bemoaned the fact that the weather seemed just as bad as last year, and hope that our other shows don't suffer the same fate as Enfield.

Jean, Janice and I attended the Hatfield Heath Festival classic car show on 15th June, and met up with Robin and Jennie Thake and other members of the North London group. This was a nice family day out, with charity stalls, a flower festival and arena events. The drive to the show was also nice, through the Essex country lanes in the sunshine, just right for my Pop.

Our next meeting was held on 1st July and we planned our shows for the next month. We hope to attend shows at Matching Green, Ardingly, Barleylands and West Bergholt, and Dean is taking part in a road run to Southend.

Dean used his Siva for a wedding a couple of weeks ago, and attracted interest from the Saturday shoppers in Hornchurch.

I am planning to fit flashing indicators to my Pop as I find that other drivers do not always see my semaphores. Mick drew me a plan for the wiring, so I can now get on with it. (Thanks, Mick.)

We again got talking about medical matters, as Mick had another cataract operation. I was then called upon to use my surgical skills to remove a large splinter from Dennis's hand. Nurse Wendy supplied the forceps (tweezers), we hooked him up to a pint of Stella and he didn't feel a thing.

I wonder what medical emergencies will happen next month?



Maldon 1st June 2008

### Enfield Pageant 2008

This took place over the Bank Holiday weekend at the end of May, and as usual for a Bank Holiday the weather was against us.

The Club stand was a joint effort between the Essex and North London groups, with

support from a contingent from the Hampshire group.

The Saturday dawned bright and sunny, if rather windy, and we all arrived bright and early to set up the stand. Robin and Jenny's gazebo came in useful more as a windbreak than a sunshade, and I had to make sure that our flagpole was well secured. We had a good

Enfield Pageant 2008





# Area News

display of eleven vehicles on the Saturday, including seven 103Es, three 100Es, an E04A Anglia, an E83W pickup and last but not least, Mick Crouch's Special Fieldmouse jeep.

It was interesting to speak to some of the members of the North London group who also help at Whitewebbs Museum who organise the Pageant, and I was surprised at the high cost of laying on this event, and the amount of work involved, much of which is done by volunteers.

We noticed that the show was not as well attended by traders as in other years, perhaps because of the bad weather forecast for Sunday and Monday, but we all had a good look round the autojumble, although parts for our Sidevalves were thin on the ground.

In spite of the bad weather forecast, Mick Williams, Mick and Jean Crouch, and Graham and Jackie Bundy decided to camp on the Saturday night. They were woken by rain during the night and it was still raining on Sunday morning. We still had a good show of nine vehicles on Sunday, and by about 11 a.m. the rain had cleared. We had another good day, and were pleased to see Stephen Wood on the stand. Some of us took our cars into the arena, and they looked good chugging around in convoy.

I was interested to speak to a few members who came to the stand to say hello, and Jennie Thake gave out quite a few forms to prospective members (sorry Jennie, I only managed to give out two!).

During Sunday night the rain set in with a vengeance and our intrepid campers had to admit defeat and pack up early on Monday morning. The show was closed and we had to pack up the stand in driving rain. It seemed such a shame after all the hard work involved.

On the way home I found that my 103E ran very well in spite of the rain, but the vacuum wiper could not cope very well and I had to ask my wife to stop breathing as we were misting up badly. (Only joking, Jean!) When I got home I found that I had soggy carpets in the car and spent the rest of the week drying them out.

Better luck next year!

Right: more from Enfield Pageant 2008

## Coventry

Geoff Hammond

The Coventry and Warks group have returned to their old haunt, namely the Queen's Head in Meriden, meeting the second Tuesday of the Month from 8.00 pm. All members are welcome to come along and help rejuvenate the section.

## Scandinavia

Håkon B. Øverland

Johan Strömberg from Barkarby was the first to react to my letter to Scandinavian members. Johan has a 1958 Anglia, which he saved from the scrapyard in the early nineties. About two years ago he started restoring the car. The enclosed picture was taken at that time. Johan does not particularly

like the colour of his car, which he describes as 'pale pig'. On the other hand he is reluctant to change the colour, as it is the original and the car will be very much one of a kind. He asks me if there is a standard Ford colour from that time called 'Salmon Pink'. He would very much like to get a colour code to have it made right.

Johan hopes someone in the club is able to help him with this.



## North London

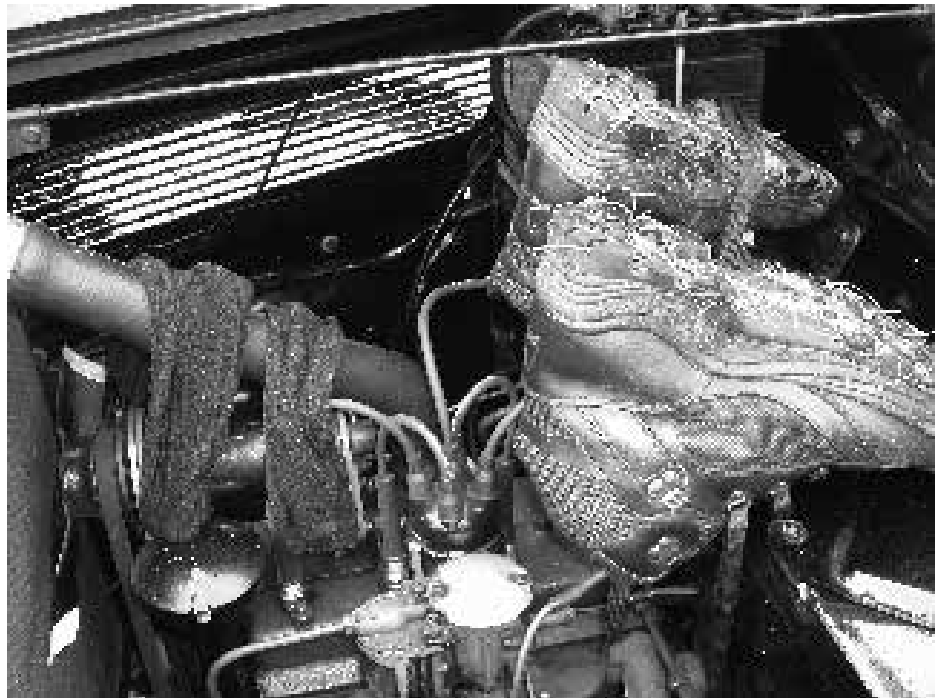
Robin & Jennie Thake

In May we had two shows where the weather was fine and dry; the first was at Langleybury near Hemel Hempstead so a coffee break at Richard and Shirleys was an ideal meeting place. Leaving there proved very interesting with people sure that they knew the way but it turned out not so, as with us following up at the rear we met cars coming from all directions. All went well after getting the trusted maps out! The next week we went to Aston Clinton on a fine and warm day. It caused a bit of a problem for the organisers because everybody who had booked turned up, so it was back to plan B and filling the ring with show cars.

The weather for the Enfield Pageant proved to be a bit of a wash out. On Saturday we arrived with John Hull and his Essex group and put up the gazebo, and although it was windy it was fine. We decided due to the windy weather to take the gazebo down on the Saturday night and re-erect on Sunday. On Sunday it rained until midday but there was still a good turn-up of cars and we managed a good display of Sidevalves. Monday it rained and rained, so it was a phone call to David Heard and Terry Tomlin who are members of the EDVVT to see if it was worth the journey to the show ground. The message back was 'There are more people leaving than coming in' so it was abandoned.

In June we were off on the Sidevalve holiday to the Isle of Wight. Meeting points were arranged and it was off to Portsmouth to meet the ferry. The holiday was as good as ever with a good hotel, good food and excellent weather. Although we had a couple of cars which had not done many miles after work had been carried out on them, all was well. We had one Upright with a sticking choke and one 300E with a leaking radiator.

The day after we came back from holiday we went to a local village show where there were about 100 cars turned out. We managed to pick up a trophy for best in class.



On the repairs front, John Perrens's 'POO' Popular is going well now after a steering overhaul and a troublesome misfire. Also John Brown's newly acquired 100E Prefect

is running fine after it been laid up for four years.

The photos are of David Heard using the Pop to dry out his shoes and socks at Enfield, and members relaxing at the Isle of Wight.

### I Don't Do That!

Instead of a full report this year after our excellent Sidevalve holiday, when we once again had lovely weather, only a bit of rain one night and a quick shower, I have written this short poem dedicated to John Farrer, a founder member of the club who joined us for the first time.

Off to the Isle of Wight we went,  
In Convoy down the A3,  
At the terminal we met  
With John Farrer who greeted us with  
'I don't do that!'

We like a walk 'I don't do that!'  
We like a coffee stop 'I don't do that!'  
We've got a roast with gravy 'I don't do that!'  
We are all going to have a chat  
I will do THAT.

We're going to a castle 'I don't do that!'  
We're going to Alum Bay 'I don't do that!'  
We're going on the train 'I don't do that!'  
We're going to play golf 'I don't do that!'  
But do you know what he did do all of  
THAT.

Time to say goodbye – 'I don't do that'  
So around the cars we had a chat,  
Time to get the ferry 'I don't want to do that'  
So JP said come with me and we'll have a chat  
On the ferry about Ford cars  
And so John said 'I will do THAT'

John did join in everything and had a good time despite being 79 years old. He managed to keep up with everything except Robin's evening walks.

## Merseyside

Joe Wheatley

### Monday 26 May – Prestatyn Classic Car Show

I'd pulled a muscle (sadly, the only thing I can pull nowadays) helping my daughter and boyfriend move into a rented house in Chester on the Saturday, so did not fancy a 120 mile round trip to Prestatyn and then another 100 mile road run on the Sunday. Instead I opted to attend the static car show on bank holiday Monday.

Bernard Ellicott in his 100E Pop was the only 'regular' in attendance but we met some other members from the local area. Tom Griffiths of Prestatyn was already on site with a very nice fawn E493A. Last year he had a 103E with 'POP\_\_\_' registration number, but this had passed on, hence the new acquisition. John Beaumont was also on site with his black E493A. This was misbehaving and would not run happily without cutting out. We had a number of telephone conversations after the show and I hope he has managed to sort out the problem which had thus far resisted all usual remedies. We also met Mike Malyon with a very nice red over black 1937 Y Tudor and his son-in-law Clive Harrison with another Y Tudor, this time in straight black. Both cars were a credit to their skills and enthusiasm and I must get in touch with them again to get the name of the local chap who made such a good job of their carpets. (Freddy's are getting a bit tired.)

Lots of other cars and stalls at this show, which takes place in the municipal car park in the centre of town next to the parish church and vicarage. Jill had looked out of the window at seven and decided that the weather was not good enough to risk a day out. Pity because, though not warm, it stayed dry all day and there was an excellent 'continental' market around the car park selling lots of interesting comestibles. I took her a couple of bottles of Polish cider by way of compensation.

An unusual aspect of this show is a free lunch provided for the first 100 entries. Bernard and I qualified so went into the Parish Hall at 13.00 to enjoy a substantial lunch provided by the ladies of the parish. We joined a couple with a P4 Rover and enjoyed a very jolly chat whilst demolishing salads, sandwiches, jacket potatoes and quiche. Makes a change from my own butties and a can of beer!

Freddy won a prize here two years ago – second prize in the 1950s saloon car class. I'm pleased to say that Tom Griffiths got the same this year with his E493A. There must have been some good pre-war stuff to stop Mike and Clive from getting a similar pre-war prize.

After the prize givings Bernard and I set off home in convoy. The traffic got a bit sticky on the M56 so we came off and found our way to, and through, Warrington on the old roads which were much quieter. All in all a very good day out; I just hope we can get a few more members to make the journey next year. (We'll let Peter and Sue Tinsley off as they were away on holiday!)

### Saturday 31 May & Sunday 1 June – Tatton Park Classic Car Show

As usual Frank Wells, Bernard Ellicott, Dave Broad and I met on site on Friday evening to set up our pitch. Frank had been able to get his 100E Pop through an MOT after many trials which required some welding to chassis and outrigger, recalcitrant horns and blown bulbs. He is now moderately mobile but a knocking and oil incontinent engine means he is not going to be attempting any long journeys. His Pop was well enough to transport him and his petrol mower to Tatton and by the time I arrived our pitch looked good enough for a bowling match. Bernard had brought poles, bunting, banner and even some plastic flowers for our 'entrance'. We assembled our marquee at one end of the pitch, put the banner across the top, erected poles and bunting and left hoping for a fine weekend.

Saturday dawned dry and warm so, having established there were lots of non-car stalls, Jill bravely agreed to join me. (Last time she came out Freddy broke down.) We arrived just after nine to find Bernard and Frank arranging Dave Rothwell's E83W pick-up and his E83W chassis at the front of the pitch. These attracted a great deal of interest during the day, especially when he struck up the engine in the chassis.

We managed to put on a very good show for a Saturday. In addition to Dave's E83Ws and Frank and Bernard's 100E Pops we had Arthur Speakman (Falcon Caribbean), Freddy (my E493A), Ian Trimble (black 100E Prefect), Ron Taylor (E83W Van), Neil Turner (black E493A), Chris Buxton (Mk 2 Escort), Gordon Rimmer (E83W step-sided pick-up), Dave Broad (300E van), Mike Brocklehurst (green E493A), Ronnie Rees (grey 103E) and Ian Sidebotham (black 103E).

The day stayed warm and dry and we had a very pleasant day. Over the road from us was the Mk II Consul, Zephyr & Zodiac club, several of whom we knew from Culcheth Community day. Amongst them was Moira Caldwell's 107E so we pointed out her Prefect would not grow any bigger, despite the company she was keeping, so persuading her to join us on the Sunday. Jill and I enjoyed a thorough perusal of the stalls and went home with two large planters with flowers ready to adorn our 'patio' outside the garage.



Tatton: Dave Rothwell's E83Ws, Pick Up and chassis



Tatton: Right hand side of the pitch

Sunday dawned moderately fair but not as welcoming as yesterday. Another good turnout saw the stand populated as follows. Bernard Ellicott (100E Pop), Frank Wells (100E Pop), Moira Caldwell (107E – looking better every year, despite being her only car and having a boyfriend (displaying a Mk II Zephyr, keeping it in the Ford family) in Lincolnshire), Chris Leavings (black E493A – you may recall the *Sidevalve News* article from last year when he described finding the car after it was laid up for 43 years), me (Freddy), Nigel Hilling (blue 103E), Ian Sidebotham (black 103E), Tony Ikin (white 100E Pop), George Cave (Spartan, his E493A was being difficult), Dave Broad (300E), Ron Taylor (E83W van), Arthur Speakman (Falcon Caribbean special), Brian Winstanley (107E – BOA), Chris Buxton (Mk II Escort), Alan Chapman (white 103E), and Dave and Sue Rothwell (this time in one of his two 103Es).

The weather today was not kind! The rain started before lunch and persisted down until about 16.00. The day was not a complete waste however. We had opportunity to chat to lots of folk as they took shelter in our marquee and Arthur won a prize for Best Special. Even in the wet Tatton is the best show in the NW. We put away the still damp marquee at about 17.00, loaded up Ron's E83W (what a useful vehicle) and were home in good time for tea. Here is hoping the rain keeps off for the August show. (Contact me for passes.)

### Monday 9 June – Monthly meeting – Bottle & Glass, Rainford

A good turnout and very different weather from Tatton as we all sat outside enjoying the late sunset. Frank, Bernard, Alan and Karen



# Area News

Hughes, Mike Brocklehurst, Dave Broad, Bill Moor, Ron Taylor, Chris Tombs, Brian Winstanley and Steve Rooney all put in an appearance.

Brian Winstanley had recently purchased a new washing machine. As us domestic gods are aware, when delivered these essential devices have a bar bolted across the drum and frame to stop the drum flailing about during transit (or whatever van is used). Having removed this bar a light bulb appeared over Brian's head. Offering it up to the rear of his Prefect he realised it would make a perfect mount for a spare wheel 'continental' style. So we now have another 100E/107E with a rear mounted 'continental' spare wheel and much more room in the boot.

During our little car show at the Bottle & Glass on 10 May we were a bit puzzled about the number of pictures Bill Moore had taken of Dave Broad, his 300E and his Jack Russell, Mutley. All became clear when Bill presented Dave with a framed 'cartoon' in pencil and pastels of Dave and Mutley with their heads out of the side windows of the van. The likeness of each (Dave, dog and van) was instantly recognisable with the title of 'Mutley's day out'. Dave was 'made up' with his present and didn't stop smiling all evening. We had no idea that Bill had such a well developed artistic talent and I hope I can get a picture of the cartoon in *Sidevalve News* at some time to show just how good he is.

## Sunday 15 June – Ashton Under Lyne static car show (with the TVVCCC)

As per last year we were displaying our cars around the market square in Ashton. Not the best of days, though it did stay dry for us. Nice to be on a hard standing with lots to do and excellent facilities (proper public loos!) and lots of stalls.



Ashton Under Lyne. Me (Freddy), Brian Winstanley (107E), Bernard Ellicott (yellow 100E Pop), Frank Wells (green 100E Pop), Ian Sidebotham (black 103E).

As usual Bernard and Frank were there before me and we thought that we would be the only Sidevalve contingent until Brian Winstanley (107E) and Ian Sidebotham (103E) arrived sometime after 11.00. Tony and Debra Wostenhulme stopped by. Tony is restoring a 103E which, hopefully, will be on the road soon. They live in Oldham so hope the car's first proper outing will be to Shaw and Crompton in a few weeks time. Lots of other people came to talk to us ('My Dad had one of those ...') and we enjoyed a very pleasant day out. All done by 15.30 so the stall holders could clear away, and home in time to cut the grass before dinner!

## Saturday 21 & Sunday 22 June – North West Motor Show, Southport

I did not go on the Saturday but Bernard, Frank and Brian told me it was a washout with most exhibitors leaving at lunchtime. Dave Rothwell was turned away because he was late, which probably did him and Sue a favour.

The forecast for Sunday was better. However listening to the wind howling around Newchurch during the early service I was not too sure. In the end it stayed dry all day but the wind was blowing a gale (literally) all day. This made the day quite unpleasant and certainly put off a lot of the punters. Braving the weather were Brian Winstanley (107E), Gordon Rimmer (E83W Truck), Dave Broad (300E), Ken, Andrea and Philip Riley (100/107E), Bernard (100E), Dave Rothwell (103E) and myself. Not a bad turn-out considering, though we all had given up and gone home by 15.30. The trip back was a bit interesting as the wind was at 90 degrees to the Rainford bypass. Freddy was deucedly skittish as the gusts pushed her towards the kerb and then dropped, resulting in my over-correcting in the opposite direction. It was more like sailing a dinghy than driving, as

Ken will attest as he followed me most of the way home!

## Monday 23 June (evening) – Hope Valley Car Show

Naturally the following, working, day had perfect weather. No wind, fluffy clouds and sunshine. The Sheffield and Hallam Motor Club must have realised that the weather was likely to be better on a Monday because this was probably the best evening of the summer thus far.



Hope Valley Car Show. Freddy, John D's 103E, David Manterfield's E493A, Dave by green E493A talking to Rob Goodland.

I took Freddy to work in Didsbury and set off with Chris Stanley, a young colleague and fellow car enthusiast, at 16.00 to try and avoid the worst of the traffic. As usual Freddy struggled a bit up the Snake Pass out of Glossop (too steep for third, full revs in second) but we got over the hills and on site by the Travellers Rest by 17.30. Only a few cars on site at this time but the fields soon filled up with exhibitors and public. John Duckenfield (103E) and David Manterfield (E493A) were already there and we were soon joined by Rob Goodland (the new 100E Registrar) in his 100E.

There were far more cars on display for the few hours of this evening show than at Southport. Lots of diversity too, with twenties tourers to 'noughties' performance cars. Chris and I spent a very pleasant couple of hours wandering around the displays. He was particularly taken with some AC Cobra (replicas?) and big Healeys but I preferred the pre-war cars (Bentley, Alfa, etc.) and two very interesting Dellow sports cars, which I think will feature in an article from Dave Manterfield at some point in the future. We would have stayed longer but Chris had to catch a train to London the following morning at 05.30 so we left just after nine and got back to the office in Didsbury just an hour later. I was home before eleven with Freddy having completed 120 miles since I left home that morning. Who says you can't use a Sidevalve!

## Other events for this year?

**Saturday 16 & Sunday 17 August – Tatton Park Classic Car Show (Club stand)**

**Sunday 31 August – West Lancs Festival of Transport. Merebrow (Club stand)**

**Saturday 6 & Sunday 7 Sept – Malpas Yesteryear Rally or alternative (IE)**

**Sunday 14 Sept – Uppermill Car Show (With TVVCCC)**

**Sunday 21 Sept – Port Sunlight Village (Club stand. Small charge. With TVVCCC)**

Come out and join us!

## Yorkshire

Nigel Hilling

### Crich Run – Sunday 11th May

An excellent road run organised by David Manterfield saw a number of Yorkshire Sidevalvers being joined by John Porter in his Siva and Peter Tinsley all the way from Wales in his 7W. I was joined on the run by David Urry, one of our Australian members (photo 1), who was across on holiday catching up with relations and finding time for a bit of Sidevalving. There were a number of good photos of us at the Crich Tramway Museum in the last issue so I will only add one more of a tram advertising the New Fordson (photo 2).



Photo 1



Photo 2

The run itself started from the Black Bull at Midgley and picked up various entrants on the way through Sheffield on a fairly direct route to Crich to give us time for a good look round. The weather was scorching and the first signs of vaporisation were apparent before arriving at Crich.

The afternoon return run took a scenic route through the Peak District passing through Chatsworth, Eyam (famous for the Great Plague which arrived at the village in a parcel of cloth from London that was infested with fleas), Bamford and Ladybower reservoir. The hot weather took its toll with a couple of the



Photo 3

cars suffering vaporisation. Dave Coggins in his 103E had the most trouble and had to be recovered home. What was assumed to be vaporisation actually turned out later to be a partial blockage of the fuel line back at the tank which apparently took some finding. Happily Dave is back up and running.

### Ilkley Classic Trial – Sunday 18th May

This event took place the week after the Crich Run and was also blessed with good weather although not nearly as hot. Earlier rain made some of the sections tricky and cars that could carry plenty of ballast were at an advantage. Despite this the Sidevalve entry did remarkably well. The first two places in class 0 were taken by a Ford Sidevalve Naco Special and a 103E Pop, both pictured with my Anglia (photo 3), and the overall winner was Boyd Webster in a nice little Ford Sidevalve Special (photo 4). I was running in class 3 as class 0 is normally for novices or fragile machinery, and although I had a better score than the class 0 winner I was well beaten by some championship contenders in their well sorted Escorts.



Photo 4

### Lands End Centenary Trial – 30/31st May

In 1908 the Motor Cycling Club (MCC) was already seven years old and by instigating the London Edinburgh Trial in 1904 had established itself as a premier promoter of long distance reliability trials. These were popular events in those early days, providing entertainment for the competitors and

spectators while more seriously development and publicity for manufacturers.

The new MCC president of 1908, Charles Jarrott, had the idea of the London to Lands End Trial which was initially only open to motorcycles, but within a couple of years cars had joined the entry. As roads and machinery improved the route became progressively harder with more of the meat coming from special hills which had to be climbed non-stop. Well known terrors such as Porlock, Beggars Roost and Bluehills Mine were introduced in the twenties and thirties when the entry rose to 500 assorted vehicles. In those two decades before the road rally became popular and the availability of disused airfields for racing, the trial had a national importance in motor sport. The trial continues to this day at Easter and still uses some of the original hills. To celebrate the centenary a special event was organised, mainly following the route of the original events and visiting or using some of the first hills.

I decided to rest Stan the Anglia for this supposedly gentler centenary event and bring out my Ford Pop which has completed other MCC celebration events in the past. My passenger and navigator was Kevin Upson, currently residing in Northampton. There were over 100 entries with a wide variety of vehicles although only one other Ford Sidevalve (John Green's Dellow – photo 5).



Photo 5

I set off on the Thursday afternoon to travel first to Northampton and then on to the start at

# Area News

Popham airfield near Basingstoke for a 2.00 am Friday morning start. It rained most of the way down and we heard of flash floods in Somerset near where the route was to take us. Fortunately the weather improved after the start but we encountered fog en route which is a real pain on roads with no white lines or cat's eyes. Breakfast was taken at Taunton Deane services on the M5 before heading to North Devon and North Cornwall for various observed sections. We got down to Lands End late Friday afternoon for a well earned night's sleep before continuing from Penzance on Saturday morning. The route then took in more observed sections, finishing at Exeter late Saturday afternoon. We had finished penalty free and therefore earned a Centenary award.

We then clocked up a further few hundred miles returning to Northampton for the night, arriving in time for a few beers before closing time. Sunday saw me up bright and early as I was attending the Tatton Park Classic Car Show that day (rain all day!) so didn't get home until Sunday evening. This completed 1100 miles of trouble free motoring over three days, except for one puncture on the first day which was a little worrying as I had only taken one spare. A very tiring few days but satisfying nonetheless.

## Beamish Run – Sunday 15th June

You would have thought that I'd had enough of driving after the Lands End Centenary Trial but no – time for the Beamish Run. Gordon MacKenzie won his class on this event last year as I did the year before and therefore we were honour bound to try and make it a treble. This year we went together in my Pop and were joined in the 100+ entry by a second upright Pop and three Upright Prefects. The route took us through many scenic areas of South Durham and North Yorkshire and included many testing climbs which were a struggle for some of the entries but not the Fords. The weather stayed mainly dry and the day was completed without incident but with another 400 miles on the clock. We have yet to find out whether we managed to extend our run of class wins.

## Hope Car Show – Monday 23rd June

Once again this ever popular evening show held at The Travellers Rest pub in the beautiful Peak National park attracted about 300 vintage, classic and competition cars and motor cycles of all makes.

The club was represented by five Sidevalves, John Duckenfield (103E), David Manterfield (E493A), Rob Goodland (100E) from the Yorkshire region, Joe Wheatley from the Merseyside region (E493A) and Robert Marshall (103E) from Nottingham (photo 6).



Photo 6

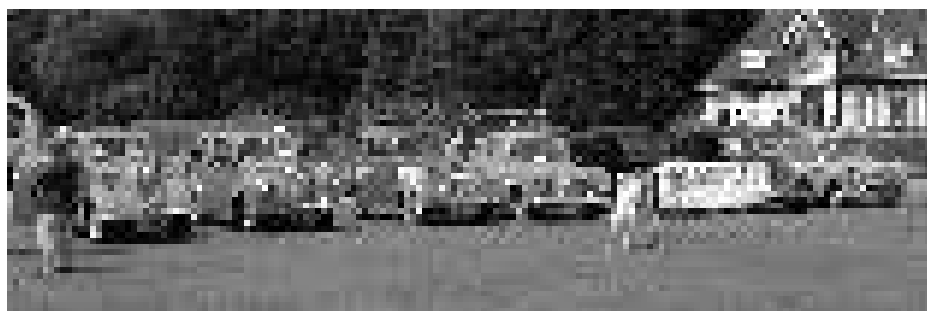


Photo 7

The atmosphere at this event which is spread over three fields is fantastic, with fair organ music, barbeque and good ale for the non drivers. Visitors were still reluctant to leave until dusk was falling on a glorious Midsummer evening. (Thanks to David Manterfield for this report.)

## Annual General Meeting and Summer Wine Run – Saturday 28th June

We had an excellent turnout of members and Sidevalves for the AGM in the pleasant setting of Wortley Hall, near Sheffield. Hopefully there will be photos and more details elsewhere in this issue but we had people travelling from far afield including Sidevalves from Wales, Merseyside, and the Midlands. Our Norwegian contact Håkon Øverland was also over for the weekend, staying with John Duckenfield.

The Summer Wine Run following the AGM attracted 13 entries, mainly Sidevalves but with an old Triumph and a fairly modern MGF. This run followed a 35 mile scenic route including a trip through Holmfirth and some of the sights relating to the TV programme *Last of the Summer Wine*. It finished at the Black Bull at Midgley where many entrants took advantage of the food available. The run included a simple treasure hunt type quiz that

was won by Dave Coggins (103E), hopefully going some way to making up for the problems he encountered on the Crich Run.

## Sheffield Festival of Transport – Sunday 29th June

The weather was a little mixed for this event at Graves Park to the south of Sheffield. The FSOC stand had seven cars (photo 7) including Peter Tinsley from Wales who had stayed over after the AGM, and two new members, one in a very nice 103E and the second in a remarkable 100E. This latter car is not only original but the current owner has every document relating to the history of the car since new, including original bill of sale, all repairs and MOTs and a log of all journeys made – quite amazing!

## Forthcoming Events

There are, as ever, many events in the area over the coming weeks. By the time you read this we will have attended the massive Newby Hall show and many smaller ones. Come and join us where you can. Contact me for details of events or turn up at the Black Bull on the last Tuesday of each month.



# Regional Contact

Joe Wheatley

**I was born in Wanstead in North London on 4 July 1953. My father had been an apprentice and mechanic at Gates of Woodford. After the war Teddy Gates set up a company to buy and sell war surplus Ford components, mainly for export. It was with this company that my Dad moved to Harlow. The business was eventually sold by Gates, becoming AI Exports and finally, in 1979, my father took over in his own right forming Nordian Services Ltd. By this time much of the export business had gone and Nordian specialised in supplying parts for 'obsolete' Fords, mainly the V8 models. Anyone reading this that has any long association with Ford V8 Sidevalves will have heard of Wally Wheatley!**

As long as I can remember Dad had a company car, always a Ford. My first vehicle was an Excelsior Consort motorbike which I bought from a school chum just after my 16th birthday. Dad did not approve but felt happier when he realised that with a 98cc Villiers engine and two gears I was unlikely to become a speed merchant. However, such was his dislike of two wheels that he wanted to get me into four as soon as possible.

In March 1971 he bought me a 1960 Pompadour Blue 100E Popular (9211HX). We spent some time cleaning and painting the underside with bitumen paint and servicing the car (decoke and valves ground in), and I started driving lessons after my A-levels. I went up to Sheffield University to read Physics at the end of September '71. I did not take the Pop immediately but came home after a few weeks and took her up to Sheffield.

So the little Pop started earning her keep. I joined the Sheffield Students Motor Club (SSMC) and started to marshal on 12-car rallies and take part in treasure hunts and other events. During my first year I was in digs seven miles from the university so my social life would have been minimal without the Pop. Regular trips home saw me cruising at maximum speed which resulted in regular engine changes from scrapped cars. The first engine ended up doing 60 mpg (of oil!) laying a smoke screen that would have made a WW2 destroyer proud. The second ran the big ends during a journey home necessitating doing the last 130 miles at 35mph (we were overtaken by an invalid carriage going through Worksop). By the summer of 1972 I could remove and fit an engine in a few hours!

The Pop was finally written off by a learner driver hitting the OSR quarter as I negotiated a roundabout on the A1 on the way home for the Easter break in 1973. Dad and I looked at replacements. I wanted the nice Mk2 Consul we looked at but Dad persuaded me to have a grey 1959 Anglia (105E). This proved to be the worst car I have ever owned! It would not

run right, cutting out at odd moments for no apparent reason, and then starting again when it felt like it. I changed all the ignition system, carb and finally the valve in the float chamber which at last effected a cure. Not for long! In June she understeered on a bend on a country road (a bit too fast?) and we hit a very substantial oak tree. The engine moved so far back the axle was bent. Fortunately my experiences with the SSMC had convinced me of the benefits of seat belts so I am here to tell the tale. Dad's verdict when we scraped up the car the next day was that I had been '... lucky'. Very true.

So I had no car and no money. I had almost resigned myself to walking when a school friend said his Dad had just bought a 'new' car (2000E Corsair) and the previous family runabout was still in his lockup as it needed a new starter ring gear. Negotiations were undertaken and it was agreed that I could take the car and pay the £50 asking price once I had earned some money in the summer vacation. (I had a standing arrangement with Gates of Harlow, turning up every vacation and working as a general dogsbody for any department that needed me.) So I acquired Angie, a grey 1957 100E Anglia converted to 107E specification with a 1200cc OHV engine and four speed gearbox.

Angie was the Sidevalve which I enjoyed the most. She took me back and forth from Harlow to Sheffield as I completed my degree and PGCE. I used her as a service barge for friends as they competed in stage rallies carrying spare parts, tyres and tools from one service point to another. When a friend was unable to compete in a local night road rally, I was persuaded to have a go myself in Angie. I bought some second hand radials, fitted a sheet of duraluminum under the sump and filled the front struts with EP120 oil to stiffen them up. We started 110th out of an entry of 120 cars and after a wonderful night thrashing around Derbyshire came home 35th. We would have won the novice entry prize but my navigator Chris Bradburn was an experienced rally driver (in a Beetle of all things) though this was his first, very competent, attempt at navigation. A moral victory, we felt.

After that I did several other road events in Angie. On one my navigator 'wrong slotted' us and we lost several minutes. Feeling peeved I pushed Angie hard over the next section which was down a long 'white' (unsurfaced road). We overtook four other cars that were travelling at more sensible speeds. My lack of caution finally caught us out as we slid round a bend into the biggest pothole in Christendom. There was a bright flash as the sump guard grounded on rocks and Angie leapt up out of the first hole into the second biggest pothole in Christendom. Another flash and crash and we thought we had got away with serious car abuse until the smell of burning rubber told us otherwise. The bottom of the O/S front strut had bent so that the tyre was rubbing on it.

We managed to find enough large washers to put between wheel and brake drum and then drove slowly home, stopping every few miles to tighten the wheel nuts. Just goes to show how strong is the 100E body shell; lesser eighteen year old Fords would have had the struts up through the bonnet!

Angie went with me in 1976 when I started work for Advance Motor Supplies Ltd. Now I had some money I bought myself a Mk1 Cortina and Angie went into mothballs until I sold her to some chap in Wales. I guess I must have covered at least 50,000 miles in my three plus years of ownership and she never let me down so if anyone knows the whereabouts of SGO934 I'd love to become reacquainted.

After Angie I had my first company car (Mk11 Escort Estate) and a Mk1 Cortina GT rally car which I campaigned on road rallies around Reading. I returned to Sheffield in 1978 and bought an Alfa Romeo to replace the Cortina. Work, marriage, kids and other responsibilities then intervened until after I moved to Culcheth (near Warrington) in 1990. In 1991 I had a double garage built onto the side of our house so I at last had room to undertake a project. My dad was still trading at the time and had a couple of Pilots, two Prefects and an E83W pick-up awaiting restoration. We decided that the Pilots were too big (and valuable?) to be a first project so Dad gave me the two Prefects.

I had found my E493A, FDY130, at Gates of Harlow when I worked there as a student in 1973. One of the young mechanics had removed the head and valves but then lost interest. It had '£15 ONO' scratched into the boot lid. I think Dad paid £10 for it and it had remained in one of the Nissan huts at his premises since then. Another E493A, TPD586, had belonged to a girlfriend of mine. It was vandalised (glass and lights smashed, roof ripped and bent) and I think Dad gave her £15 for it. (This second Prefect I sold onto Howard Buxton in 2005 and it should be back on the road in 2008.) In May 1992 both cars were brought up to Culcheth on a low loader. I immediately started work on FDY.

In 1991 my wife bought me my first membership of the FSOC as a Christmas present and I started attending the monthly meetings in both Merseyside and Manchester groups. Gradually more people started joining us at the Bottle & Glass and I received regular encouragement and assistance during the seven years it took me to restore FDY.

I finally completed Freddy in June 1999, passing her first MOT on 1 July and attending our first show (Cheshire Steam Fair) the same month. When I completed Freddy, Frank Heyes was our area contact, but I foolishly volunteered to take on the role in January 2001 and have been trying to encourage FSOC

*Continued on page 16*

# Specialist Applications Register

Peter Williams

**Trains, boats and aeroplanes** (to paraphrase a film title) covers just a few of the machines covered by this Register. Having now received the accumulated paperwork from Andy Main and having had a quick delve through it, the sheer scope of the ways our little engines were used has made me wonder just what I have taken on.

This Register is different from the others in that we don't have many actual owners or vehicles in the Club. But, if you are like me, owners and drivers of Ford Sidevalve cars and commercials find it fascinating to learn about all the other uses to which our favourite engine was put.

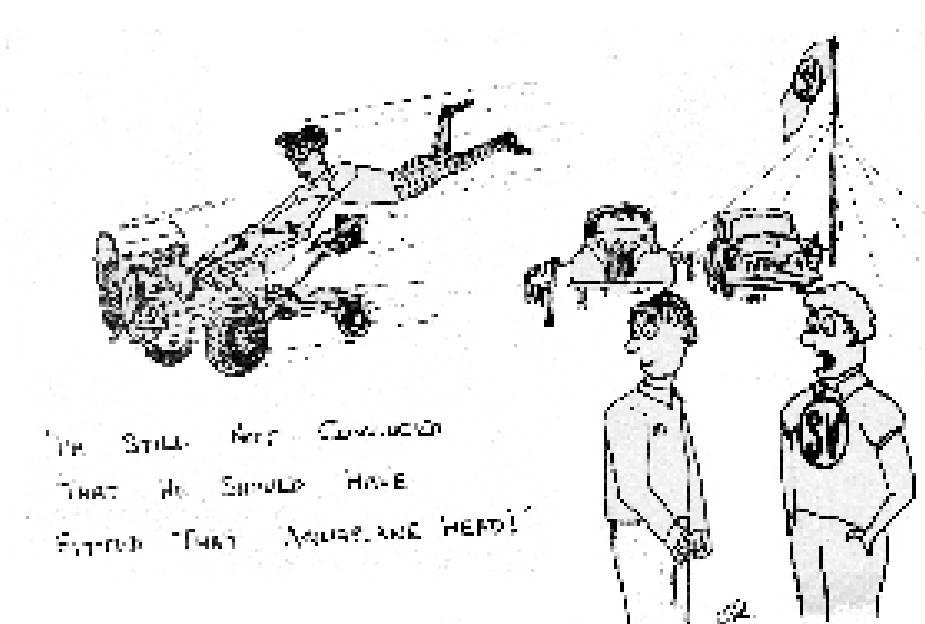
More research will be needed before I can give you detailed technical articles on specific machines. There are plenty to pick from: tractors, rollers, mowers, welding sets, generators, miniature trains, aircraft tugs and re-fuellers, barrage balloon winches, fire pumps, Mercury trucks, Jen-Tugs, railway workers trolleys, fork-lift trucks, aeroplanes, even the famous elephants.

To get us started here is a picture of Frank Sanders' Mercury truck (top) and a Pattison Roller (middle). I also managed to find an appropriate cartoon from John Howe's book.



## Regional Contact contd.

members out to events and shows ever since. I'm very fortunate in having some regular attendees who help out with setting up our stands; Frank Wells, Bernard Ellicott, Dave Broad, Ron Taylor and Tony Ikin are most supportive, especially setting up at Tatton Park and some of the bigger shows. Most of the events we attend are static shows but I enjoy using Freddy and would encourage others to do more road runs and to travel a bit further afield. It can be hard work organising events and trying to get as many Sidevalves on display as possible but I enjoy the shows. Where else can you sit down and have people come up and talk to you about your hobby and interests? I hope I manage to pass on some of my love and enthusiasm for 'our' cars onto others and that this results in more active members in the FSOC.



# 100E / 107E Registrar

Robert Goodland

As the new 100E and 107E Registrar I thought it would be best to introduce myself by telling you a little about my Sidevalve history! I don't remember the cars the first time around – for me, they have always been there. I suppose my interest in 100E and 107E cars comes from my father. His father had a 100E Prefect when he was younger, and he liked the car. In about 1971 he bought a Prefect himself, a 'Panama Yellow' 107E. It was always his favourite car. After some time, the engine suffered from poor compression and was often difficult to start, but he rebuilt the engine, and rushed to get the car roadworthy so that he could pick me up from hospital in it after I had been born in 1978. In about 1982 he bought a 'Lichen Green' Anglia 100E, and my parents used the two cars. In those days, although my father liked the cars, they were essentially basic and affordable run-arounds, driven out of necessity rather than choice. He worked on them because he had to, to keep them running as daily transport, rather than a hobby.

In 1989 the Prefect needed major work. It really was quite thoroughly rotten. This was in the days before we had access to such novelties as an angle grinder or a MIG welder, so the job would have been very difficult. The Anglia needed some major engine work and the job on the Prefect was just too big to consider. Dad decided that the Prefect had to go; it was sad, but we dismantled it in the garage. I learnt a lot about the anatomy of these cars by helping to take it apart. Many parts of the car were kept, however, as we wanted to keep parts for the Anglia.



The engine was rebuilt on the Anglia and it was used regularly until 1994, when we got a more modern car. Suspension parts were removed for renovation and the Anglia sat unused for about 10 years. It was not supposed to be that long but there are always so many other things to do! When I bought my own house, with a garage, Dad said that I could have the Anglia if I could put it back together. All the brake components needed renewing, the back wings needed welding up and all the front suspension needed cleaning up, painting and reassembling. This was in addition to lots of cleaning up and painting on the underside of the car. By October 2004 I had the car ready for an MOT. It passed, but broke down on the way back home! Dad came out with a new rotor arm to rescue me.

Dad always wanted another 107E, which we bought about 2 years ago – it was not perfect, but he is enjoying putting things right on the car. Last year I bought a 107E Prefect

too! It has needed lots of welding but is nearly ready for an MOT. I hope to get this car on the road soon.

The Anglia is still in regular use – it is not the tidiest example in the world, and I am constantly conscious of the need to spend a bit of time on it. It is a sound car but needs a little maintenance work to ensure that it stays that way. Currently I have too many vehicles, and I want to get back to a stage where I have just got one 100E and one 107E to look after, so that I can ensure that neither is neglected. The post of registrar for these cars is not a position that I have taken on without a lot of thought. Having been involved with these cars all of my life, along with the fact that I still have a lot of time and affection for them, made me think that it was the right thing to do. If you have any interesting tales to share then I would love to hear them, along with any updated information about vehicles already on the register!

## Gearbox Mounts for the 8 and 10hp Models Available from the FSOC

Shirley Wood

The Ford Sidevalve Owners Club has recently purchased a quantity of new old stock E93A gear box top mounts. These are now available at £9.95 each including postage and packing (left).

As well as purchasing new old stock gear box mounts the FSOC is able to supply the complete mount for the E93A model (right). The photograph at top right shows the complete gear box mount for one side. You will need two sets for your gearbox. These are available at £20.95 per side.





# 100E / 107E Technical Advice

Jim Norman

**I've done something rather silly. At the AGM, I enquired if the Club currently had a 100E / 107E Technical Advisor, and the reply was along the lines of, 'It has now!'**

So here I am again. Problems can be addressed to me at 7 Chaucer Place, Abram, Wigan WN2 5QB. E-mail [j.norman2007@btinternet.com](mailto:j.norman2007@btinternet.com). Tel. 01942 861043 (7.00pm – 9.00pm only please). As always, S.A.Es. would be appreciated if using Royal Mail.

The position of 100E/107E Registrar has gone to Rob Goodland, whom I had the pleasure of meeting at the AGM. My congratulations, and I hope you have a long and successful career in this role.

## Rear Hub Removal

Quite apart from access to the rear brakes, the back drums of all Sidevalves should be removed to allow inspection and lubrication of the rear wheel bearings. Their removal has sometimes been the cause of much anguish, so perhaps an explanation of what to do might help.

It must be emphasised that without a proper puller, it is virtually impossible to remove these drums. Apart from this, you will need a big hammer (yes, back by popular demand!) and a good pair of axle stands. These are needed for safety reasons – obviously – and also to ensure that the blows from the big hammer can do their job effectively and are not cushioned by movement of the car.

There are two basic types of puller: the official Ford one (there are several of these still around) which fits over a lip machined in the drum (see photo 1); and variations on the Sykes Pickavants one, which attaches by legs to the wheel studs. I remember Martin Howard saying this type should not be used on Uprights due to the wider stud spacing: he knew of an instance where the drum had shattered under tension. Personally, I suspect this was because the puller wasn't being used correctly.

Once the car is on the stands and the wheel off, the split pin, castellated nut and washer are removed from the half shaft. The nut is then replaced, castellations first, until its end is flush with that of the half shaft. The puller is then attached (with Uprights, use all five legs if available with the Sykes puller to help distribute the load). *Ensure the handbrake is off* – I know someone who left it on to prevent the drum turning as the puller was tightened, not realising this would hold the drum in place – then tighten the large bolt through

the centre of the puller. If the drum does turn, use a tyre lever through two wheel studs or two of the puller's legs. Although this does indeed need to be tight, it should not be excessively so; not much more than the force used to tighten the wheel nuts is enough. Then the end of the bolt is given three or four heavy blows with the hammer.

This is the important part: the vibration travels through the puller to break the taper between the hub and half shaft. Anyone who uses a lathe will confirm the gripping properties of tapered joints, and vibration is the way to separate them. For this, a big hammer is better: two blows from a 2lb hammer do not equal one from a 4lb, and I recommend the latter if available.

There is a good chance that these few blows will do the job, but if not, tighten the puller bolt a bit more and try again. You might find that it isn't as tight as it had been; the taper has started to give. Keep repeating the process until the taper finally gives, usually with a loud bang. Always remember that it is

Photo 2. The Sykes puller, with five legs fitted. The centre screw bears against the end of the half shaft and is tightened by hammering the crosspiece (extreme right) around. The pads for the hammer will be noted. The outer ends of both types' centre bolts are designed to accept the blows from a large hammer.

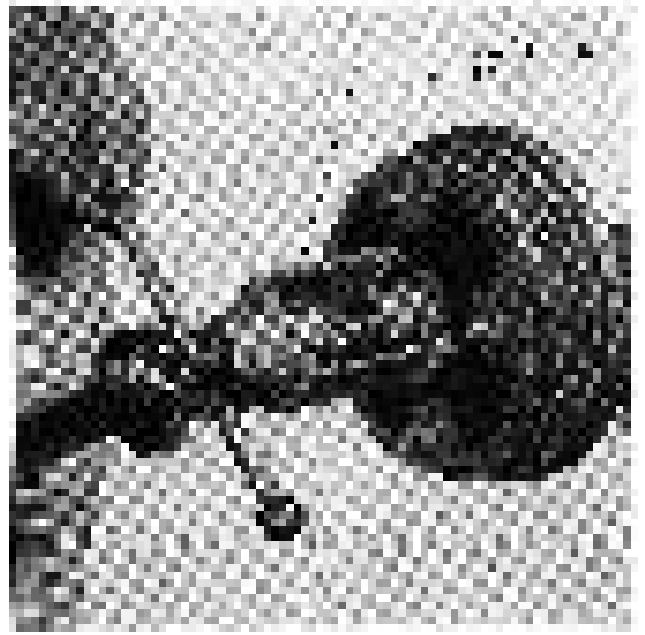


Photo 1. The Ford puller in place around the groove machined in a 100E hub; the Upright hub has a similar groove. Photo from the 100E Workshop Manual.

the blow that causes the tapers to separate, not the tightness of the bolt, so don't overdo it. I suspect that this was what broke the drum as described above.

Once off, make sure you examine the end of the axle – the shiny bit on which the bearing runs. They are inclined to wear on the underneath portion.





## August 2008 Spares & Regalia Lists, Pop Shopper and Order Forms

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

**Note that all prices for FSOE 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.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y .....	£13.00
Reprint Model Y Bulletin .....	£11.75
Reprint Workshop Manual for 100E and 300E .....	£24.95
Reprint Parts Manual for 100E and 300E .....	£19.95
Technical Tips for the 100E/107E by Jim Norman .....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.30
The John Howe Book of Cartoons .....	£5.50
Ford Motor Cars, 1945- 64 .....	£8.25
Ford Model Y, Henry's Car for Europe by Sam Roberts .....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner .....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell .....	£19.95

#### Stickers

Running In Instruction Sticker (Upright).....	£0.90
Running In Instruction Sticker (100E).....	£0.90
Window Sticker-FSOC design.....	£0.75
Silver Jubilee Window Sticker .....	£0.60
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each .....	£1.10
FSOE 30th Anniversary Sticker .....	£0.60

#### Magazines

Binder for Club Magazines (holds 2 years).....	£7.50
Following back copies of Sidevalve News available .....	£0.95
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June	

#### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.75
Running in booklet Anglia / Prefect (date 9/49) .....	£1.75

#### Models

Scale Link metal kit 4mm, 1937 Model 7Y van .....	£6.95
Ceramic Cream Model of 103E Popular .....	£4.99
Limited Edition E494C FSOE 30th Anniversary Model .....	£19.99

#### Badges

Enamel Lapel Badges: FSOE, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue) .....	£1.45
FSOE Grille Badge: Round or Square .....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E .....	£10.25

#### Clothing

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

FSOE black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL .....	£25.00
FSOE Sweat Shirts embroidered in script.....	£15.50
<i>Racing Green in SM/Med</i>	
<i>Burgundy and Navy in Med/XXL; Jade MED</i>	
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/XL/XXL; Raspberry SM</i>	
FSOE Polo Shirts embroidered in script.....	£13.20
<i>Lemon, Sky Blue or Emerald in SM</i>	

#### T-Shirts

Model designs .....	£8.00
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design .....	£7.25
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED</i>	

#### Other Regalia

Licence Disc Holder .....	£0.80
Blue FSOE Mug .....	£4.25
DVD of Ford archive material and FSOE events .....	£5.00
Tea Towel, All models design.....	£3.40
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.40
FSOE Woven Tie .....	£7.65
Xmas cards (pack of 5 different designs).....	£2.20

Dusters: Yellow duster printed with various sidevalve models around border,	
Club logo in Centre	
Per duster .....	£1.35
Pack of two dusters.....	£2.40
Pack of three dusters.....	£3.40
Gift Vouchers (can be exchanged for Regalia, Spares or Membership) .....	£5.00

### 100E and 107E Spares List

#### Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£34.00
100E-2035	Front shoe return spring kit .....	£3.70
100E-2038	Adjuster repair kit (front) .....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£22.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side .....	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder .....	£72.00
E66-Z-1	Master cylinder repair kit .....	£8.50
100E-2207-B	Dust cover wheel cylinder .....	£0.90

#### Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.50
100E-2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4) .....	£22.00
100E-2119-B	Compensator (hand brake cable) .....	£5.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95

100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D) .....	£7.00
100E-2295-B	Hand brake cable .....	£32.50
100E-2857B	Hand brake clevis .....	£1.50

#### Steering and Front Suspension

E55-DB1	Top suspension mount .....	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings .....	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB .....	£23.00
	Suspension insert .....	£65.00
	Suspension insert plus top suspension mount .....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts .....	£190.00
100E-1190	Hub seal 0.983" .....	£7.00
105E-1190	Hub seal 1" .....	£7.00
Y-1202	Hub bearing inner 0.983" .....	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member).....	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *) .....	£27.50
100E-3289/90-B	Pair track rod ends .....	£22.00

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

100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
	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, 100E only .....	£7.00
E493A-4050	Retainer (rear axle shaft grease) .....	£7.25
100E-4209	Crown wheel and pinion .....	£80.00
100E-4235	Half shaft .....	£30.00
100E-4676	Pinion seal, 100E only .....	£7.00
100E-4851	Flange (propshaft) .....	£18.00
100E-5713	Bar rear spring shackle-inner .....	£5.00
100E-5719	Bush rear spring shackle (set of 4) .....	£7.25
100E-5781	Rear spring eye bush .....	£6.50
100E-5781	Pair rear spring eye bushes .....	£11.00
100E-7091	Yoke (propshaft) .....	£12.00
100E-18080-A	Shock absorber .....	£40.00
E-7ED-1	Rubber bush (bottom shock) (2) .....	£3.00

**Exhaust**

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

**Engine Parts**

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

**Clutch and Gearbox**

EOA-2078E	Flexi hydraulic hose .....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *) .....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only .....	£4.00
100E-2140	Master cylinder .....	£72.00
E66-Z-1	Master cylinder repair kit .....	£7.00
E74-7580-A	Release bearing .....	£10.00
100E-6068	Gear box mounting fits 100E and early 107E .....	£24.95
100E-7039	U / J repair kit .....	£9.00
100E-7052	Front oil seal .....	£7.00
100E-7086	Gasket tail shaft housing .....	£1.80
EOA-7107-A	Ring synchroniser blocking .....	£5.00
100E-7111	Counter shaft .....	£10.50
100E-7114B	Gear and bush assembly .....	£25.00
Y-7119	Washer (counter shaft gearbox thrust) .....	£6.25
100E-7550-C	Clutch driven plate, 100E only	
	(exchange £10 surcharge *) .....	£30.00
100E-7657	Rear oil seal .....	£7.00
100E-7569	Clutch pressure plate, 100E only	
	(exchange £10 surcharge *) .....	£44.50
100E-17286	Ring speedo gear retainer .....	£1.00

**Cooling System**

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

**Fuel System**

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

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

**Ignition System**

7V-12098

100E-12116	Emergency Breakdown Kit (round type distributor only) .....	£43.50
105E-12116	Set 100E ignition leads .....	£14.95
100E-12199	Nut H.T. lead distributor cap (set of 5) .....	£3.00
EOTA-12199-C	Distributor only (rebuilt-exchange £10 surcharge) .....	£50.00
100E-12200	Distributor cap (D type) .....	£25.00
100E-12300-B	Distributor cap (round type) .....	£14.75
105E-12300-A	Contact set (D type distributor only) .....	£6.50
100E-12405-T	Contact set (round type distributor only) .....	£6.60
	Rotor arm .....	£3.25
	Condenser (D type distributor only) .....	£6.50
	Condenser (round type distributor only) .....	£6.50
	Spark plug .....	£2.95

**Electrical**

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

**Badges**

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

**Miscellaneous**

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

## 107E Specific Items

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

## Spares List for 8 & 10hp Type Models

**Braking System**

Y-1175-A	Retainer (Rear wheel grease) assembly .....	£7.00
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**Please note that all our prices include postage and packing! (for UK members only)**

B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly .....	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W) .....	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only) .....	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W) .....	£160.00
YE-2019A } CE-2019B } 7W-2019 }	Brake Shoes (set of 4-all models- exchange £10 surcharge) .....	£49.50
Y-2035	Spring (brake retracting).....	£5.50
7W-2035	Spring (brake retracting) (set of four) Model Y .....	£20.00
7W-2035	Spring (brake retracting) not E83W .....	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W .....	£18.50
E83W-2035	Spring (brake retracting) E83W only .....	£5.75
E83W-2035	Spring (brake retracting) (set of four) E83W only .....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W) .....	£10.10
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£11.50
	Brake pedal return spring .....	£5.67
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE-2793	Spring (handbrake lever pawl) .....	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£16.50
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£14.45
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W) .....	£0.06

**Steering and Suspension**

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50
YE-3290-E }	Track Rod Ends (pair) all saloons and 5cwt vans .....	£62.50
E93A-3290 }	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).....	£1.82
YE-33111	King Pin Set, complete (Model Y) .....	£70.00
CE-33111	King Pin Set, complete (Model C) .....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans) .....	£53.00
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.25
YE-3616B	Horn Button and Nut (Y model).....	£5.45
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease).....	£7.25
Y-4217	Bolt (diff gear case).....	£3.25
18-4217	Bolt (diff gear case).....	£4.00
E93A-4607	Pin (Drive Shaft).....	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£2.38
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.95
	Front Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
	Front Shock Absorber Link to fit E83W .....	£25.00
	Rear Shock Absorber Link to fit E83W .....	£25.00
	Shock absorber (specify which one required) .....	£75.00
	Front wheel bearings (wheel).....	£56.00
	Front wheel bearings (per axle set) .....	£110.00
	Suspension Buffer (fits all models except Model Y) .....	£15.75

**Exhaust Systems**

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system .....	£105.00
	E83W stainless steel exhaust system.....	£99.50
	E93A-5230/Prefect and 7W stainless steel exhaust system .....	£130.00
E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£130.00
	Clamp (inlet pipe to manifold) .....	£15.00

**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
E98T-18672 }		

Y-6038	Oil filter.....	£35.00
	Front Engine Mounting (exchange and send with order-remove rubber from mount) .....	£8.50
	Front Engine Mounting bolt .....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
E93A-6270	Timing Chain .....	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards .....	£3.50
CE-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6310	Crankshaft Oil Slinger .....	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.00
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set) .....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£15.50
Y-6520	Valve Cover (fits all engines) .....	£5.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines) .....	£4.50
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£3.95
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines) .....	£2.00
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.50
YE-6623	Oil Pump Screen (fits all engines).....	£9.65
	Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines) .....	£50.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.040") .....	£38.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34) .....	£35.00
	8hp decoke gasket set (1935-1953) .....	£45.00
	10hp manifold gasket.....	£7.25
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket .....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only) .....	£70.00

**Clutch and Gearbox Parts**

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£11.50
Y - 5102	Gearbox Rubber Mounting (Y and C models only) .....	£30.50
	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).....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£2.95
YE-7059B	Mainshaft and Bush .....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.80
Y-7069	Washer main shaft intermediate gear thrust .....	£3.00
E04A-7070	Retaining Ring (snap ring) .....	£1.50
YE-7071B	Washer intermediate gear thrust washer.....	£4.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7090	Universal Joint .....	£30.00
103E-7114	Counter Gear (10hp) .....	£45.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.28
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7523	Clutch return spring.....	£5.28
7W-7533	Clutch linkage clevis pin .....	£2.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£25.00
7W-7561	Clutch Release Bearing Hub-All models .....	£19.50
YE-7563B	Clutch Cover-All models, except E83W (exchange - send with order) .....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order) .....	£66.00
E74-7580A	Clutch release bearing-All models .....	£10.50
E70-7600-A	Clutch Pilot Bearing .....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter .....	£19.95
Y-5102	Large selection of used gearboxes available (collection only) .....	£30.00

**Cooling System**

E0A-8100	Radiator Cap (pressure type for 103E and some	
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**Please note that all our prices include postage and packing! (for UK members only)**

Y-8109	E493As).....£3.95	E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only).....£7.75
Y-8260 / 8286	Radiator cap (brass screw type).....£6.50	E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....£19.50
	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....£4.50	103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....£21.25
	Radiator Hose (moulded-E83W-state top/bottom).....£10.50	103E-13408B	103E Plate (Rear Lamp Base) (pair).....£41.50
	Radiator Hose (moulded-bottom).....£10.50	103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....£18.60
	Radiator Hose (moulded-top, state type of radiator cap and model).....£11.50	103E-13450/1	103E Rear Lamp Lenses (pair).....£29.95
YE-8606B	Fan Blade (11").....£5.90		103E Complete Rear Lamp Unit including bulb (pair).....£85.00
E93A-8610C	Pulley (fan and generator 3.12" O.D.).....£7.90	ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....£1.75
E494A-8610	Pulley (fan and generator 4.12" O.D.).....£7.50	40E-13466	Panel bulb 6V 3W.....£1.70
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....£5.95	78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....£1.26
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....£5.95	BE-13466-A	Sidelight Bulb 5W CC (not E493A).....£1.26
		E83W-13550B	Popular no. plate lamp (E83W and 103E only).....£21.50
<b>Fuel System</b>		CE-13740A	Toggle Switch (panel lamp).....£2.60
	Fuel Pump with spacer (no primer).....£42.70	38193-57	Headlamp mounting bolts plus nuts (each).....£8.95
	Fuel Pump repair kit.....£27.25	E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....£47.75
E04A-9080	103E/E494A Petrol Filler Grommet.....£12.85		Rebuilt bulkhead cutout (exchange only).....£24.65
7W-9080	7W / E93A / E493A Petrol Filler Grommet.....£10.75	<b>Rubber Grommets and Seals</b>	
BE-9288-A	Flexible Petrol Pipe (except E83W).....£15.25	E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....£1.99
YE-9355	Fuel Pump Cover (all models).....£1.95	7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..£4.30
YE-9364-B	Gasket (fuel pump screen cover).....£0.65		E83W Bonnet Corner Pads (Pair).....£8.95
YE-9365	Fuel Pump Cover Screen (all models).....£1.50	81A-16754	E83W Bonnet Corner Pads (Full set).....£12.95
YE-9374	Gasket (fuel pump to cylinder).....£0.95	81A-16760	Bumper (bonnet side panel), E493A, E494A and 103E.....£0.90
7W-9425	Inlet Manifold (10hp).....£17.00		Bumper (bonnet dowel locating) fits E493A.....£3.50
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....£2.95	CE-171515A	Grommet-gearbox cover.....£4.50
	8hp manifold gasket.....£7.50	E93A-17772 / 3	Set of three grommets-gearbox cover.....£12.00
YE-9448	Carburettor Gasket Kit.....£7.95	E493A-17772/3-B	Grommet (windscreen wiper).....£3.50
	Rebuilt 8 hp Carburettor (exchange-send with order).....£80.00	E93A-35184	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....£16.95
Y-9477	Rebuilt 10 hp Carburettor (exchange-send with order).....£80.00		E493A Prefect Bumper Grommets (pair).....£24.95
CE-9477	8hp Gasket (carburettor to inlet manifold).....£1.25		Pedal plate rubber bumper (Saloons and Scwt vans 1939 onwards).....£1.99
YE - 9555	10hp Gasket (carburettor to inlet manifold).....£1.25	E83W-111172	Opening windscreen rubber for E83W.....£18.95
YE-9660	Carburettor Float (all models).....£4.50	40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....£0.62
48-9735	Connector (Starter Valve) Assembly).....£5.00	48-702610A	Door post rubber bumper (one per door post 1937 onwards).....£2.40
<b>Ignition System</b>	Accelerator Pedal (all models except Y,C and E83W).....£12.95	E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....£2.18
	Emergency breakdown kit.....£43.50	100E-7043531	Boot T Handle Escutcheon rubber seal.....£3.95
E83W 12024A	Set E93A ignition leads.....£14.95	62E-731942	E83W Door Rubber seal (enough for both doors).....£13.75
YE-12100B	6V Ignition Coil (All models-not original).....£38.75	7W-940502	Opening windscreen rubber for Prefect and Scwt van.....£15.50
YE-12116B	Distributor-rebuilt (exchange-send with order).....£50.00	7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....£14.50
YE-12135B	Distributor Cap (All models 1935 onwards).....£13.00	7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards...£2.75
YE-12185B	Oiler (screw-in type) All models 1935-1955.....£1.55	7W-970700	Roof weatherstrip (per foot) All models except Y and C.....£1.99
YE - 12191B	Toggle (All models 1935 onwards).....£0.60	103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....£14.25
YE-12191B	Spring (distributor weight) no 1 - light.....£2.85	<b>Miscellaneous Body Fittings</b>	
YE-12199B	Contact Set (All models 1935 onwards).....£6.60	E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....£12.60
YE-12200C	Rotor (All models 1935 onwards).....£3.25	103E-8213-A	Ford Popular Grille Badge (103E Popular).....£9.38
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....£1.25	E494A-8215	E494A/E494C/103E Grille Badge Mount.....£14.50
YE-12300B	Condenser (All models 1935 onwards).....£8.60	E83W-8215-A	E83W Grille Badge Mount.....£19.00
52-12405A	Spark Plug, L86C (All models also 100E).....£2.95	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....£5.90
<b>Electrical System</b>		YE-16750B	Bonnet Clip (Y model).....£19.85
	Dynamo-2 brush, early type (exchange-send with order).....£87.50	103E-17261 / 2-B	Speedo Cable (state model).....£19.85
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....£110.00	C46412AR	Dovetail (female).....£4.25
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....£87.50	E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/Scwt van-shafts and barrels not included).....£49.50
E93A-10043	Kit (2 brush dynamo brush).....£4.50		Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/Scwt van.....£29.95
EY-10043	Kit (3 brush dynamo brush).....£4.50	E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....£31.50
YE-10094	Bearing (generator drive end) assembly.....£5.95	E493A-7022401	E493A Prefect Non Locking Door Handle complete.....£16.90
YE-10160	Felt (dynamo drive end bearing).....£0.65	E93A-7043500	Locking Boot Handle, chrome plated, with keys.....£11.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....£24.95	C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....£0.50
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....£110.00	7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....£11.75
YE-11001C	8hp starter motor (exchange-send with order).....£110.00	BE-964280-H	Window Winder Handle.....£4.95
EY-11057	Starter motor brush set, 8hp 2 brush.....£4.75	7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)....£4.90
E93A-11057	Starter motor brush set, 10hp 4 brush.....£9.50	Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....£3.80
7W-11359	Spring (starter pinion retaining).....£0.78	C-949967C	Striker Plate (C and CX, 1934-1936).....£3.80
BE-11450	Starter Switch.....£18.00		Bootlid Script Badge (Popular, Prefect and Anglia).....£14.75
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....£3.75		E83W wing mirror.....£15.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....£4.95		Reconditioned window regulator (please return old unit with order).....£45.00
ET6-13007-B	Headlamp Bulb 36W/36W.....£4.95		Radiator Muffs (E93A Prefect only).....£26.60
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....£0.75		
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....£0.75		
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....£4.00		
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....£0.60		
CE-13101	Spring (headlamp focusing).....£0.65		

## 23



# Pop Shopper

## Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

## Post-War Upright for Sale

1959 Popular 103E. Garaged since 1984. Ludlow Green. Many spare parts. £600. Please contact me (Ms P. Swift) by telephoning either Caroline on 01884 252416 or Ruth on 01884 255407, or write to me at 7 Pinnex Moor Road, Tiverton, Devon EX16 6JN. (non-member)

Ford Prefect 1951 E493A, in very good condition, colour black, previously kept in our showroom on display. Contact Campbell Motors phone 01604 631611 or visit our website [campbellmotors.co.uk](http://campbellmotors.co.uk) (non-member)

## 100E/107E For Sale

100E 1959 Prefect dry stored since 2003. UJN 626. Owned 22 years, service history, stainless exhaust, recent new radiator, carpets, various spares. Good home wanted. John Howe, SW Essex. 01375 386207.



100E for sale; it's in great condition as it's been stored in a dry, secure garage for many years. Please call or email with any questions or photograph requests. Prospective buyers may visit to view the vehicle at a pre-arranged time and date. Telephone Tim Seeley 07776415126 Orpington, Kent. Email [leoseeley@googlemail.com](mailto:leoseeley@googlemail.com) (non-member)

## Special for Sale

Altair 1172. 103E running gear. 100E engine. 100E CW&P in 103E axle with 5 Ballamy wheels. 10 months MOT and free tax. One of possibly only 5? Sensible offers telephone Glenn Burnage 07966 284689 Basingstoke, or email [glenn\\_burnage@tiscali.co.uk](mailto:glenn_burnage@tiscali.co.uk)



Ashley Laminates Limited GT/Tornado/Typhoon chassis, GRP body, tubular frame, 4 cylinders 1172, Approx. 40 HP, accessories, for sale. Telephone Jens Hartwig 00491776106101 Germany, or email [jens.hartwig@gmx.de](mailto:jens.hartwig@gmx.de) (non-member)

## Wanted

100E competition engine, fast road to full race, also any tuning parts. Finally is there an engine builder out there who can build a full race 100E? Telephone Eric Walker 07710 173669, or email [czwalk43@blueyonder.co.uk](mailto:czwalk43@blueyonder.co.uk)

Chromed front bumper for Popular 103E required. Over-riders not essential but would be welcome. Will collect or arrange delivery. Telephone Gordon Jones 01352 758017 North Wales. Email [gordonthomas.jones@homecall.co.uk](mailto:gordonthomas.jones@homecall.co.uk)

Reconditioned sidevalve engine for 1954 Ford Popular. Telephone Joseph Kennedy, international code & 087 2923051 or 0505 46679 Co. Laois, Southern Ireland, or email [joskenn58@hotmail.com](mailto:joskenn58@hotmail.com). Price including shipping cost.

Ford Popular manufactured between 1953 and 1958, suitable vehicle in top condition complete with MOT. Telephone Doug Cholerton 01606 737512 Cheshire, or email [doug.cholerton@btinternet.com](mailto:doug.cholerton@btinternet.com)

Front screen for 103E or where to get one made [have old screen as sample], 1X rear light & rubber mount, 2X rear wings f/glass or steel. Telephone John 0161 431 4108 Cheshire, or email [john.pollitt@yahoo.co.uk](mailto:john.pollitt@yahoo.co.uk)

103E 1954 Popular wanted urgent tyres new or used 450-17. Also Bakelite door mouldings. Anthony Cornwell, London SE12, tel. 0208 673 2496, email [tonycornwell@hotmail.co.uk](mailto:tonycornwell@hotmail.co.uk)

1953 Popular 'Ludlow Green' seeking supplier for matching paint spray before winter. Aerosol cans preferred. Kent. Tel. 01959 573757 (non-member)

## Spares for Sale

Three bar grill to fit 100E or 300E, chrome and metal good. Also air filter cover to fit early car or van round shape, offers. Telephone G. Hills, 07836 675548

Three bar grill to fit 100E, rare item in good complete condition, chrome good, £55 incl. postage. Telephone Colin on 0208 3971042 Surrey, or email [chills1982@myway.com](mailto:chills1982@myway.com)

Quantity of 17" wheels, eights, tens, Anglias, Pops, etc. In silver, £14 each plus carriage and VAT. Telephone Tony Etheridge 01923-231699 (24hr Ansafone)

100E Prefect boot lid, no lock, bit rusty but useable, small donation required. Telephone J. Farrer 01622 716294 Maidstone.

I have lots of spares for Upright Pop (I think 103E, E93A) NO PANELS I would like to sell the lot blocks, electrical, valves, set of 2nd hand 8 HP pistons etc. Telephone Bob Horlock 01206 393708 Colchester. Email [bobhorlock@onetel.com](mailto:bobhorlock@onetel.com) (non-member)

Upright 1959 103E back seat, front grill, hub caps, number plate light, springs, shock absorbers, parts book 1932 to 1959. All models included. Detailed breakdown of all models. Peterboro 01945 464892

## Miscellaneous

Instruction book 'The Anglia 1953 onwards' published by Ford Motor Company and copyrighted November 1956. Telephone Neville Philpott 01522794624 Lincolnshire. Email [nevillephilpott@mypostoffice.co.uk](mailto:nevillephilpott@mypostoffice.co.uk) (non-member)



# Sidevalve News

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

Please email your adverts to [pop.shopper@fsoc.co.uk](mailto:pop.shopper@fsoc.co.uk) or use the advert page on the web [www.fsoc.co.uk](http://www.fsoc.co.uk) or post this form to:

**Mark Bradbury**  
**21 Ufton Close**  
**Shirley**  
**Solihull**  
**West Midlands B90 3SB**

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

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

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

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

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

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

**Please indicate heading:**

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

FSOC Membership No \_\_\_\_\_

Email address \_\_\_\_\_

**You may photocopy this page if you prefer.**



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

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

Name(s) of Account Holder(s)


Bank/Building Society Account Number

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Branch Sort Code

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

Name and full postal address of your Bank or Building Society

To: Branch/Agent	Building Society
Address	
Postcode	

Reference Number

P	E	C	S	U	B	S										
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Banks and Building Societies may not accept Direct Debit instructions from some types of account



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

Originator's Identification Number

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

Printed part of the instruction to your Bank or Building Society

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

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: \_\_\_\_\_

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

Signature(s)

--

Date

--

This guarantee should be attached and retained by Payee

### The Direct Debit Guarantee



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



# Annual General Meeting 2008

## Minutes of the Seventeenth Annual General Meeting of the Ford Sidevalve Owners' Club Limited

The Annual General Meeting of the Ford Sidevalve Owners Club was held on Saturday 28th June 2008 at Wortley Hall, Wortley, Sheffield, South Yorkshire. S35 7DB. Thirty five members were present.

John Porter took the chair and welcomed the members to the seventeenth Annual General Meeting of the Ford Sidevalve Owners' Club Limited. He extended a special welcome to Haakon Oeverland who had come from Norway for the meeting.

### 1. Apologies for Absence

Apologies were received from Ivor Bryant, Neil Patten, Yvon Précieux, Ian Rook and Sylvia Wood.

### 2. Minutes of the Last AGM

The minutes of the previous AGM held on Saturday 9th June at the Orton Hall Hotel, The Village, Orton Longueville, Peterborough. PE2 7DN were accepted by the meeting.

### 3. Matters Arising

There were no matters arising.

### 4. Annual Reports of Directors and Committee Members

#### *a. General Secretary (Shirley Wood)*

Shirley Wood thanked the members who had taken the trouble to attend the AGM. She reminded the membership that the Ford Sidevalve Owners' Club was an organisation owned by the members and run by the Committee on behalf of the membership. Shirley thanked John Duckenfield, Nigel Hilling and the Yorkshire regional group for organising the AGM on behalf of the Club at such a lovely venue.

Membership had slowly declined over the last ten years and 2007 was no exception. The membership for 2007 was just over 1100, which was a significant reduction from the high membership figures of the early to mid 1990s. Shirley reminded the membership that the decline in membership resulted in a reduction in income and therefore it affected everything the Club did. At the present time the Club was being subsidised to some extent by the spares income.

Despite numerous attempts to find a volunteer Editor the Club continued to pay

for the services of a part time Editor to put together the magazine on its behalf. This was one area where the Club could save money if a volunteer Editor with the necessary skills could be found. However, the current Editor, Ben Jeapes, was doing an excellent job in producing the magazine and receiving positive comments from the membership about the quality and variety of the articles. The colour version of the magazine in December 2007 had prompted comments about the quality and design. Shirley believed that the funds spent on the Editor were well worth it as it was a service which reached all the membership.

On the technical side John Pole and Tony Lloyd continued to provide technical advice to the members on their vehicles.

Shirley reminded the members that the Club had said goodbye to Tony Lloyd as 100E Registrar and technical adviser at the end of 2007. Tony had put significant effort into the 100E and 107E Register over many years and provided detailed responses to any technical query he received. She thanked Tony on behalf of the Club for all his hard work over the years. Rob Goodland had taken over this large Register and she wished him well in his new role. The Registrars continued to produce text for the magazine, and deal with queries about vehicles and the DVLA V765 scheme. During 2007 Yvon Précieux continued to act as a stand-in E83W Registrar as well as being Pre-War Registrar. Shirley thanked the Registrars for their hard work over the year.

Shirley reported that John Duckenfield was doing excellent work with the regional groups. This area of work was vital as it was the regional groups who were in direct contact with the membership.

Peter Williams continued to do an excellent job as Club Archivist and produced the *Sidevalve News* index, which was available in electronic form for the members.

Geoff Hammond was standing down at this AGM as publicity officer as he would be taking on the role of Coventry regional group organiser. Shirley thanked Geoff for all his hard work in this area.

The 2007 audit had highlighted the fact that the Club had originally applied to borrow money to purchase and rebuild Sidevalve Mews in the mid 1990s. Thanks to the excellent negotiation skills of Martin Howard on purchasing and managing the rebuilding of the premises the Club had never borrowed any money. The possibility of the Club borrowing money on the purchase was still shown on the deeds and this had to be removed. The Club's solicitor was investigating this matter.

Shirley thanked all the Committee Members and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. She also expressed her thanks to the families of these

helpers as they had to put up with a great deal on behalf of the Club. Shirley reminded the membership that the Committee members were volunteers and they all had their own lives to live.

Finally Shirley thanked the membership for continuing to support the Club and the services it provided; without the membership there would not be a Club.

#### *b. Treasurer (Tony Young)*

Copies of the Club accounts and the cashbook figures for 2007 were distributed to those present. Tony Young reminded the members present that with the exception of the audited accounts, all the accounting details were confidential to Club members only. A copy of the full accounts could be obtained from the General Secretary.

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

Tony reminded the audience that the Club traded mutually which meant that the Club could not sell goods to non-members. By trading mutually the Club benefited by not paying tax on any profits from the sale of spares or regalia.

Tony reported that the Club was financially strong as it didn't have any debts. It currently had a large amount of money in the bank but that was mainly spares money, which had accumulated over the last year. The purchase of spares in 2007 had been reduced as the Club needed to build up funds to purchase new spares in the coming year. The detailed income and expenditure figures showed that there was a discrepancy in the subscriptions paid in 2006 compared to 2007 but Tony believed that this was related to the time when the funds were paid into the Club bank account which could be any time from October to the end of March. The gross profit on the regalia stock was caused by a reduction in the value of the old magazines still held in stock.

The Club still kept its expenditure under strict control, which was effectively the only way to reduce spending and ensure that the books balanced. It was vital to ensure that there were sufficient funds in the bank to cover unexpected spares purchases but also to ensure that items such as a colour magazine could be funded.

Tony took the members through a subset of the accounts. If anyone was interested he had a full set of accounts with him. The accounts had received a full and thorough audit by Newby Crouch, a firm of chartered accountants. It was not necessary for the Club accounts to be audited but Tony believed that the audit both protected the membership, in that it showed that the Club had been operated correctly, and also protected the Committee from criticism by

# Annual General Meeting 2008 contd.

## FORD SIDEVALVE OWNERS CLUB LIMITED (A COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL) INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDED 31st DECEMBER 2007

	NOTES	£	£
<b>INCOME</b> – Continuing Operations	2		62,858
<b>Less:</b> Cost of Sales			<u>10,438</u>
			52,420
Interest Received – Gross			<u>1,155</u>
			53,575
<b>Deduct:</b>			
Administrative Expenses		33,490	
Depreciation	1 & 5	<u>824</u>	
<b>Total Expenses</b>			<u>33,314</u>
<b>SURPLUS (DEFICIT) BEFORE TAXATION</b>			
- Continuing Operations	3		19,261
Taxation	4		<u>228</u>
<b>SURPLUS FOR THE YEAR AFTER TAXATION</b>		19,033	
Surplus Brought Forward			168,392
<b>SURPLUS CARRIED FORWARD</b>			<u>£187,425</u>

There were no other recognised gains or losses in the financial year.

## FORD SIDEVALVE OWNERS CLUB LIMITED (A COMPANY LIMITED BY GUARANTEE AND NOT HAVING A SHARE CAPITAL) BALANCE SHEET AS AT 31ST DECEMBER 2007

	NOTES	£	£
<b>FIXED ASSETS</b>			
Tangible Assets	5		89,306
<b>CURRENT ASSETS</b>			
Stock	1	157,053	
Debtors	6	4,948	
Cash at Bank and in Hand		<u>48,509</u>	
		210,510	
<b>CREDITORS:</b>			
Amounts falling due within one year	7	<u>1,802</u>	
<b>NET CURRENT ASSETS</b>			<u>208,708</u>
<b>TOTAL ASSETS LESS CURRENT LIABILITIES</b>		<u>£298,014</u>	
Capital Reserves	8		110,589
Revenue Reserves – Surplus			<u>187,425</u>
<b>MEMBERS' FUNDS</b>	9		<u>£298,014</u>

the members. The auditors were now familiar with the operation of the Club and any change to the figures in future years would prompt comments, which the Treasurer would have to explain.

Tony went through the cashbook for 2007 showing the detailed spend for the Club. This document was updated prior to each Committee meeting and enabled the Committee to see where the major spend was being made.

Jim Norman stated that when he was on the Committee he could remember the detailed financial information that was presented to

the Committee and stressed that there was excellent control on the finances.

Joe Wheatley asked what Club finances looked like for 2008. Shirley reported that the membership figures were about the same as 2007, which was good news. The sale of spares and regalia were slightly down on 2007 but that could change.

Figures provided by the Treasurer are shown in the separate boxes.

### c. Membership Secretary (Jennie Thake)

Jennie Thake reported that 2007 had been a steady year for membership with a final total

of 1120 members, which was a little down on the previous year. Payments for joining and renewing still came in mainly by cheque. The Club had 165 members who had taken up the Direct Debit option, which worked quite well, with just a few queries at the end of the year mainly caused by members failing to pass on changes of details.

Currently membership was quiet which could be caused by the dramatic increase in the price of fuel this year. Jennie said that she had given out eight or nine membership forms at the Enfield Pageant at the May Bank Holiday but only a couple have so far been returned.

Jennie had noticed that a number of previous members had rejoined to purchase spares. Currently the membership stood at 1076.

### d. Spares Report (Shirley Wood)

Shirley reported that 2007 was a significant improvement over 2007 with an increase of sales of nearly £3,000 over the previous year. This year she expected sales to be slightly down compared to 2007.

The Club was finding that parts were increasing in price quite significantly and it was becoming more difficult to get items such as clutch plates reconditioned. 2007 was a year when the Club spent money on replacing dwindling stocks of spares. However, during the year the Club has produced the 100E gearbox mount and during the current year has managed to source a supplier of the E93A gearbox mounts. Future exhaust systems would have to be sourced this year and could be significantly more expensive.

Members of the Committee continued to purchase spares where they can find them from autojumbles but this was becoming more difficult even at events such as Beaulieu.

The Club continued to send out a number of parcels each week with at least one going overseas. Dealing with overseas orders was particularly time consuming as a quotation was provided on the list of spares required. It was much easier if overseas members used credit cards when ordering parts from the Club. Shirley asked members to write clearly on the order form and ensure that they included their full postal address with the order. It was surprising how many people managed to put an incomplete address on their form and then wondered why it took time for the parcel to arrive.

Shirley was also seeing a large increase in the number of e-mails but the problem was that members expected an answer by return, which was not possible as she had a real life day job. She asked members to be patient whether sending in queries by e-mail or by postal mail.

# Annual General Meeting 2008 contd.

## NOTES TO THE ACCOUNTS

### 1. Accounting Policies

The following accounting policies have been applied consistently in dealing with items which are considered material in relation to the company's financial statements.

#### Basis of Preparation

The financial statements have been prepared in accordance with applicable accounting standards and under the historical cost accounting rules, modified to include the revaluation of certain land and buildings.

#### Financial Reporting Standard Number 1

Exemption has been taken from preparing a cash flow statement on the grounds that the company qualifies as a small company.

#### Depreciation

No depreciation is provided on buildings as required by Statement of Standard Accounting Practice 15.

The directors consider that the building is maintained to such a high standard that a depreciation provision is not applicable.

Depreciation is provided on all tangible fixed assets, at rates calculated to write off the cost or valuation, less estimated residual value, of each asset evenly over its expected useful life, as follows:

Office Equipment - over 5 years

Tooling - over 10 years

Club Equipment - over 5 years

#### Stocks

Stocks held at the 31st December 2007, which were entirely goods for resale, have been valued at the lower of cost or net realisable value by the directors or officials of the Club.

#### Deferred Tax

Deferred tax is recognised in respect of all timing differences that have originated but not reversed at the balance sheet date.

Deferred taxation is provided in accordance with Financial Reporting Standard Number 19.

2. Income	2007	2006
Sales of Spares, Books and Regalia	26,691	21,561
Subscriptions	35,905	28,027
Events & Sundry Income	262	165
	<u>£62,858</u>	<u>£49,753</u>

Subscriptions represent monies received in the year, including arrears for 2007 and in advance for 2008.

### 3. Surplus Before Taxation

	2007	2006
This is stated after charging:		
Depreciation – owned assets	£824	£698
Directors' Remuneration (see below)	£ -	£ -
Auditor's Remuneration	<u>£ 1,574</u>	<u>£1,500</u>

The directors do not receive any remuneration for their services to the company. See note 14 for details of honorarium paid.

### 4. Taxation

The company, being a mutual trading company, is not liable to corporation tax on its income, other than on interest received. The liability for the year is £228 (2006: nil)

### 5. Tangible Fixed Assets

	Freehold Property & Improvements	Tooling	Office & Club Equipment	Total
	£	£	£	£
<b>Cost:</b>				
At 1st January 2007	85,948	25,318	16,780	£128,046
Additions	<u>-</u>	<u>2,219</u>	<u>-</u>	<u>2,219</u>
At 31st December 2007	<u>£85,948</u>	<u>£27,537</u>	<u>£16,780</u>	<u>£130,265</u>
<b>Depreciation:</b>				
At 1st January 2007	-	23,895	16,240	40,135
Provided during the Year	<u>-</u>	<u>410</u>	<u>414</u>	<u>824</u>
At 31st December 2007	<u>£ -</u>	<u>£24,305</u>	<u>£16,654</u>	<u>£40,959</u>
Net Book Value at 31st December 2007	<u>£85,948</u>	<u>£3,232</u>	<u>£126</u>	<u>£89,306</u>
Net Book Value at 31st December 2006	<u>£85,948</u>	<u>£1,423</u>	<u>£540</u>	<u>£87,911</u>

During 2007 the Club had a number of problems with members who bounced cheques on the Club. Most of the money had been retrieved but one member still owed money and did not answer any phone calls or mail.

There was also a problem with a small number of members who did not return old units. Therefore the Club had to enforce the rule that if an item was not returned for reconditioning with the order then the new item would not be supplied.

Shirley thanked Neil Patten, who had spent a great deal of time and effort working on a number of items which hopefully would come to fruition in the not too distant future. All ideas for new items to be remanufactured should be passed to the spares secretaries.

Shirley stated that if members wanted to visit the store then she was quite happy for them to do so provided they made an appointment.

Shirley extended a special thanks to Stephen Wood as without his help there would be no 8 & 10hp spares service.

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

Nigel expressed his thanks for the excellent work carried out by Shirley in providing the spares service. He suggested that Shirley should put an article in the magazine on how members could send in their queries and the turnaround to be expected.

There was discussion about payment methods for the services supplied by the Club. Tony Young pointed out that the Club did not have an Internet bank account and therefore online payments were not possible. Geoff Hammond stated that he left his credit card number with the spares secretary so that when he needed spares he could easily order them and pay for them. Nigel Hilling suggested that an article on how to pay for spares would be useful for the members. Tony Young pointed out that as new methods of payment came forward which fitted in with the processes of a small Club then he would look at how best to implement them.

#### e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items in 2007 was £964 compared to £814 in 2006. The main selling items continued to be the workshop and parts manuals.

#### f. Chairman (John Porter)

John Porter reported that there had been two meetings of the regional contacts and he thanked John Duckenfield for his hard work in this area. Items for the regional contacts had



# Annual General Meeting 2008 contd.

been produced as and when the budget allowed. The A-boards had been produced recently at the request of the regional contacts.

John reminded the meeting that advertising in the classic car magazines was expensive and to make the most effective use of the budget available the Club had identified magazines which were producing articles on our vehicles and paid for advertisements in these magazines. Members had been involved in a number of photoshoots over the last year, and participated in a *Watchdog* programme and also the Scouts Jamboree. John reported that Geoff Hammond was resigning from his role as Publicity Officer this year. Mark Bradbury had volunteered to take over the web site for the Club.

John reported that the position of E83W Registrar was still vacant and that Yvon Précieux was just caretaking the role.

John reminded the members that the Club had a paid Editor who did an excellent job in producing *Sidevalve News* every other month. Ben Jeapes should be congratulated on the work he has done especially when one considers that he has very little knowledge of the old car movement, especially Sidevalves.

## 5. Election of the Officers and Committee Members of the Company

John Porter reminded the meeting that the rules for electing the Club Directors were changed in 2007 which meant that one third of the directors were elected each year. This year it was the turn of the General Secretary and Yvon Précieux to be re-elected. The other four directors continued in their current positions.

The following Company Directors were elected unopposed.

Shirley Wood – General Secretary

Yvon Précieux – Pre-War Registrar

The following directors continued in their current positions.

Andy Main – Anglia, Prefect and Popular Registrar

John Porter – Chairman

Jennie Thake – Membership Secretary

Tony Young – Treasurer

The Management Committee members were elected unopposed and they were:

Brian Cranswick – Events Co-ordinator

Robert Daniels – Specials Registrar

John Duckenfield – Regional Co-ordinator

Geoff Hammond – Publicity Officer

## 6. Debtors

Prepayments

2007

£4,948

2006

£4,818

## 7. Creditors: Amounts Falling Due Within One Year

Creditors & Accrual

1,574

1,500

Corporation Tax

228

-

£1,802

£1,500

## 8. Reserves

Capital Reserves

£110,589

£110,589

## 9. Reconciliation of movements in members' funds

Opening Members' Funds

278,981

270,618

Surplus for the Year

19,033

8,363

Closing Members' Funds

£298,014

£278,981

## 10. Share capital

The Club is a company limited by Guarantee not having a share capital. The liability of the guarantors, who are the members, is limited to £1.00.

## 11. Post balance sheet events

Since the Balance Sheet date no events have occurred which would have a material effect on these financial statements.

## 12. Capital expenditure

At 31st December 2007 the Club had not contracted any capital expenditure (2006: none).

## 13. Contingent liabilities

At 31st December 2007 the Club was not aware of any contingent liabilities (2006: none).

## 14. Transactions involving directors

The Club pays an honorarium to A B R Young for accountancy services. The amount paid in the year was £960 (2006: £960).

Rob Goodland – 100E and 107E Registrar

Neil Patten – 100E and Remanufactured Spares

Jennie Thake – Membership Secretary

Peter Williams – Archivist

Stephen Wood – 8 & 10hp Spares

## 6. Re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as Auditors for the Company

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

Tony Young proposed that Messrs Newby Crouch were confirmed as the Company's auditors for the following year. The motion was passed unanimously.

## 7. To authorise the Officers and Committee to fix the Remuneration of the Auditors

Tony Young explained that this proposal authorised the Committee to negotiate the

auditors' fee for the current financial year. The gross fee for the audit was £1574. Tony Young proposed that the Officers and Committee were authorised to fix the remuneration of the auditors. The motion was passed unanimously.

## 8. Any Other Business

A member asked about the cost of spares and when they were reviewed. John stated that the costs were reviewed each year to look at postage costs and changes in the purchase price if new stocks had been purchased.

Jim Norman volunteered to take on the position of 100E Technical Adviser but he could not be a Committee member as he did not have the time. Jim's offer was accepted.

A member reported that he had purchased a bogus engine from the Pop Shopper adverts in *Sidevalve News*. He thanked the Committee for reinstating the identification of non-member adverts within the magazine. He urged members to be careful when purchasing parts from Pop Shopper.

Nigel Hilling had organised a road run to take place after the AGM.

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

# Anglia, Prefect & Pop Register

Andy Main

Members new to the club may be unaware that the register also includes the post-war E04C/E494C 5cwt vans. The origins of these two 8hp vans date back to the unveiling of the 7Y 5cwt van at the Ford Motor Show at the Royal Albert Hall in October 1937. The 7Y van was replaced by the E04C in 1940; the 10" Girling brakes were replaced with smaller 8" and the 7Y grille was retained. Production ceased in 1941 due to the war and resumed again in April 1945. The larger 10" Girling brakes returned and the rear view mirror was mounted lower on the driver's door. Smaller headlights were now fitted and there was no bulbous glass but larger headlights were still fitted to the North American export models.

In October 1946 the fuel tank was moved from the rear of the chassis to the nearside and the filler cap also moved to the nearside. A year later in October 1947 swiveling scuttle vents were adopted and those vans fitted with the optional opening screen had the wipers fitted in the header rail.

In October 1948 the E04C was replaced by the E494C model and fitted with the E494A Anglia grille introduced at the same time. It was still fitted with the 8hp engine, but export models were fitted with the larger 10hp engine and front bumpers. Many overseas countries did not impose road licence taxation on a horsepower basis. Left-hand drive vans had the spare wheel mounted on the offside door. In 1950 safety glass was offered as an option to plate glass which was fitted as standard.

The Fordson name was replaced by Thames in September 1952 in time for the Commercial Motor Show and the bonnet side louvers had the Ford of Britain motif applied. The vans sold in North America appear to have been marketed as Thames in 1949/50. Production ceased in July 1954 to be replaced by the 300E, powered by the new 10hp Sidevalve engine.

The fitting of side windows was a means of improving visibility or to carry the family about in better conditions; however, additional purchase tax was levied.

Briggs Motor Bodies produced an estate car conversion and because of the shortage of steel in the early post-war years some companies produced timber bodies. Martin Walter from Folkestone, Kent, well known for motor caravan conversions, produced the Utilavan. Martin Walter conversions carry a rectangular plate fitted to the dashboard.

Most Fordson/Thames E04C/E494C 5cwt vans are remembered for their hard work whilst working for small or large businesses and few now survive.

I find period photographs of much interest as they record our past social history.



Photo 1. This photograph is reproduced with the kind permission of NA3T – TransportPhotos.com

Photograph 1 is of Thames E494C RYO 821 in Sevenoaks, Kent. A London registration, licenced in September/October 1955 over a year after production ceased, fitted with a front bumper and spotlight. Winter tread rear tyres are fitted (one of the well known brands was Firestone Town and Country) and the windscreen is dirty. RYO 821 is unknown to the register; does it survive?

Thirty eight years ago in April 1970 I stood with my late father on the A20 at Leybourne, 5 miles west of Maidstone, Kent, to watch the London to Sydney Rally pass on the first part of the journey to Dover. Club member John Skinner had travelled up with his brother to also watch and parked about a mile away at West Malling. John photographed this 1953 Thames E494C PKR 108 fitted with a front bumper passing on the A20, which I must have seen but didn't photograph myself (photo 2). The Thames was first licenced in Maidstone.

Photo 2



PKR 108 is also not known to the register, but PKR 117 – a 1953 E493A Prefect – is.

The first two Thames vans did not contain any trading names so actual use is unknown. HAL 380, a 1946 E04C Fordson, was first licenced in Nottinghamshire and is photographed by Michael Hartley on 20th April 1981 at Arley Hall, Cheshire in the livery of Len Cosgrove, Windows from Warrington. A later E494C grille is fitted (photo 3).

Ken Garner from Knebworth, Hertfordshire then purchased it. Having been told it would appear on the television programme *Airline* and having inspected it on television his E83W was swapped for it.

For a number of years the van has been owned by Lima Furniture Limited from Hoddesdon, Hertfordshire and John Skinner photographed it on 1st May 2005 at Brighton having participated in the HCVS London-

# Anglia, Prefect & Pop Register contd



Photo 3



Photo 4

Brighton Run (photo 4). This van was used for a Corgi model.

## Register 25 Years Ago – Club News August 1983

The front cover proclaimed 'Popular For 30 Years 1953 – 1983' and featured 103E Popular WVX 101 on the cover. The same Popular was used for *The Motor* road test and the Plutocratic Popular specialist accessories article. Or did they use two cars and one set of registration plates? Inside was a special feature to celebrate the thirtieth anniversary, which ran to twelve pages including reprints from *Ford Mail* and *The Motor*.



Photos: AGM 2008 by Jim Norman



## Obituary: John Bailey (1954–2008)

John Porter

### A Personal Memory

**John died suddenly in May of this year and was buried on June 4th at St John the Baptist's Church in his home village of Wolvey in Leicestershire.**

I have known John since I arrived in the Midlands in the early nineties and joined the Coventry Group with my Siva. Along with the other members of the Coventry Group, he made me very welcome and was even able to understand my West Country accent! John was very taken with my bright yellow car and harboured a desire to own one. In fact, he harboured a desire to own most of the various models of Sidevalves as well! Over the years, John has owned everything from a Model T (with 100E engine and gearbox!) to a 107E. Deirdre and John would frequently arrive at a classic show with two Sidevalves to bolster

our numbers. While John was a demon with the polish, he was not so experienced with the mechanics and left the maintenance to the local garage who maintained the roadworthiness of John's Sidevalve fleet. I remember that John rented a selection of local lockups to keep some space on his drive but it must have been at times like an episode of *Butterflies* – if you know what I mean!

John was an enthusiast's enthusiast and would talk classic cars and motoring to each and everyone on the rally field and anywhere else. He had a driver's encyclopaedic knowledge of the cars and the period that he loved (the 50s and 60s). He would turn up at shows, often unexpected by the rest of us, with a new acquisition and happily put the classic car movement to rights with anyone who showed an interest.

Over the last few years, I did not see as much of John and Deirdre which made it more of a shock to hear of his passing. I am sure that those that knew John will have fond memories of him, his cars and, most particularly, his sense of humour. John's family Deirdre and his children Mandy and Andrew will be in our thoughts at this difficult time.



Above: JB trying a Siva at Arbury Hall, Nuneaton

Below: JB goosesteps across a rally field





# Technical Advisor 8hp/10hp

John Pole

## Unleaded OK?

I am the new owner of a Ford Popular. Is it possible to use unleaded petrol with a fuel catalyst in the fuel tank? Do you know of any Sidevalve owners who use this system?

Regards, Rob

Your question about the use of unleaded fuel is not unfamiliar to me and has been a topic of discussion amongst the broader 'old car' community. I think that the general consensus seems to be to do nothing until/if an engine re-build is required and then fit new hardened valve seats. It is now believed that unleaded fuel is not as harmful to our Sidevalves engines as was once thought. As I understand it our old engines were designed at a time when the tolerances within which they worked were much broader and the forces less than in today's engines and this means that they are able to cope with modern fuels as long as they are not over-stressed. Also, over the years lead and other chemicals will have given a protective layer to the valve seats and in the Ford workshop manual on page eight it clearly states that 'valve seat inserts are fitted to all exhaust valves'. I would just use unleaded and not drive over 60mph!

With reference to the fuel catalyst I should be very wary of using any of these sort of 'unleaded improvement' type products which are seen at autojumbles etc. with their often unsubstantiated claims.

## Unsmooth Running

My 103E was running ok, however when I had the head gasket replaced and a decoke by my mechanic, he reset the carb and since then it does not run that good.

It does not start that well when hot, although I don't think it's the dreaded vapourising as this has occurred previously – normally after a drive of some distance then stopping and trying to restart. It has happened after just a short drive of 10 minutes to have an MOT done. She did not want to restart easily and took 3 or 4 attempts. My MOT chap richened the mixture to try and rectify the problem, and the engine revved up fine and sounded very healthy; however when driving back home it felt rather lumpy. I stopped in my drive and revved it up again – it sounded fine but again would not restart.

I had a similar problem 4 years ago and replaced condenser, coil, and fuel pump, rebuilt the carb and new plug leads. The leads were replaced last of all with another new condenser, which seemed to be the

cure with a set-up of a rich mixture – which had proved to run ok.

(The leads used are modern ones off a Metro, which seem to be fine – these were used as they happened to be in the garage stores and fitted well. Changing back to the old type of lead has been suggested.)

My thoughts are, could I have another faulty condenser? (I have been using the ones from the club.) Also I know the setting up correctly of points and plugs gaps can help to good running and starting (please confirm what gap you recommend). Also I am using full leaded petrol, as the Pop has seemed to run better on this than using unleaded.

(Later)

Just to let you know, a new condenser seems to have sorted my problem, although the old condenser (club supplied) has only been on for about 4 years and covered less than 1500 miles. So it's worth always carrying a spare and they are really fiddly to put on!

Brian

Thank you for letting me know how you got on. I have had a similar problem with an autojumble sourced condenser (and so have other local members). I do not think that 'new' o/s condensers seem to last very well, presumably as the internal parts have deteriorated over time.

(N.B. I would also be wary of new reproduction rotor arms as in my experience they can also fail prematurely.)

## Rich Running

I wonder if you can help with my Pop (Upright 1956 1172cc). I recommissioned the car and ran it last year after it being off the road for about 15 to 20 years. I coated the fuel tank, cleaned the fuel lines and carburettor, and installed an inline fuel filter and it ran ok. Then I decided to renew the leaking head gasket and change the noisy release bearing. This job grew to include valve refacing, new rings and a head skim. It ran ok initially but now runs very rich. I have a carburettor repair kit including float valve. The float floats ok so I tried extra washers on the valve and cleaned and blew through the jets with compressed air. Any ideas? (I have a new float on order just in case this may be the problem.)

The obvious things that come to mind are perhaps the first to eliminate. When you attached the exhaust manifold, did you make sure that you kept the two fine small slots on the lower face of each inlet port flange clear of any dirt?

If you change the needle valve soft metal gasket then the replacement must maintain the same thickness as the original. It is important to keep to the original specification. I have seen a strange array of gaskets here on old carburettors and I don't think that altering this will cure the problem. I have heard about leaking floats but I have not personally come across this so I am inclined to discount this as well. Have you checked the operation of the fuel pump? Does it deliver fuel to the carburettor as it should?

Are the linkages all tight? Does the butterfly valve open and close as it should? I know that with my worn carburettor I had to adjust the throttle adjusting screw in/out two times (I think) more than specified. You don't mention the emulsion block – best to leave this alone and not interfere with it.

Check these things out first and alter one thing at a time, then get back to me and I will give your problem more thought and seek further advice.

Thanks for your reply. I have now managed to obtain another carburettor through the FSOC magazine (an ex member getting rid of some surplus spares). I cleaned it with carburettor cleaner spray, blew out the jets and bolted it on. Initially it flooded but with the new float valve from the repair kit and new float it now runs fairly well, still a little rich but 100% better. I have just completed a 5 mile test run around the town. The old carburettor would run ok until the float bowl was full and then would just flood.

## Charging

In conclusion I received the following very informative letter from Dave Durrant, which with his permission and my grateful thanks I copy in its entirety below.

I read with interest the correspondence with Mark regarding his 103E and Prefect, and perhaps I could comment. On the subject of charging, presumably the quality of the relevant electrical contacts in the charging circuit has been checked. If these are ok, with the engine running at a decent speed, bridging the cut-out contacts should effect a good charge into the system. Failure to do so suggests a dynamo fault, and conversely appearance of charge indicates a cut-out fault. A crude test of the later 2-brush system can be similarly done by bridging the 'F' and 'D' terminals of the regulator. If inspection of the dynamo brushes shows sufficient length to function, and above all they are free to slide in their holders, I suspect there is little to gain by replacing them. The commutator must be in satisfactory condition and remember that over-oiling the rear bearing can cause problems in this area.

## Technical Advisor 8hp/10hp contd

The brake light operation only on hefty shove should respond to adjustment of the switch location – the mounting holes are elongated for this – or its chain. Brake lights coming on with light handbrake use is likely to be due to seizure of the compression link and should be easy to rectify. (A knowledgeable MOT inspector might notice this.)

Carburettors requiring little air at the adjusting screw are often worn at the throttle spindle, assuming everything else in the inlet tract is in order. Idling shouldn't be lumpy and I'd also check ignition timing, breaker condition, and distributor shaft for wear which can cause timing irregularities.

Condenser and advance spring condition is less important at idling speed. I can't help wondering if the Prefect's wiper problem and flat spot are related, so I'd suggest removing the wiper tube from the manifold, blocking the manifold orifice, and road testing. If the flat spot disappears or reduces, an air leak is likely, despite the empirical test of suck being felt at the wiper end. If so, careful testing of the plumbing, including the vacuum tank and control valve, is required. Remember the rare obscure leak that only manifests itself under certain conditions of vacuum and/or temperature! If the valve is faulty i.e. leaking and not shutting off as it should, a Schrader valve cut from an inner tube and inserted in the main tube from the inlet manifold will do the trick. Also check carefully that no part of the vacuum tubing can collapse on itself or is kinked sufficiently to obstruct – bad routing and warm temperature can aggravate this, particularly near the wiper motor, or a piece of replacement tubing may be simply unsuitable for the job.

The wiper motor can be easily tested by pulling off the operating tube, attaching another length and sucking it whereby the motor should operate without undue effort. Be aware, however, that some wiper motors for 8hp cars have an air bleed built in, in the 'off' position, as 8hp carburation is more sensitive than the 10. (Or so I was informed many years ago.)

Investigation of the indicator problem is on the right lines but if bulb wattages are ok similar symptoms can result from poor contact(s) virtually anywhere in the system. If the problem is on both sides, look at the main supply anywhere up to and including the indicator switch. It may be easier to test the flasher unit by substitution, particularly

Jim Norman

**When I bought BLC, it obviously needed come mechanical attention: the gearbox and rear axle were both very noisy, possibly due to there being no oil in either. Adding oil did quieten them but also showed the explanation for the lack of lubricant. The car had four fairly serious oil leaks; one from the engine, one from the gearbox tailshaft seal and two from the rear axle. One of these was from the pinion seal but the other was from the rear of the casing; these cars have a bracket through which the handbrake cross rod runs, spot welded to the banjo casing. In this case, the bracket was missing; instead there were two holes where the spot welds had been, plugged by two self-tapping screws. These were totally ineffective, hence the leak.**

Although the axle had quietened down once filled, it gradually became noisy again – the kind of noise which threatens imminent and total failure. I had a spare casing and a couple of diff assemblies, so these were cleaned and painted, and one day in May the case and one diff assembly were quickly fitted. This cured both leaks (and the gearbox one, whose seal was replaced at the same time), but the noise was almost as loud, although not as threatening. So the second diff was removed and the other spare substituted. This was almost silent but the seal leaked, so the pinion flange was removed and a new seal fitted. Alas, the leak persisted.

Once again, the flange was removed but this time carefully examined, and this showed it was badly pitted where the seal bore against it. The flange from diff number 2 was removed and fitted in its place, but this lost the nut's correct position markings and so the pre-load. As a result, the axle was noisier again, but not excessively so. Unfortunately the noise soon increased to the same level as No. 1, so No. 2 had to go back in. This meant taking back its pinion from No. 3 and refitting it. This diff was no longer oil tight; the pinion seal now poured out. With no new seal available, the new one fitted to No. 3 only a few weeks before was carefully extracted and installed. I now have a rear axle which is a little noisier than I'd like, though not excessively so, but at least is oil tight.

That left only the leak from the engine. The oil could be seen running down the oil filter from the pump (the oil pump is external on these engines, and this one was brand new only a year before). The filter was changed without effect, and the pump removed several times with no success, until the pump itself became the chief suspect. It was duly changed for an old, cartridge-type one which has dramatically reduced – but not eliminated – the leak. I suspect the sump gasket in the area is to blame, and while it can be changed with



The original rear axle; there should be a bracket surrounding the handbrake rod, and the dampness of the banjo due to the leak is apparent. So too is the oil thrown around by the pinion flange.



The current array of instruments and CD player; there is now also an illuminated switch between them. All these had to come out to free the heater, just visible below.

the engine in situ, I have the offer of the car's original engine. Once collected, this will be overhauled, converted to 1200cc and fitted. I can live with what's coming out until then.

Meanwhile, back in March, switching on the heater produced heat but also the sweet, sticky smell of antifreeze. The 107E heater radiator is inclined to leak and this one had started. I left it for the time being as the weather would soon warm up(!), but by May water could be seen dripping from the heater box.

In The Book I described the job of lining up the mounting holes in lurid detail – the bolts enter caged nuts on the heater housing inside the car, through the bulkhead from the engine side. There is a knack in getting everything in line and it's really a problem only if you don't have that knack. To get the heater out it was first necessary to remove the CD player, fog lamp switch and bracket and the three supplementary instruments. The next problem then arose: people without the knack try to overcome their inadequacy by inserting the two top bolts through the cage nuts from the rear, so three studs go through the bulkhead from within the car. The problem is the three studs are not parallel and bind up in the bulkhead holes. Fortunately I had a hammer. I had a spare radiator that I'd had reconditioned a couple of years ago; this was fitted, the offending bolts removed, the heater set in place and a minute later, the top bolts had been inserted the right way around. That

*Continued on page 37*

*Continued on page 37*



# Specials Register

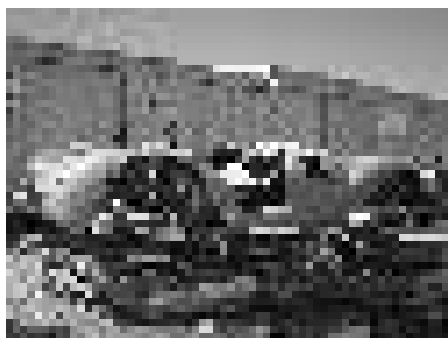
Rob Daniels

Welcome to three new members this week. Firstly Michael Saunders who owns a Siva Edwardian. Michael is the original designer of the Edwardian and together with Neville Tricket produced numerous variants of this shell for chassis such as the 2CV and the VW Beetle, as well as the Ford Pop, from their premises in Blandford Forum, Dorset back in the late 1960s and early 1970s. Secondly is Roger Warner who owns a Mk1 Dellow from 1951. Perhaps you could send me a photo and some details of the car so I can publish them on these pages, please, Roger? And thirdly James Barratt who owns a Mk2 Shirley, photos and correspondence of which can be found below.

After a quiet couple of months, the inbox is near to bursting of late. Please keep it up as it gives me lots of copy for these pages.

## Tasmanian Special

I was wondering if you could help identify this car for me.



I bought the car from the estate of a casual friend of mine Julian. His wife Di told me the car was called a Lamprey Ford and had been built in Tasmania in the late 1950s. According to her Julian had bought it as is from someone in Rockingham, just south of Perth, Western Australia. She said that it ran a flat head Ford V8 that was sitting with the car when I had bought it.

The engine was without heads, but the block has been relieved around the valves which was a common modification to get some more power. Evidently Julian had been very excited when he had found the

correct motor to go with the car. I must admit at this stage that I do have some doubts about this but for now we will go with this.

Also with the car was an A model Ford front end. This I am told was modified and used to good effect on the Lotus 11 by cutting the axle in half and placing a pivot in the centre. The A frame was also cut in two and the two arms from this were then swung out and attached to chassis as the second link of the front suspension. (As we know Colin Chapman actually used a Ford Pop axle type.) The leaf springs were then replaced by a coil over shock absorber. The various mounting brackets on the car seem to indicate that a similar setup had been used on this car. Burnt into the paint under the old racing number sticker can just be seen the number 85. The body is reminiscent of an MGA but is made of aluminium. The chassis seems to be a 1940s or 50s Ford Prefect. Whatever it is it had transverse leaf springs front and rear and is very narrow.

I would like to rebuild the car to its original specification and race it in historic events and so would be very appreciative of any information that you may have.

Regards

Ian Ladyman

I don't recognise the car at all, so if anyone knows anything could they please let me know and I will pass any info on to Ian.

## American Special

The next email was forwarded to me from one of my American correspondents with no name attached.

The only leads I have had on the body have turned up to be dead ends except for one that I got from somebody at a car meet in Santa Rosa, California, and have found that one impossible to verify or write off. He told me some details about the body that were not in the pictures I showed him, and claimed that it is one of five prototypes that Sydney Allard built before the Palm Beach. He claimed that it used a Bristol 6 cylinder engine. He also claimed that Allard helped AC with the design of the ACE which was used for the Cobra platform as we all know. I can't disprove or verify anything he told me, but find it hard to believe that I would have one of them. The body appears to have been professionally built because it is very high quality for an early body, and you can see the amount of work that had to go into building the mold. I don't think that anybody would go through that much trouble for a one off car.

I do believe the story from Hal Hempstead who claims to have raced against it in the 50s and it appears that it was designed for a 6 cylinder because of the shape and length of the hood.

Again, any help you could give in identifying it would be greatly appreciated.



The body looks to me like a Woodhill Wildfire from America which was possibly the first fiberglass shell produced. There is lots of info on the Woodhill Wildfire on the net if anyone is interested.

## One Off

I'm trying to get a Ford Special car back on the road (it's been in a barn since before 1984). I have the reg plate and chassis numbers. DVLA (VOSA) want some sort of record for the vehicle before they will put it back on the road. I wondered if you knew where I would be able to find a club that would help me out!

It's based on a Ford Popular. I work the chassis number out to be around 1958ish





# Specials Register contd



(c880176) with a Ford Sidevalve engine. It turns over but I've not started it yet.

I cannot find anymore details out, or even know where to start looking for it.

I understand I will have to bring it back to MOT standards etc. It would be a shame to see it stuck in a barn for another 30 years.

Any help would be great.

Yours, Paul

## Shirley Finds New Owner

I would like to register a Shirley Mk2 Special I have just purchased. It is based on a 1939 Ford, believed to be a 10. It is a factory four seater. The registration number is HPL 813. The car has been treated to extensive restoration as far as the chassis and mechanics are concerned by the previous owner(s) although the body is shabby and the interior is non existent.



The car came with quite extensive history going back as far as 1988, although there is no reference to when it was last on the road. There are a large number of spares also included although there are a number of things missing.

I would be very grateful for any more information on the car.

Kind Regards,

James Barratt

Thanks for your email, James. I know the car fairly well as I helped buy it for a friend of mine about four owners ago and also picked up the chassis for it with him. Can you let me know you address and phone details etc. I have a Mk2 myself and so does a friend of

mine who lives about 20 mins away. If you want any advice, just ask.

You can join the FSOC by clicking on [www.fsoc.co.uk](http://www.fsoc.co.uk) and following the link to join the club. *(This he duly did and is now the third Shirley Mk2 owner in the club of the five known to exist.)*

Thanks for the information. Do you know why it is that it has taken so long to get this far but hasn't been finished?

Because the car is so sound underneath I am intending to get the body done as soon as possible so that it is all one colour again after what seems to be quite some time!

I was wondering how the rear wheel covers should be held on. Mine are held in place by a selection of self tappers. Also, what sort of floor would you recommend? The car currently has a new floor made from MDF but I am worried about it rotting away, especially since, when complete, the car will be put into regular use. Finally, I was told by the seller that the car is one of just four remaining: is this correct?

Kind Regards,  
James

The reason it still isn't finished after all this time is probably because people underestimate the amount of time and work involved. At least it has steadily progressed and the car has improved over the years, albeit slowly.

The floor should be marine ply. The spats are held in by set screws into captivated nuts on mine.

There were four known, but a guy came up to us at the NEC show two years ago and said he owns another in Ireland, so that is five.

## Convair and a Super Two

Those of you who frequent the Historic Specials Day may remember that a couple of years ago Clive Wrenn, one of the brothers who owned Convair Developments, together with his son in law Angus were there with their newly acquired Nordec with Bowden chassis. Shortly after this Angus set up a website for Convair, Nordec and TWM cars and since then it has turned up the occasional new car including this one last month.



The web site finally turned up something of interest. A chap called James Argyle e-mailed me saying he thought he had a Convair Mk1 but was not sure. I went to view it at the weekend with Clive and he turned out to be correct. The body is in a very poor state and has been modified in a number of areas but was essentially complete. The chassis appeared to be a standard Ford unit, possibly E93A, and had much Dexion added. The chassis is in a very poor state and probably beyond economic repair. James said he thought the original engine and gearbox was in his barn but had been put in another special (a Super 2). It was great to see the car as it



at least shows there are still some out there hidden away. His dad also remembered another Mk1 with gullwing roof turning up at his house about 15 years ago, so I have another lead too.

I got the impression that the Bowden chassis I had was quite rare so was surprised to find he had at least two in his shed. They seem to have been almost standard on the Super 2.

He claimed to be a modern car fan and did not know much about the Ford Specials so I passed on your e-mail address and web site info. I hope you don't mind.

Due to carrying out modifications to our house I have not had time to work on the Nordec and it has not been touched for the last two years. I have had time to finish off a Triumph GT6 though and sold that a few weeks ago so I should now have some funds to start work on her.

I have attached a picture of the Convair for your records.

Cheers  
Angus Dudley

Good find, Angus. Was there a registration number for the car or any other history? If the guy wants a Ford chassis, I can probably find one for him. Where is he based?

Bowden chassis were standard on the Super Two.

The car was given to the owner about 20 years ago. Apparently the previous owner had built it specifically for racing and it has never been registered. There was no evidence of any number plate mounts or stickers. The chassis had been heavily modified and extremely rusty. I could not find a chassis number (but do not really know where to look anyway). The engine had been a Ford 1172cc with all the usual Aquaplane mods and Geeson manifold. Nothing was in the car though apart from the front and rear axles.

James then emailed me with details of his Super Two.

I'm trying to find out some information about a special called a Super 2. I'm trying to find out how many were built and how many (if any) may have survived? Any info

you can pass on would be a great help. Many thanks, James

I can't say how many were built, but there are about two dozen survivors. Have you got one? You can usually see a Super Two at the Historic Specials Show in August. I have attached a road test for you.

Thanks for getting back to me. I do have a Super Two in bits but mostly complete and the body is in good shape. It's on an E93A chassis, engine and running gear but all needs complete rebuild as it has not seen the light of day in at least 20 years. Can you please send me more information about the show in August. Many thanks, James.

If yours is on an E93A chassis then it is a Super Three, not a Super Two. The Super Two was on the Bowden chassis.

Thanks for the date and address of the show. I am thinking of travelling up. Here are the photos you asked for. The rear arch on the off side is damaged but the rest of the body is not too bad. I do have the rest of the running gear – I just need to sort it out from other spares in the shed. Can you tell me how many Super Three's you know of? Do you know if there might be one at the show? Any information you can tell me about this model would be very helpful.

That's not an E93A chassis, but a Bowden chassis. This makes it a Super Two after all. We usually get at least two at the show, plus a couple of Hamblin Cadets, which are the Austin Seven version. Tom Hamblin, whose dad built your body, also attends.

### Ginetta/Fairlite

Trevor Pyman, well known Ginetta authority and a fan of Specials for more years than he would care to admit, wrote to me in response to my piece on the Fairlite in the last edition.

Very interested to read your piece in Sidevalve News of course on Fairlite. The car you mention ANY is totally new to me. A few bits didn't quite add up in the piece on it but that aside very interesting.

I have copies of the Fairlite build sheet and other bits so will post to you sometime for your records. In the meantime herewith

some photos of a lovely restoration just finished by Steffano Possati in Italy of the old G3 demo car 361ERT. Not much Sidevalve about it now, though. Even before it left the Walkletts in 1962ish it had a 105E engine and independent front suspension in place of its original SV and split beam axle.

The last G3 was built in the winter of 62/63 and road registered in May 1963. It was a special build for a customer and featured Sprite engine and rear axle and Morris Minor torsion bar front suspension. Quite a beast. I will look and see if I can find the G3/Fairlite update I did for you way back; I may still have it.

Regards, Trevor

With so much input over the last couple of months I haven't enough room to tell of one of the most exiting finds in the Ford Special world for years, so until next time ...



### Technical Advisor 8/10hp continued from page 34

if its a metal cased unit, irrespective of shape – the modern units are much better.

Regarding Rod and his fuel tank problem, an effective long term solution is to use one of the proprietary fuel tank sealers which are on the market. A rather more difficult job, and some cleaning of the interior is required, but if done carefully and according to the instructions will result

in a protected inner surface, and fuel pump screen cleaning will become a rarity. One caveat, however, to those who use this sealer in a diesel tank and then convert to vegetable oil – the latter reacts in time with the sealer and breaks it down with major potential problems. To most of us, though, just an irrelevant curiosity!

Dave Durrant

### Tales of BLC continued from page 34

just left reinstalling all the supplementary bits, and we were back in business.

In total, I probably spent four hours on the axle; another couple on the oil pump and an hour and a half on the heater, but at no time was the car off the road. We're still getting along very well!



# Pre-War Register

Yvon Precieux

01475 529267  
6-9pm

## Registrar's Comments

The season has started well up here with plenty of sunshine. The Scottish Ford Day had some rain clouds threatening but the day remained virtually dry. Scottish FSOC members should try and get to this event as it is a good opportunity as a venue to meet you at the one gathering and put a club banner up.

This year there were some 16 cars from a CX to 100E vans. This year I managed to identify the orangey-red rodded Model Y with the registration YY 1765 and chassis number Y1765, an early number. The CX entered was that of a John Thomson from Glasgow. I'll give a more up to date detail in the next issue as the date of the event was just one day prior to my sending this copy to the editor.

Registerwise the correspondence has quietened down slightly although telephone calls are still coming. Keep the momentum going as, unlike Marks & Spencer with their inane adverts, you do have ownership of your Club. I recently inspected an E493A Prefect for Andy Main in Glasgow. The bonus was that it was the actual car used in the film *The Stone of Destiny*. Joe McCallum is the owner from Coatbridge, a new member, and the film should be out soon in July. However the producers have taken a few liberties. The original cars used were both 8hp, a 7Y and E04A, not a 10 horse E493A. The E04A took the broken smaller piece of the stone back to Scotland and the 7Y carried the main portion of stone on the back seat (because it had no boot) prior to it being hidden in the South of England. From what I am hearing, the film producers overturned one of the cars to make the scene more spectacular; should this be so, this is pure fantasy as both cars got safely back to Scotland. Take some of the car scenes with some scepticism, but enjoy the film; it's all good fun.

Finally I had intended to have an article on the Art Deco Ford models that Ford dealers had built from William Holland's designs at Kelvin Grove and Olympia, but some of this material was lent to Sam Roberts for his second book on the Model Y. I am still awaiting their return. So for the moment I am obliged to shelve this article including Ford's own design until later.

## The Ford 3 Day Reliability Trial

The car DY 7578, with admiring glances from potential customers, is usually one of the favourite pictures to be shown when one refers to the September 1933 three day dependability test. The car was entered by the Hastings Ford dealership, J Hollingsworth. Our contact in the Hastings area, John Keenan, endeavoured

to find out a bit more about the car and the family dealership earlier this year, when I asked members to check their local newspaper archives.

John went further and decided to trace the family of the car dealership and after extensive enquiries with the motor trade, he finally made contact with the founder's son, now aged 92, who remembered the test taking place. He kindly searched and found photos of the Model Y his father entered in the rally. J Hollingsworth started building cars at Telham Forge, Battle Road, Hastings. Photo 1 shows J Hollingsworth (far left) and his staff with a car outside the works in 1911. Not long afterwards he took on a Ford Dealership at premises in Havelock and Braybrooke Road, Hastings. The family firm continued up until 1999. Photo 2 shows the trial car now familiar in motoring books. My thanks go to John for the efforts made in tracing this dealership back in time.

From the last mag I see that Sandeep Das has an E93A tourer and a further tourer has emerged with Mike and Gillian Ridley-Smith.

Illustration 3

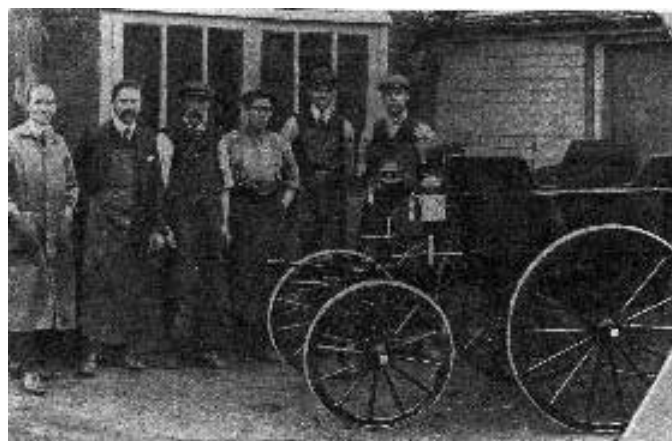


Photo 1



Photo 2

These models are now into double figures and again in the next issue I'll give you some more information. Sandeep, if you can provide further information on the chassis number, Briggs body number and history, I'd appreciate the detail.

## A Model C Lookalike

Take a good look at the Castrol illustration advertised in a late thirties magazine (illustration 3). Forget about the bonnet, quarterlight and somewhat elongated body. Look familiar? Well, to me, anyway, there seems to be some similarity to the Model C, especially the rear, front and back wings. This could be down to artistic licence but then again Briggs did build other cars for other companies besides Ford so maybe as the American style went out and the British styling of the 7W and 7Y came in, it might have been resurrected with Vauxhall stylists revitalising the Model C shape to provide for a slimmer, more graceful and better proportioned car. Unlike the Model C, however, the Vauxhall Ten as it was named when it came out in 1938 was provided with an integral chassis. It would be interesting to find out some more detail of the exterior panelling; the wings especially. So have a look round the autojumbles, or if



you see a model at an event, ask permission to take measurements.

### Member's Profile

Peter Helms purchased the Model 7Y (photo 4) in April of this year. A restored car, it has retained six owners since new, with its first owner being a Commander J.W. Lewis in a village near Chatham, Kent. History has been kind to the car as Peter still retains all information via the original log book down to the post-war petrol ration stamps. Peter does not state when the rebuild took place but gives some intimation that it was done in the last 10 years. A number of cars appear to be coming through from Scotland where Peter lives in Aberdeenshire. The colour scheme for the 7Y, a standard version with blue badge, different dashboard and no wheel cover, is dark green with black wings.

### Member's Cars

Now, although you don't see too many of these trundling on the road, Pattisons come in all shapes and sizes starting with the Model Y and ending up with the E83W. Photo 5 shows the model in 7Y guise and Ron Moore of Leicestershire is its owner. Although not registered, it is a War Department 1938 model dressed in colours one normally associates with Army drab. I note from the register form, where it says standard and deluxe for bodywork, Ron has put 'primitive'. Without a roof and creature comforts I would agree, although those bucket type seats probably would hold you firmly in when crossing uneven territory. Ron's Pattison was given the war department number OZ ZY 89 so someone at the War Office in Whitehall had a sense of humour. Ron has experienced problems with the carb on the car. I have tried to assist but in writing there still remains a few teething problems in its requirement for choke when warmed up.

Photo 5



Photo 4

### Industrial Engines

The manner in which these engines came about was really down to the slow production of the Model Y when it eventually came to manufacture at Dagenham in 1932. This was further reduced by the larger models similarly starting to come off the production line at the same time. As I have said before, the Model Y was not identified with this name until the spare parts lists for all the newer models were being prepared in July 1932, hence it was very late in the day for the model name to be changed. The Model Y's intended name from the start was the model 19, a juxtaposition with the V8, with its new numerical model coding system intended for all new models. Initially, with chassis and bodywork taking too long to marry up on the production line, surplus engines and gearboxes for all models started to build up and a department was set

up to sell these components off, sometimes in bulk at a very reasonable discount.

What started as an economical measure to rid these components from the vehicle production area produced a demand from small business firms. Unlike today, engineering works of all types used to be on every corner even in the heart of London and these production engines, sometimes with gearbox, were soon snapped up. By the first year some 150 Model Y engines had been sold and by 1937 four power units were being made available; the 8hp, 10hp, 24hp and tractor. (Eventually the 30hp V8 was taken on board with the demise of the 24hp.)

Specialist firms provided governors, magnetos, manifolds and other gadgets. For boatbuilders, marine fittings from these specialists included a gear type water pump driven from the camshaft, a water cooled exhaust manifold, a reverse gearbox bolted directly onto the flywheel housing, a multiplate forward clutch and an epicyclic reverse driving the propeller shaft at roughly 85% forward speed. Firms undertaking this work were Vanadium, Bruce and Holroyd at Feltham, Middlesex (Greater London now), Excelsis, Storm, Wortham Blake Fisherboy and Vosper, the last well known for the wartime patrol boats with the V8 engine. Another firm using the 10hp and V8 engine for marine work was Parsons, still around today.

Years ago in the 1980s I was given an engine for spares that I had to collect. When I visited the premises in Camberwell, London, the gear-driven Model Y engine with gearbox was still attached to the remnants of what was once a boat. The engine was disposed of, to then member George Campion, who retained a Model Y. Now sold on, as far as I am aware it is still giving sterling service.

Yvon Precieux

01475 529267  
6-9pm

## Registrar's Comments

I have now obtained all the four remaining relevant registers and archives from Shirley. This took place in May at a committee meeting. Luckily I had a large holdall as the trek from Wemyss Bay station was that bit more onerous than usual. The previous time I had a heavy spring spreader to carry as some six years previous I had lent it to Peter Benton, Model Y, while still in London. So the last two journeys back from meetings have been good back and arm exercise.

Finally, at last I now have all the E83W register papers, register forms and files. I have split the files into vans, builders trucks, flat beds, utilecons, etc. with the main files in order of chassis number, and made up a secondary file under registration. This makes any problems of new vehicle identity much simpler, especially DVLA applications, as I can reference back to both with regard to discrepancies. I will give you the numbers of vehicles surviving by type in this register next issue. It is probably too soon to have further feedback from the membership on what you would like to see in these pages (detailed in the last issue), but it was pleasing to receive Patrick Russell's letter re the register having a mixture of restoration, history and general articles. Patrick also provided an article on the experience of reuniting MBW 138 with the last person to drive the car back in late 60s. It's a good read so I'll save it for the October or December edition.

## Dairy Deliveries

On 30th January 1946 the Ford Motor Company issued a press statement identifying that the E83W was a particularly suitable vehicle for dairy work. This was certainly taken up by the industry with many dairies opting for a small compact vehicle such as the E83W capable of the slower speeds required. The E83W dairy vehicles were initially just normal flatbeds, but in the early 50s a more compact milk body was engineered by RW Osborne and Son of Saffron Walden. This provided proper cover and a flatbed platform in 2 tiers, where crates could be loaded and milk bottles conveniently handled when doing the rounds. Austin, Morris, Bedford and Ford were used and an Osborne body is shown in illustration 1.

I do remember in the late 50s as a youngster seeing the E83W and the battery powered vehicles doing their rounds in North London where I lived. Percy Trigg was one such



Illustration 1

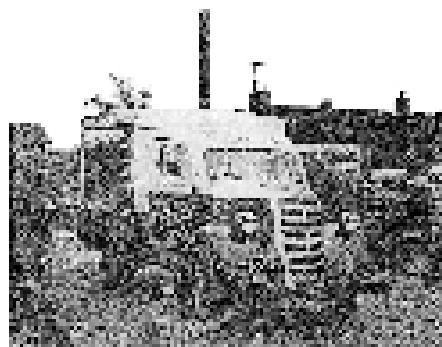


Illustration 2

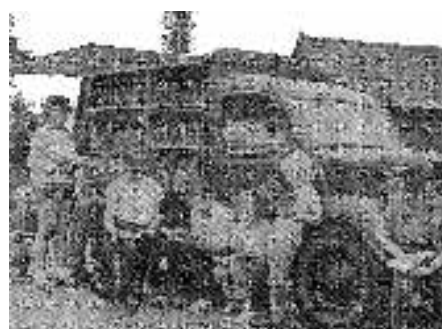


Illustration 3

dairyman whose area encompassed Essex. The industry was growing then and like other businesses at the time, mismanagement and shortage of labour could ruin the most promising. Permanent staff was the most preferable, but usually a rota system was in place with two weeks on and one week off. The working days included Sundays, holidays and even Christmas day. NVX 431 (illustration 2) is shown in Percy Trigg livery from our E83W archives. In later years, when much speedier vehicles were required for small businesses, there was still a market for these slower and cheap commercials. One such theme via Ian Maddams, courtesy of the *East Anglian Daily Times* was for the mobile library, here shown in illustration 3, kitted out with books. The article on RW Osborne was originally written by Andy Main via Tony Osborne of the company RW Osborne and Son from which I have cobbled the detail.

## On Active Service

Of the vehicles manufactured during the war years, the most recognisable and often mentioned is the E83W food van. However there were others. A 10hp light utility truck

was envisaged at the start of the war, which was to have a cab and canvas roof with a dropside panel to the rear (more or less a builder's truck), but more robust as the body weight was 2268 pounds. This never did get off the ground and the model was never produced. Others designated for war use, in this case for the Royal Navy, did get off the ground. One was the light cab/chassis E83W unit that could be used at short notice, weight 1920 pounds, used from May 1941 to January 1946. This type was further adapted for ambulance and other specialist applications. Next was the Royal Navy personnel units, weight 2310 pounds, built August 1941 to September 1945. These were the vehicles fitted with two windows at the side, shod with 5.00 x 16" tyres. This model bears much similarity to the Martin Walter Utilecon post-war models. All were classed as Government (active service) wheeled vehicles.

## Martin Walter 10cwt Utilecons

I have a soft spot for these vehicles ever since Kevin Burke, a member from the South East London Group, enlisted my assistance back in the early 80s. With the help of a pal called Steve, the three of us managed to get the vehicle, painted a paler shade of green, ready for a Sidevalve day at Burford where it won third prize. Sadly the last view of it was in Banstead, Surrey, languishing away on a smallholding, although the owner Martin Shaw did say he was intending to restore it.

There has always been some debate on what is and what isn't a Utilecon? There are certainly a fair number of vehicles with fixed and sliding windows but with no Martin Walter insignia on the dash. Historically, to obtain a Utilecon new, the customer had to order a standard van from a Ford dealer, who then ordered it from the works and advised Martin Walter, the company, to collect. The van was then converted and made available at the firm's Folkestone premises. The original model was supplied with just the seven seats at a price of £358 plus purchase tax of approximately £100. The seats were not tippable, whereas the 5/7-seater for another £45 overall came later together with the 'three way seat'. The upholstery was of a long-life material called Everflex. Martin Walter also supplied the ambulance 7-seater. The standard colour available was beige but for an additional £6.7s.9d, cream, desert sand, blue, Westminster green, light grey and woodgrain could be chosen.

Going back to the windows for these vehicles, I note that sliding versions cost per pair at £3.8d so it is feasible that some of the windowed E83Ws may have been incorrectly identified as amateur conversions. The ambulance and fire tender are noted

*Continued on page 44*

## From the Archives

## Peter Williams

## Reconditioned Engines

In ‘the good old days’ Ford was renowned for supplying factory reconditioned units which were very keenly priced and enabled a vehicle to be back on the road with minimal delay and minimal cost. I don’t know exactly when this service first became available but an article in the *Ford Times* of January 1938 suggests that it was a fairly new service at that time. The article is reproduced verbatim.

'An interesting development in service was instituted when the Ford organisation initiated its engine-exchange plan. The big feature of the scheme is that engines thoroughly re-conditioned in the Ford works, Dagenham, are stocked by all Ford dealers. When a Ford car or Fordson commercial vehicle has been in service long enough for engine-overhaul to be desirable, the worn unit can be exchanged in a very short time.

The popularity of the development is shown by the fact that many hundreds of Ford engines are now reconditioned at the Ford factory every week among these being an average of between 500 and 600 Ford "Eights" and "Tens". In addition, large numbers of Fordson commercial vehicle engines are handled, for the time and money-saving advantages make a very strong appeal to transport users.

Special sections of the vast factory are devoted to inspection and re-conditioning, not the least striking feature of the plant being the care with which the work is carried out. Re-conditioned engines are guaranteed by the Company for the same period as new units, and the owner who employs the exchange plan does, in fact, obtain almost the equivalent of a new engine.

Recently two new diamond boring machines have been installed in the engine re-conditioning section of the works. Each of these can bore cylinders at the rate of 32 blocks per hour, the bores being accurate to within .0002 inches.

In the cases of Popular Ford engines which require more than .030 inches oversize boring, the cylinder-bores are fitted with cast iron liners. These are inserted by first shrinking the liners in liquid air, at a temperature of *minus* 189 degrees Centigrade. This method makes possible the use of standard pistons, and the liners have an exceptionally long-wearing surface.'

## Insurance

An advertisement for the Zurich Insurance Company provides an interesting comparison

with modern premiums and post code pricing. For trucks and vans not exceeding 10 cwts, the fully comprehensive premium was £7.7.0. in country districts but £9 in 'large towns, industrial centres and Northern Ireland'. For cars the premium was £8.17.6 for the 'Eight' and £9.10.0 for the 'Ten' but this excluded 'London, Glasgow, Lancashire and Northern Ireland' for which no alternative price was offered. Why Lancashire was treated differently from Yorkshire is not explained. This policy was only offered through Ford Main dealers and was 'not applicable in the Irish Free State'.

## Ambitious Advertising

Owners of 7W 'Tens' may like to consider the honesty of the blurb in the advert reproduced from the *Ford Times* of February 1938. The original was published full-page so the small print won't be readable in the smaller picture reproduced here, so it is repeated for your delight.

‘Upholstery, trimming, accessory-equipment, springing – everything which can minister to your real, lasting comfort, is available, at ever so little cost, either of purchase, running or maintenance, in the FORD “Ten”’

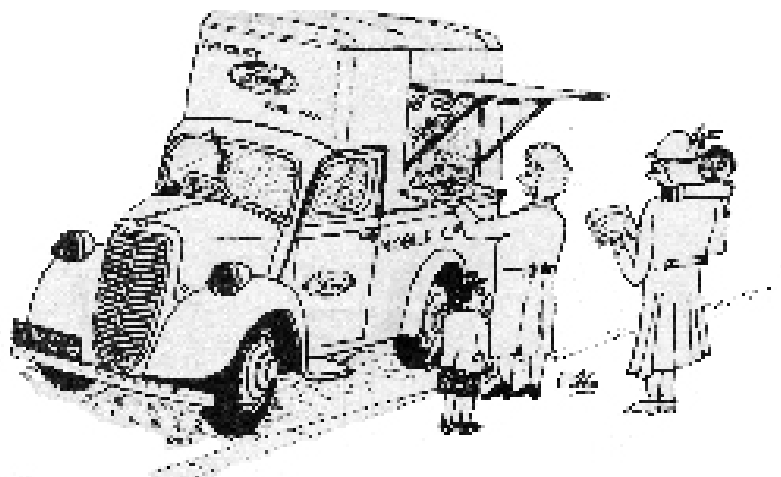
The Local Ford Dealer invites you to allow him to demonstrate all this, plus the performance of an exemplary engine, the easiest of gear-changing, the lightest of steering, the most reassuring of brakes.



external finish permanently proof against bad weather, and a degree of presentability right outside its price-class.'

## Cartoon

For your further amusement another cartoon is included taken from John Howe's book (available from the Club stores). This one should have appeared in recent editions of the mag when Yvon was explaining the history of the Emergency Food vans. Oh well, better late than never!



"HERE YOU ARE, LADY, MR. LOREN'S SUNDRIES - AND COULD YOU LIKE  
MR. LOREN'S T-POPE BLANKET!"



# Letters and E-mails

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

## Isle of Wight Holiday

Dear Sidevalve,

My I through your columns say a big thank you to Robin and Jennie Thake for organising this year's Club holiday.

As in previous years this was a lovely holiday with a good mix of events for those who wished to participate, a good base for those that preferred to explore on their own, and a nice comfortable hotel to exchange stories at the end of the day.

A few of us joined Robin for his evening 'stroll' along the front. I lost count of the number of steps from the prom to the top of the cliffs, but we all made it – we all slept well that night! We met some interesting people and had many good laughs.

Robin and Jennie must have put a lot of time, effort and money in (they had been there earlier in the year to check it all out) to make this event as successful as it was. It is greatly appreciated.

David and Lesley Heard  
Membership no. 930

## Welcome from Wales

Dear Sidevalve,

After retiring I renewed my lifelong interest in cars and thought about what classic car I should like to own and drive. As you can see from the address I live quite far from most classic car activities and I have to rely on local events run by the Automobile Club of North Wales which caters for cars up to 1972. I enjoy reading about the events listed in the magazine.

I have enclosed a photograph of my 100E Popular which is the car I eventually decided on, and I don't regret it one bit. I had a 100E Anglia back in the sixties when I couldn't really afford to run a car, but the Anglia proved

to be a very reliable form of transport, and it served me well for many years. This affected my decision plus the fact that the 100E is still incredibly affordable.

I am happy to have become a member of the club and look forward to my copy of *Sidevalve News*. I have already made use of the Spares department and was very impressed with the service. Thanks for a good club and magazine.

The photograph was taken last night near my home, near the Menai Straits with Snowdonia in the background.

John Lloyd Williams  
Llanfairpwllgwyngyll, Ynys Môn  
Membership no. 1766

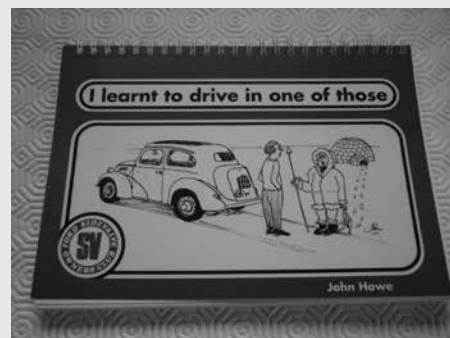


## Manuals and Regalia Available from the FSOC

Shirley Wood

The Ford Sidevalve Owners Club has permission from the Ford Motor Company to reproduce the parts books and workshop manuals for the models covered by the Club. The photos at left show the parts manual and the workshop manual for the 8 & 10hp models from 1939 to 1959, and the 100E parts manual and workshop manual. The Club can also supply Jim Norman's technical guide for the 100E which is a must for 100E owners (top right). The Club can also supply workshop manuals and parts manuals for the pre-war models.

As well as workshop and parts manuals the Club has a range of other books in stock. The cartoon book is just one example of what is available. See the regalia price list for details of the other books and regalia items available.



# Behind the Scenes

Ben Jeapes

Now that you're holding your latest *Sidevalve News* in your hands, I thought you might like a little background on how it got there. I have been editing the magazine since the October 2006 issue. I live in Abingdon, I have worked in publishing in one form or another for twenty years and when Teresa Butler retired as magazine editor, Shirley Wood offered me the post.



It's been an interesting and enjoyable learning experience. I knew classic cars existed, and I have always found it a thrill to see something vintage and beautiful cruising down the road towards me. I suppose the very first classic car I was aware of was Dr Mopp's unspecified Very Old Car in *Camberwick Green*. At roughly the same time on TV there was Bessie, the yellow Siva driven by Jon Pertwee in *Dr Who*. I always assumed this was an actual Edwardian roadster until I saw what was probably John Porter's Siva at my first Abingdon Ford Rally, about 10 years ago. My science fiction fan's antennae noted it was parked next to a Ford Prefect, which was either the sign of a man who truly knows where his towel is or pure coincidence.

(Ford vehicles also contributed to TV science fiction in the 1970 Gerry Anderson series *UFO*. Props for the show included two futuristic cars – sleek, turbine powered, gull winged (top right) – that were in fact built with aluminium shells on top of a Zephyr Zodiac chassis. The jet noise was added in post-production, the gull wing doors were operated by a stage hand standing just off camera, and the actors hated them because they were under powered, steered like pigs, and the engine fumes leaked back into the passenger compartment. But they looked fantastic.)

The first family car I remember is our Triumph Herald 13/60 Estate. I was a little taken aback in my twenties to see one of these in the Ulster Folk & Transport Museum – though looking at the size of it I could see why my parents upgraded when my sister came along. When I was 12 the family moved to Bangladesh for two years and we were advised to get a sturdy car which would not require skilled maintenance; we got an estate Cortina,



Straker's car, from *UFO*: also a Ford. Really. Photo © Century 21 TV.

which lasted until I was 17. I learnt to drive on a Hillman Imp and the first car I personally owned was a Renault 4, which is like a 2CV with the coat hanger left in. So, not all Fords, but I've always had a soft spot for cars that can be described as quirky.

Here's how *Sidevalve News* happens. The official deadline for contributions is the 10th of the month before publication. What this means is that I will always include material received before that date, assuming it's generally relevant to the magazine's area of interest, and I do my utmost with material received reasonably soon after. My editing style is to give articles a light trim rather than a heavy shear, checking consistency and punctuation but leaving the technical details to be checked at proof stage by brains mightier than mine (otherwise known as Ian Maddams, John Porter, Peter Williams and Shirley Wood).

Everything is prepared on computer. There's a standard template for the magazine and for the most part material just needs to be dropped into it. If a contribution overflows and there isn't any convenient space on another page to take it then I may have to trim it down a little – or even a lot – but obviously I do what I can to preserve the content and the author's

original sense. I typeset the issue on screen and send the files to the printer on the first day of publication month.

Contributions generally come by email or on disc, but sometimes an article may need rekeying, or pictures may need to be scanned in or tidied up. I raise an eyebrow at letters which are printed out and sent in by post, which include an email address in the sender's details – but where would we be without some lingering old fashioned values? The most modern technology used to preserve the values of our heritage – really, that defines the spirit of the Club.

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Offers apply to Sat 15th/Sun 16th November 2008 only. Adult ticket offer limited to 2 tickets per member. Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. For comparison, the on-the-door prices for 15th/16th November 2008 are: Adults £17.00 and Family £45.00. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! Classic Motor Show tickets allow FREE entry into the MPH Show (excludes live action theatre) All bookings are subject to a single transaction fee. All information is correct at time of publishing.

# More on Ford 8 Elephants!

Nev Lear

Following on from the item in the June *Sidevalve News*, you might like to see some photos from my archives taken in 1957 on Burnham-on-Sea sea front and the mechanical elephant featured.

Said to be Ford 8 powered by my father, who took the photographs, it appears a considerably smaller animal than that featured before and also covered in Dave Turner's book *Ford Popular and the Small Sidevalves*.

This model was led by its keeper, who walked alongside, and there were only enough

seats for about 8 children (four on each side). The one featured in Dave Turner's book is alleged to carry 12 children with the driver sat astride the animal's neck.

Whether this came from the same source in Thaxted, Essex as the previous models I can only guess!



E83W Register continued from page 40



Photo 4

as not being liable to purchase tax, both being nil rated; maybe something to do with public service vehicle exemption? In Australia, 7-seaters with similar windows were advertised as the Ford Ten Ten estate car convertible. They would be similarly advertised in places like Canada, the Dominions etc. Photo 4 shows a Ford of Dagenham archive photo and it is worthwhile making some comparison to the Australian 'Ten Ten' (illustration 5) although there may be some artistic licence in the sketching of the front seats shown.

Illustration 5

