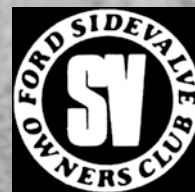
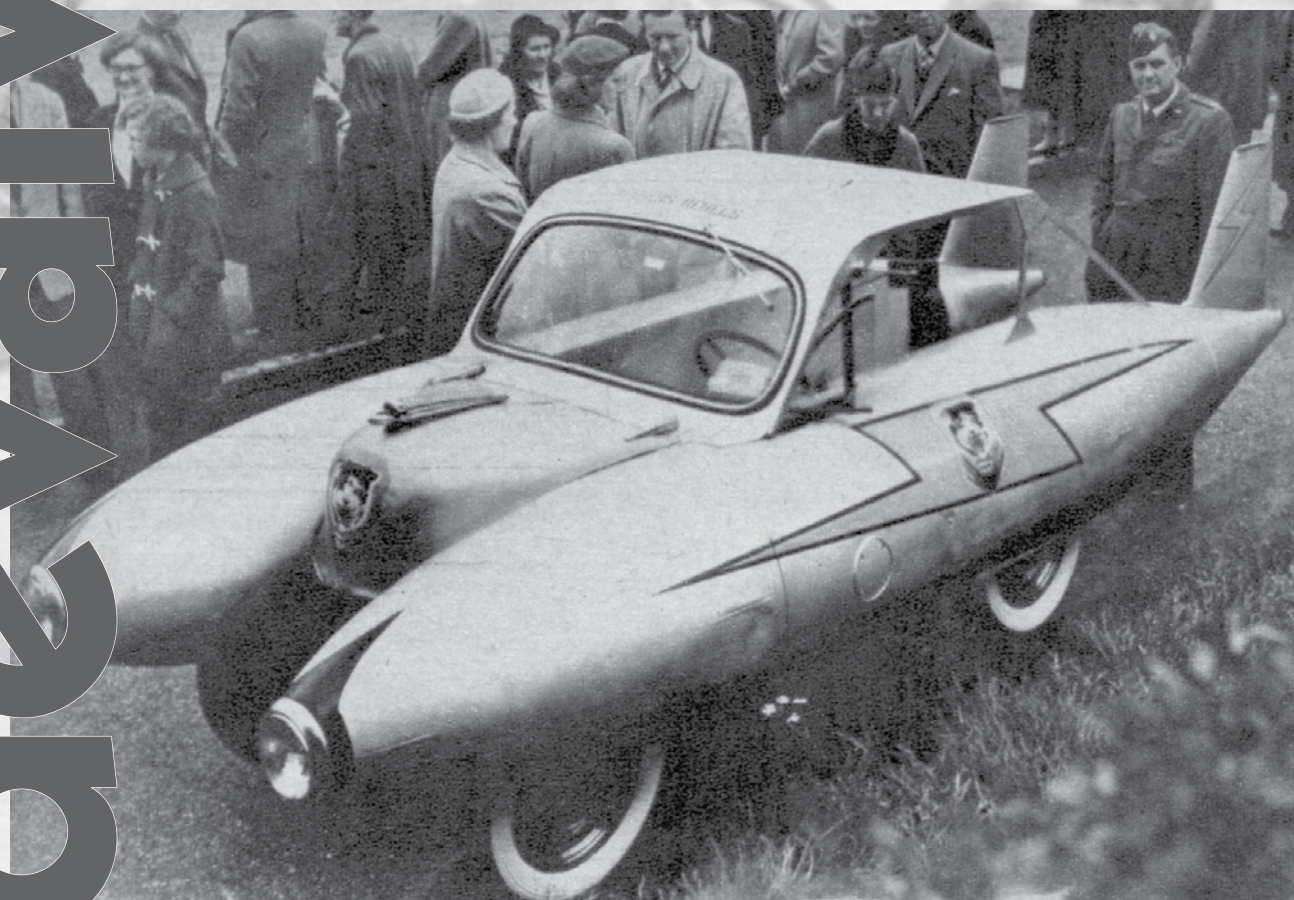


News



Volume 26 • No 1 • February 2009



Features this issue

Suspension Insert Fitting

The Power of Corrosion

Ignition Timing

Ammeter Problems

By Anglia to Monte



Sidevalve News

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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.

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E83W	Yvon Precieux (Acting E83W Registrar).
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100E/107E	Rob Goodland, 14 Larch Hill, Handsworth, Sheffield S9 4AJ

Regional Contacts and Regional Groups

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

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

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

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

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

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

Glos, Hereford and Worcs: John Pole 01684 564829. E-mail: johnruthpole@googlemail.com. 3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.

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

Kent: Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk. New Regional Group. Please contact for information.

East Lancs: Godfrey Hands 01282 831886. Email: g.hands142@btinternet.com. New Regional Group. Please contact for information.

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

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

Merseyside: Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR. E-mail: joe@ajwheatley.

freeserve.co.uk Mobile 07831 622075. 2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm

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

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

Surrey: Angela Hume 07884 184882. E-mail: babssidevalve@aol.com

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

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

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Editorial

John Porter

Sidevalve at the Movies

No doubt that you may be aware of the FSOC DVD with some wonderful Ford films from the 1930s. To follow on from the success of this we feel that another edition would be worthwhile. So if you have any historical Ford Sidevalve films or movies (any format) we would like to hear from you. I know that the Uprights are still campaigning on the Classic and Production Car Trials so there is some competition footage available. Have you checked out YouTube? Search on 'ford pop trial' to see brave Sidevalves attacking various steep slopes! It would also be worth selecting some period pictures of Sidevalves with their families to show our cars in their working life!

Publicity

We are still seeking a Publicity Officer to help promote the FSOC and our cars. There must be someone out there that can help us out. If you can offer any assistance then please get in contact with me or Shirley Wood. Also while we are on the subject, Yvon Precieux is still holding the fort with the E83W Register as well as being the Pre War Registrar. Again, there must be someone who can help out with the 10 cwt vans.

Memories Wanted

FSOC is 40 years old this year! It seems that only yesterday that I read about the formation of the 100E Owners' Club, I think, in *Hot Car* magazine of all places. Perhaps some old members will share their reminiscences over the next few issues? Any photos and

stories from the early days of the club will be gratefully received by the editor. So, get out the old albums and put finger to keyboard to share your memories.

Siva 40th Anniversary

Regretfully due to very limited interest, the celebration of the 40th Anniversary of Siva Edwardians will be a somewhat muted affair. If any Siva owner does want to meet up then my Siva will be at the Kit Car Show, Stoneleigh (Sunday 3rd – Monday 4th May 2009) and the Old Ford Rally, Gaydon (26th July 2009). If you have anything else in mind then please get in touch.

David Coggins

It is with regret the club was informed of David Coggins (below) passing away on Saturday 10th January 2009.

He had undergone surgery for oesophageal cancer on the 6th but, sadly, complications set in that he was unable to fight.



The AGM will be held at the Youth Centre, Greenhill Road, Alveston, Bristol. For detailed directions, a map and information on local hotels, see page 34.

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

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

AGM 2009

Shirley Wood

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 27th June 2009 starting at 2.00 p.m. The formal calling notice appears on page 34.

A buffet lunch will be held before the meeting at 12:30pm and a road run will be arranged for after the meeting to take in some points of interest in the local area and some very pleasant Cotswold scenery. The run will finish at a local hostelry where a good selection of food is available.

Cover Photo

This little gem from *Mechanix Illustrated*, December 1958 has a cut-down Chevy hood, a Ford Anglia chassis, and T-33 jet trainer wing tanks. One for the Specials Register?

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Events

Brian Cranswick

Well things are rather quiet on the events front at this time of the year, so if you can, do support Drive It Day. This will be a really good opportunity to polish up your old motor after the winter and give it a run.

18th & 19th April Colne Valley Vintage Railway weekend, Castle Heddingham, Essex – Cars wanted for the Club Stand: Visitors get free entry to the railway and can train hop all day. Sandwiches are provided for the exhibitors. To enter contact Robin & Jennie Thake, telephone 01279 659245.

26th April – Drive It Day / Club Meet at the Ramsey Rural Museum Nr Huntingdon. All club models and members are very welcome to attend. The Event to include a celebration of 50 years since the last 103E was produced. How many 103Es can we gather together at Ramsey? This will be a really unique photo opportunity if you own a 103E! Starts at 1.30 and will include a short road run through Ramsey with a photo shoot for a national classic car magazine. Free entry for members in Sidevalves to the museum. Please contact Brian Cranswick to enter your vehicle.

10th May – Classics at Prescott organised by The Cheltenham Cleve Valley Rotary Club: Classic Car Display associated with The Prescott Hill Cavalcade. Information tel 01242 232527 or www.cleevevale.org.uk.

23/24/25 May – Enfield Pageant: cars wanted for the club stand at this well established show. Contact John Hull tel 07763 810386 or email postmaster@jrjahull.plus.com.

26th July Old Ford Rally – this is a new event to replace the All Ford Rally at Abingdon, to be held at The Heritage Motor Centre, Gaydon Warwickshire: Possibly the largest display of classic Fords in the country, trade stands, autojumble and club displays including the FSOC – so we need loads of sidevalves to support this event and also celebrate our Club's 40th anniversary. Further information from John Porter, or entry forms can be obtained from the Events Dept, Heritage Motor Museum, Banbury Rd, Gaydon, Warks, CV35 0BJ or from http://events.heritage-motor-centre.co.uk/events_2009_old_ford.html.

Advance Notice

9th August – Specials' Day held at the Cotswold Wildlife Park, Burford, Oxon, England on the 12th August. Admission is FREE for the driver of a Special or the tow car of a Special (we don't mind if it is on a trailer; we want to see your car whatever its condition). The Cotswold Wildlife Park opens at 10.30. Contact Rob Daniels.

25th October - National Restoration Show at Stoneleigh, Coventry. Restoration project needed for the club stand – what have you got? Contact Geoff Hammond.



13th to 15th November – International Classic Car Show at the NEC. If you are willing to show your Sidevalve then please contact Geoff Hammond (Coventry Regional Contact).

Why not organise your own run and meet if nothing is happening in your area for Drive It Day?

Details of other club events to be advised later – note you can now view events via our new website.

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

Events from the past: a look back at what was happening 10 years ago in 1999

Fred Fielder becomes the new *Sidevalve News* Editor, taking over from Laurie Menear.

103E – it was 40 years since the last Sit Up and Beg Ford Popular saloon chassis No C949295 rolled off the Doncaster production line. Ten years on, let us ensure we really celebrate the fiftieth anniversary since the end of manufacturing of probably one of the best known and loved old Sidevalve Fords – so if you own a 103E Pop please come along to Drive It Day at Ramsey on the 26th April.

AGM – 3rd April 1999, held at the Transport Museum in Coventry. Current membership then was 1527.

12th–15th May – Jersey Sidevalves. The Jersey Motor Club held a series of events to mark the centenary of the first car reaching the island in 1899. Distance has never been a problem to Cambridgeshire Sidevalver Mike Capps, driving his 103E all the way from Wisbech to St Helier.

30th May – National Sidevalve Day. A splendid turnout of Sidevalves was reported, including an impressive line-up of E83Ws all making their way to the York race course.

5th–12th June – FSOC Holiday. Robin and Jennie Thake organised loads of Sidevalvers all the way down to a lovely holiday in Devon.

11th July – Southern Sidevalve Day. A well supported event on the day held at The Dagenham Carnival, Essex.

Left: to whet the appetite, images from Drive It Day 2008

Regional News

Coventry & Warwickshire

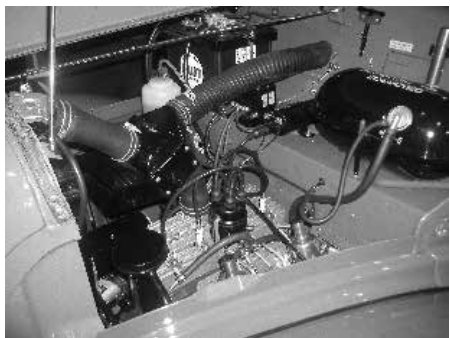
Geoff Hammond

The section recently staged two indoor events:

26th October – the National Restoration show at the NAC, gallantly staffed by John Porter and his Nickri.

14th-16th November – the Classic Car show at the NEC where we displayed two 103Es, one 300E AA Van, a 107E and a Shirley MkII.

Pride of place was taken by Alan Harwin and his concours 103E with all the extras (see photos). The event was very busy throughout the three days with 10 new members joining and paying on the day.



London, South-East

Stan Bilous

Now that the Surrey group is in such good hands, I would point out that any member who is looking for a London group would be most welcome down in deepest Surrey. We had an excellent Christmas dinner, with members from a wide area enjoying a meal in a country pub.

You may have seen the front cover of the December issue of *Sidevalve News*, where next to 'Babs' is a certain modern sports car. After a 90+ mph spin, I was hooked! Then I read an article in the December 2007 issue on the restoration of a Morgan, so I knew what I wanted.

So, I went out and bought a 1938 Morgan F4. No, not like the one in the photo, but a lot of fun (or will be once it's sorted out!). Ford engined, of course, but this time a Model Y 8hp! More of that in a later issue.



Now that I am retired from ENSA, have packed up the Band, and having invented and developed the Flying Flea light aircraft, I have more time to myself to devote to the restoration of the above motor. Thanks also to Shirley Wood for finding a starter motor for it!

Meanwhile, back to last summer, where my Model C was used in the wedding of my daughter Melissa to Alex. I think the photos show that you don't have to use a Roller or silly stretch limo to bring a smile to all involved.

It was a terrific day, one of the hottest of this year, and no vapourisation! (Except for the sweat of the brow and a tear to the eye ...)

Happy motoring 2009.



Regional News

Essex

John Hull

Happy new year to all Sidevalvers; hope you had a good Christmas!

We had a good time at our Christmas meal at the Artichoke in Brentwood on 2nd December, with sixteen of us enjoying a roast and all the trimmings. It seems like ages ago now.

Unfortunately we had to cancel our January meeting, so not much news to tell you this time.

We are hoping to organise a club stand at the Enfield Pageant on 23/24/25 May 2009, in conjunction with the North London group. Robin and Jennie Thake have agreed to help us out again: it seems that the weather last year has not put them off! If anyone would like to exhibit their vehicle on all or any of the days, please contact me (details inside front cover). Please do not let the fact that you don't come to meetings put you off: all will be welcomed with open arms as we want a good varied display of vehicles.

New member Paul Gam has sent me some pictures of his 1954 103E (below) which has been stripped down for 25 years. Paul has recently been trying to clean all the bodywork panels ready for etch primer. There are a few repairs to be done to the bodywork and repairs to the boot lid; he has made a repair panel and is about to weld it in. Paul is also trying to find a complete red interior as the original was lost in a house fire. If anyone knows of one, give me a call and I will pass the information on to him.



Cambs, Lincs & Norfolk

Brian Cranswick

Practical Classics Photo Shoot

I recently took part in a photo shoot for the *Practical Classics* Magazine in my 103E. This all happened following an email from John Pole, our 8 & 10hp technical guru.

John had supplied Sam Glover from the magazine with some parts availability information for a restoration feature. As well as this they wanted a 103E to take part in a photo shoot at their workshops. John did not fancy a long winter journey all the way from Worcestershire in his Pop, so I was happy to offer my car OLH 20 to the magazine as they are based locally in Peterborough. The forecast on the day was dry and sunny, which fortunately was right: however it was extremely cold with a sharp winter morning frost. I had to put on quite a few extra layers as my Pop heater does not work. Normally I never use my 103E in the winter but this was an opportunity not to be missed to get Ollie in the magazine.

I decided to use a cross country route to the shoot to avoid the city centre and A1 traffic, as the workshop is based north of Peterborough at Barnack near Stamford. This was a much longer journey and at times a little hairy on single track untreated icy roads: handling on cross ply 4.50 x 17s is not great at any time. I am pleased to say I did make it on time. The shoot was to include three other cars, a Trabant, a Scimitar and a Spitfire. First of all they wanted a picture taken inside the workshop. Most of the morning was then taken up manovering the cars into just the right position. This was followed by a number of group and



individual shoots outside. These were taken much quicker having to take account that the daylight soon draws in. By 2.30 pm all the pictures had been taken, so it was then homeward bound by the same route. I was certainly very pleased to drive back into my garage with no problems encountered.

A very enjoyable day spent and I now realise how much time and trouble is taken by the photographer to obtain high quality photos for classic car magazines. I am now very much looking forward to seeing the end results, which should be in the March edition of the magazine, so keep a look out for a shiny black Pop.

Period Pictures

One of my neighbours who owned a 103E in the 1960s showed me a lovely photograph of his old Popular OXY 972. Judging by the picture this was a really happy day out on a family picnic.



Another nice period shoot is of my father's Winchester Blue 103E, reg no 593 PME, taken when the car would have been just a few years old. I can remember travelling in this Pop as a young boy. I wonder if either of these cars still exist today?



Drive It Day – Ramsey, Huntingdon

We shall be holding another club meet at the Ramsey Rural Museum to support Drive It Day on Sunday 26th April, and also to celebrate 50 years since the end of production of the 103E – refer to the events page for further details. All the club models are needed on the day for a classic car magazine photo shoot. I do hope you can attend in your old Sidevalve motor. Please contact me by phone or email to book in.

Regional News

Kent

Richard and Trish Greenaway

Hi all you Kentish Sidevalvers out there! Hope you all had a great Christmas and New Year.

You may have read in the December issue of *Sidevalve News* that we are in the process of setting up a Kent Regional Group – 'we' being Richard and Trish Greenaway who live in Staplehurst, near Maidstone.

After we purchased our first classic car, a 1959 Ford Prefect 100E (Patrick), in 2006 we decided to join the Ford Sidevalve Owners' Club so that we could learn about Sidevalves in readiness for the restoration of Patrick, as we are both complete novices when it comes to classic cars (there will be more on Patrick in future issues!).

Whilst speaking to John Duckenfield about FSO members living in the Kent area who might be able to give us any tips or advice, we got round to talking about whether we would be interested in starting a Kent Regional Group. We gave this some thought and decided to give it a go, as this would not only benefit us but, hopefully, many other Kent members.

To set up a Regional Group we need to get together as many interested members as possible, so that we can discuss what everyone would like to see happen within the new group, be it having monthly meetings, sharing technical advice and so on. We intend to write to all members living in the Kent area shortly.

Hopefully we can get the group up and running as soon as possible so that we can start attending some of the early season shows. If anyone would like to contact us regarding the starting of a Kent Group, please don't hesitate on 01580 892169 (evenings 7.00–9.00pm) or email mtgreenaway@yahoo.co.uk.

We really do hope that there is enough interest to establish a group successfully in Kent and that all Sidevalvers can enjoy a better summer's motoring than last year!



Scandinavia

Håkon B. Øverland

Hi all Sidevalvers!

Hurrah! Just the other day I got an email from a new Swedish member, this time an E83W fan. He has written an article in a previous issue of *Sidevalve News*, one that I am ashamed to admit that I had overlooked. I have sent Jan-Erik an email directly to apologise for this, and I have promised him to read the article as soon as I get the issue back from my friend, who is also a great fan of old Fords, though not the old British ones. His is an early Transit.

Jan-Erik wondered if we were the only FSO members in Scandinavia, so I had to explain to him that as I am not elected as regional contact, I do not automatically get a list of the Scandinavian members. I believe the question was caused by several attempts he has made to advertise for spares for his E83W. I could assure him that I had received from the Club at least 15 addresses to Scandinavian members, but had foolishly enough sent them away without taking copies.

Then I remembered that as I registered my Prefect I received a copy of the registered Anglias, Prefects and Pops from Andy Main. There I was able to spot 14 Swedish cars, 3 Finnish, 1 Danish and 2 Norwegian ones, mine included. So there are a few of us after all, and that was only from one register!

I wish all Sidevalvers a Happy Prosperous New Year.

The Saga of U-5347: New Dial for Old Clock

I promised John Pole a while ago to write about my work with the clock included in the dashboard of my car. When I purchased the car, the steel dashboard was there but not much else, apart from the bakelite instrument panel with the fuel gauge and the speedometer attached. This was delivered separately and gives grounds for another restoration story, but that will come later.

The man who sold me the Prefect gave up his restoring career and I got some spares he had in his possession. Amongst other things this included an extra steel dashboard with the lid for the glove compartment, and a clock!

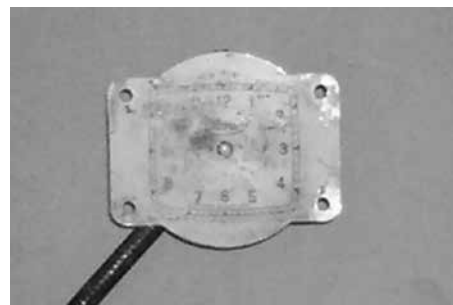
The clock's glass was broken, the dial was smeared with black paint and the hands were partly broken. Of course the clock did not work. In the local classic car club where I am also a member there was a watchmaker who had a look at the clock, and made the clockwork as good as new. He spoke highly of these pre-war clocks as opposed to the post-war ones. I myself had a look at the remainder of the dial

and decided to try to make a new one. I drew a dial four times the size of the original to hide an unsteady hand. Then I reduced the drawing twice by 50% to get the correct size. It really did not look too bad, but then I had to try to get the right colour for the dial, like the other instruments on the dash.

Thanks to leftovers of colour pencils from my children and grandchildren I managed to get something near to the other instruments, and I settled for that.

If any member should need such a dial, I have sent a copy of it to Shirley Wood, the Spares 8 & 10hp Administrator. It has black numbers on a white background. The one she has got has been reduced once and therefore needs another 50% reduction.

This Christmas I had a very pleasant surprise when I received another clock that had originally been in my grandfather's car. As this turned out to have a black dial it would not fit with the other instruments in my car, so if anyone is in need of such a clock, I will let it be at their disposal. One thing I discovered as I got the new clock was that the hands of the first clock were really damaged a little. It did not disturb the operation in any way, but as I am a perfectionist in many ways I will try to mend the hands to look like those of the new one.



The old and the new

Regional News

Surrey

Angela Hume

Dear Sidevalvers,

The Surrey group met for lunch on 7th December and an enjoyable chatty time it was too! Lots of Sidevalve talk as well as Stan telling us all about his latest acquisition of a Morgan 3-wheeler, obviously with a Ford Sidevalve engine!

You never know who is going to get in touch. I have made two Prefect pen pals from Australia, Ron (Drop-head) and Issy (1948 grey Prefect) who live with Athol, a club member! Athol first experienced us Prefects in 1948 when his grandparents drove him around in the car now known as Issy. In 1980 Athol inherited Issy (below) who had been standing in his great uncle's garage on flat tyres for about 15 years. A quick tidy up and Issy was back on the road. Athol's sons used to drive Issy up and down the driveway of their home until one day he stopped and was pushed back into the car port to languish until 2000 when Athol had the time to get him started again. Issy is regarded as a marvellous car and is in constant use, often going on runs of 80 miles.



Ron Burgundy (below) is a Ford 10 Sports Tourer (he has the same lovely eyes as me!). He is a migrant from the UK and was formerly known as Rudolph. He migrated with Bill Ballard and over time Athol adopted him. He's been given a new 10hp motor and loves going out and about but prefers fine days.



For 2009 there is a programme of meetings and events but if anyone has any other ideas or events please let Angela know. As you will see, some dates are not known but those of you that have already made contact will be sent updated information.

Angela would contact more members if she had your email addresses, so if you would like to be kept informed please make contact (contact details at the front of Sidevalve News). For those of you who don't have email addresses Angela will send information by snail-mail but you will also need to express an interest. Alternatively just come along to the Barley Mow on February 22nd.

Sunday, February 22nd – Lunch meet (around 12.20) at the Barley Mow pub at Horsley.

Sunday, April 26th – Drive It Day. We are going to see if we can arrange a meeting place for lunch.

Have you seen this Pop?

Friends of mine had their Sidevalve Popular, reg. 4278 AR, stolen on Saturday 9th January from outside their house in Goring by Sea, West Sussex. If anyone sees the car anywhere or thinks they might have been offered parts, please contact Mark & Peter Welling, tel. 01903 503023



Sunday, May 24th – Lunch meeting – venue to be agreed.

Saturday, June 20th – Fete Champêtre (Motor Show & jazz band) at Brooklands Museum, Weybridge in the evening.

June – Car show at Downside, Cobham. (This is a new one-day show, date to be advised.)

Saturday, August 15th – Capel Classic Car & Bike show. <http://www.capelcarshow.com>. In addition we hope to have a scenic run & picnic sometime in August or September.

I hope you all have an enjoyable year travelling with us Sidevalves!

Babs

Regional Contact

John Hull

My name is John Hull and I'm the regional contact for the Essex group. I shall be 54 years old this April, and live with my wife Jean in Hornchurch. I was born in Barking in 1955.

I missed the boat for motor apprenticeships (I found myself too old once I'd sorted myself out after leaving school). I worked as a bus mechanic with London Transport for over 33 years. As an engineer, I worked on loads of different bus types, from pre-war, like the RT and RLH with the Wilson pre-select gearbox, to the Routemaster, my favourite.

In 1975 I bought my first Sidevalve, a 103E Pop, OLA650. It was languishing in someone's garden and I paid £10 for it. I paid £67 to have the engine fully rebuilt (wish I'd kept it!). At this stage, Jean and I decided to get married,

so the Pop had to go as we needed to save up for a deposit on our first home in Dagenham.

We then moved to our present home in Hornchurch and I still hankered after owning another Sidevalve. In 1992, Jean noticed a Pop for sale outside a car hire business in Hornchurch, and the silly girl went and told me about it. The car had been stored in a garage for about four years and was absolutely filthy, and as we test drove it, it ran out of petrol and we had to push it into a nearby garage to refuel. In spite of this we decided that this was the car for us, and have owned it ever since. The bodywork turned out to be in quite good condition after it was cleaned up, but I have had to do quite a lot of mechanical work over the years, including having the engine rebuilt.

Shortly after buying the car I joined FSOC and found that there was an active group in



Me changing my Pop's front wheel bearings. (I'm not praying, although I'm on my knees; everything went back together well!)

my area. Tony Lloyd, Mick Williams, Dave Clarke, Dennis Little and the other members made me very welcome. Over the years, we have had good fun with our cars at various shows and fun runs, and the boys have always helped me if I have problems with my Pop.

Continued on page 24

Regional Report

John Duckenfield

The New Year has got off to an excellent start for there's not just one new Regional Group to tell you about but two!

Kent Regional Group

Richard and Trish Greenaway have written their first Regional News article, which is to be found in this magazine. I'm extremely pleased that they are willing to be FSOC Regional Contacts and have a go at starting a Regional Group in Kent. They can, however, only succeed if there is enough interest and support in the area, so now it's up to you, the Kent members! Get in touch with Richard or Trish and help make the Group a success!

East Lancs Regional Group

An unexpected Christmas present came in the form of an email from Godfrey Hands asking if an East Lancs Regional Group would be a viable proposition. He has recently moved to Lancashire from the Midlands where he was a member of the Coventry Group and finds the distance to the nearest Regional Groups in Yorkshire and Merseyside a little too far. After several email and telephone discussions Godfrey said he would have a go at starting an East Lancs Group and, in the absence of any other volunteer, would be a Regional Contact for the FSOC. A message from him to FSOC members in the region follows:

East Lancs Group

'Yes I know. There isn't an East Lancs group. Yet

There are however enough members living in the region to warrant such a group, with Burnley, Blackburn or Accrington as a meeting venue. It will be closer than Merseyside or Yorkshire group for people living in Bolton, Burnley, Halifax, Leyland, Oldham, Bacup and Leigh, plus for those of you in the North Manchester area it gives an easier access to a possible club meet.

It is probably also closer for those in Ulverston, Barrow in Furness, Morecambe, Ingleton, Carlisle, Penrith, Cockermouth and Brampton (but still a long way to travel for you. How about car-pooling? How about forming your own group?).

My name is Godfrey Hands, and together with my wife Rosemary we have been FSOC members for about four years now. My current Sidevalve car is a 1960 100E Popular, and I (perhaps like many of you) grew up with Sidevalves. In fact my third car was a 1954 103E which we went



Godfrey Hands

on honeymoon in, and fourth was a Ford Rochdale Special based on a 1948 Ford 8 back in the 1960s.

If any other members are interested in forming or belonging to such a group, please contact me at g.hands142@btinternet.com or on 01282 831886.'

Again, it's very early days, but FSOC numbers in the area certainly make a group viable providing, of course, members are willing to support it! For their sake I really hope they do, for they have so much to gain and absolutely nothing to lose!

Naturally, it takes time to establish a Regional Group for it is an evolutionary process, not a revolutionary one. Further details will be published in the April edition of *Sidevalve News*. In any event, it is good that the Club will have a Regional Contact in that area and I am very grateful to Godfrey for his commitment to the FSOC and the members in the region.

A Thought to Ponder

The word 'club' is defined in the OED as meaning (amongst others) 'a commercial organisation offering subscribers special

deals' and 'an association of persons meeting periodically for a shared activity'. It would seem that the majority of FSOC members join primarily for the former rather than the latter. Whilst it is accepted that the majority of Sidevalve owners take advantage of the excellent spares service, it is regretted that they choose not to involve themselves with the activities of a Regional Group. I acknowledge it is their choice but I feel sorry for them and so too, I suspect, does John Hull.

In his Regional Contact Profile he identifies exactly what they are missing and what, I believe, lies at the heart of any 'club':

'Over the years we have had good fun with our cars at various shows and fun runs and the boys have always helped me if I have a problem with my Pop ... Although my name appears in the magazine, we run the group as a joint effort, with everyone participating.'

Perhaps we should consider re-naming Regional Groups and call them Regional Support Groups. After all, for many of us, that is exactly what they are and that surely, is what being a member of a 'club' is all about. Think about it!

Pre-War Register

Yvon Precieux

01475 529267 6-9pm

Registrar's Comments

An anniversary year for the FSOC and possibly a daunting year economically for some of our members. Fingers crossed, the situation with the worldwide recession will reduce as the year progresses and with the expectation this year of a better summer, we should hope to see fewer complete washouts of events of the past years.

I was extremely pleased with the improvement in correspondence last year. Regrettably there are still vacant posts within the club that have been outstanding for some time. It would be pleasing to see new blood, and for those who may be interested, please come forward and ask what is involved as the posts are not that daunting with the wealth of information around and expertise of committee members. The only requirements are an interest in old Fords and enthusiasm.

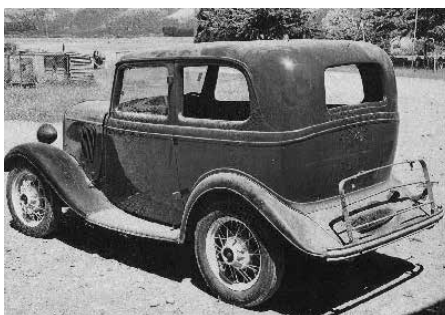
For new members, if you are restoring your vehicle and are not quite sure of the spec then please drop me a line or phone. The club has a wealth of second-hand parts as well as the parts advertised. A workshop manual and a parts book is a priority as the latter identifies the more obscure items through illustrations. Always try to show a part number when ordering or at a minimum please try to draw the part required and provide a description as the Ford Motor Company continually updated parts, and spec does vary between years quite remarkably.

Ethanol in Petrol

This is increasingly being used in unleaded petrol as it raises the octane rating and is a biofuel. Ethanol is more likely to be found in 98RON unleaded than 95RON standard or premium fuel. The ethanol increases the volatility of petrol especially if fuels are mixed and can result in vapour locks and erratic running. More sinister are the effects on metals with corrosion on lead coated steel, copper and zinc. Sealants containing shellac, cork, nylon and GRP are attacked by ethanol, ending up in a somewhat gooeey mess. Also, debris deposits in tanks can be freed up and, although not destructive, may require more cleaning of the carburettor jets and fuel pump. All our engines apart from the Model C with its compression ratio of 6.6 should run efficiently on standard petrol, although at the end of the day, good quality fuel is the answer with their decent additives. From a personal choice I would be careful in choosing cheaper supermarket petrol as they do contain more bio than others: even your everyday cars would be more liable to pinking with this fuel.

Members' Cars

Ian Scobie, our overseas member from Southland, New Zealand owns a number of Sidevalves – a 1933 Model Y, a 1936 CX and an E83W (included in the E83W section). The recently purchased Model Y is going through a thorough restoration. Photos 1-2 depict the vehicle as seen in Matura and purchased in January 2008, prior to its recent departure to the panel beaters. At the present time the interior and all woodwork are out, rims are at the painters and certain parts have been sent to a joinery to rectify. The eventual colour will be coronation blue with black wings. The serial number on the engine is 30759.



Photos 1 and 2. 1933 Ford Y serial no. 30759 by Ian Scobie

The 1936 CX chassis and body were purchased as parts, as seen in photo 3, and Ian intends to use those parts of the C which are similar on the Y. As to the restoration of the CX, Ian thinks that it may be beyond this, although from my point of view it is well worthwhile as it is in far better condition than some of the vehicles that we come across here in Britain for restoration. The chassis number is 53962. History is unknown apart from the vehicle being purchased from Tamuka, Canterbury NZ.

Robert Marshall managed to purchase Paul Bainbridge's Model C, BAU 946 in November



Photo 3. 1936 Ford CX by Ian Scobie

2006. Bought new in 1935 by Leonard Inger, Paul ran the car until 1999 when, with its engine worn, it was laid up to concentrate on his military vehicles. With the change of engine, cleaned out tank and a rewire it was put back on the road in May of this year. The car has been put through its paces at many events and apart from a problem with the engine mounts, which have now been changed, the car is going magnificently (photo 4).



Photo 4. BAU 946 by R. Marshall

New Members

We welcome two members this issue, James Kennedy and Paul Ellis. James Kennedy appears to be one hell of a Ford enthusiast, His pre-war cars are, at the last count, a 1936 CX (EGZ 544), 1937 CX (DZ 3915) and a 1937 7W (EZ 7886). His other additional four Fords are Uprights: a 1949 and 1953 E493A, a 1954 103E and a 1959 100E respectively. James hails from Co Antrim where besides the grass being greener, Sidevalves appear to be flourishing.

Paul Ellis from Dereham, Norfolk was recommended by a member. Paul is now the proud owner of FPL 386, a black 1937 7Y saloon pictured (photo 5). From the blue badge, the model would appear to be the standard version. Although I do have the odd photo from an event in the past, the vehicle detail is not listed in my archives, despite it having been owned by a previous FSOC member. Still, better late than never. Paul is looking for an amp meter as the one fitted is incorrect. Here Shirley and Steve (spares department) should hopefully have assisted by the time Paul reads this.



Photo 5 by Paul Ellis

Along with the register form came a note indicating that Paul also has a Model Y. No details as yet but description identifies it as 'being in a state'. Also it has a decided tilt, probably due to the vehicle standing at the side

of the road for just too long, some good twenty years. Certainly the front and rear springs will need to be looked at initially prior to starting on the restoration.

Vehicles that Have Got Away

The three vehicles in photos 6, 7 and 8 were shown at the Scottish Ford day last year. One of the Model Ys has been chopped at screen level whereas the other Y seems to have most of its body intact. All had wonderful paint jobs. From our point of view it is regretted that these cars are modded, but then at least they are around with their own chassis. When one considers the rust buckets that can be restored these days, returning these three back to their original state may not be quite that daunting?



Photos 6, 7 & 8

In Retrospect

Ian Maddams sent in this snippet from the *East Anglian Daily Times*, entitled 'Cycle Road Races in Hadleigh', August 1952 (illustration 9). As a keen cyclist and member of the Suffolk Section of the Veteran Cyclist Club Ian could not ignore the foreground with the Model Y, registration GV 5644. His further investigation through Newalls Guide suggests that this is a West Suffolk plate as the county was divided in those days, the allocation being from 1937. Other cars recognised are a series E Morris, a Flying Standard and a Vanguard.

Many local newspapers are prone to look back in their archives these days and if they depict our cars etc in the photos then, like Ian,



Illustration 9, courtesy of East Anglian Daily Times, published 27 October 2008

it is well worthwhile to follow up and send them to either your registrars or editor (*with full attribution and permission to reprint: Ed*), as all copy is gratefully received.

News Flash

Our world infamous regional contact for the South East London Area, Stan Bilous, has purchased an 8hp Ford Sidevalve-engined three-wheeler Morgan with his pension and heating allowance. No pictures at present as the vehicle is in bits, and although he has endeavoured to install a post-war 10hp unit, he has hit a snag. His Morgan has the narrower chassis which interferes by being too narrow for the larger starter motor to fit. As most of you know, early in its life the 10 engine was cast with the 8 engine starter flange to retain the 8 starter. Later on a 10 starter was introduced with a 3-point fixing for use with an adapter plate to bolt onto the engine via four screws, until that time during 1935 when a slightly larger than standard 10 starter was used with two types of drive gear. Nev Lear is without doubt the expert on three-wheel Morgans with the small Ford engine, so I hope he does not mind our Stan getting in touch as I do believe a special adaptor plate was designed for the 10 engine to use the 8 starter in the early Morgan's narrower chassis.

7W Ford 10 Tourers

With the arrival of summer, an open car such as the Ford 10 becomes more desirable. This was a comment made in a motoring magazine in 1938, the same sentiments of which are probably shared today providing our British weather doesn't mess things up. Compared to the earlier Model C, the 7W with its new Girling brakes provided a safer, more rapid

stop with a minimum of pressure from the foot. The engine, though similar to the earlier C, was more developed. Steel backed shell bearings were used instead of the babbiting directly to the engine block, with the tungsten alloy exhaust valve seats continuing without any alteration in metallurgy for use with all types of petrol grades. The engine block had by now lost its visible main bearing bolts which were now internal. Here, most importantly, the engine block was provided with more space between the pairs of cylinders so that better water circulation could be accommodated to exit through the still retained double water outlet. The cylinder head however used the lowest compression ratio of all the Sidevalves, 6.03, much lower than the 6.6 ratio used on the Model C and the 6.16 used on the E93A onwards. (See comments in the E83W Register.) At the gearbox end, instead of being restrained by one circular mounting as previously, two V8 type mountings were used. This gave a four pivot ability for increased vertical movement for absorbing the 4-cylinder engine vibrations and provided better torque reactions. The transverse springs were mounted on an extension front and back and gave an increase in spring base of approximately 4" with their ends held by metal encased impregnated fabric lined shackles.

Flat out, the 10 Tourer could reach some 66mph according to motoring journalists of the day with petrol consumption of between 32-34mpg. One gripe however was the hood, which if not properly folded ensured an untidy finish. Another was the difficulty in opening the doors from the outside when the driver's all-weather side window curtain was installed, the latter being apt to get in the way of one's right elbow.

Anglia, Prefect & Pop Register

Andy Main

Our Sidevalves were built and sold at a time of austerity, surviving the swinging 60s, the decline of British manufacturing including the motor and cycle industries, the boom and bust years and consumerism. In 2009 we celebrate the 50th anniversary of the ending of the 103E Popular production at Doncaster which I will commemorate later in the year.

Since I started Sidevalve motoring and recording my yearly mileage in the early 70s, 2008 was my lowest so far. Due to the wet rally season my mileage total was only 394 miles. However with free road tax, cheap insurance and very reasonably priced spares from the club it is still a cheap hobby to enjoy. It is most encouraging that lapsed members are rejoining the club and with renewed enthusiasm: let's hope that we have warmer and dryer weather to enjoy our hobby this year.

Love Is A Rusty 1951 Ford Anglia

This was the title of an article which appeared in the *Daily Telegraph* on Friday 20th February 1998, and of which I have been sent a photocopy. The blue E494A Anglia was bought for £5 from a scrapyard in Stepney, East London when Steve King was 17 and he restored it. Steve later worked in a hotel in Woolacombe, Devon in the late sixties and met Sue who also worked at the hotel. Off duty they used the Anglia to take them to parties, pop concerts etc.

In 1972, the year they married, the piston rings wore out and the Anglia was sold for a second time for scrap, this time for £6 to a scrapyard in Barnsley. Steve drove past the scrapyard for the next 22 years without seeing the Anglia. In February 1998 and twenty six years after the Anglia was sold for scrap he noticed it again, to his astonishment. It was still intact on the top of a pile of rusting wrecks in the All-American Parts scrapyard in Smithies, Barnsley. There had been a lot of cars stacked up in front of the pile the Anglia was on and trees masked it. Recently following clearance work it had become visible again. Purchased for the original selling price of £6, Steve and Sue intended to restore it before moving to Cyprus.

A nice story with a photograph described as 'Memories: Sue and Steve King with the car in the Sixties' but the part photograph of the car appears to be a 7Y whilst the scrapyard find supposed to be the same car is an E494A Anglia. A member has asked me have I any

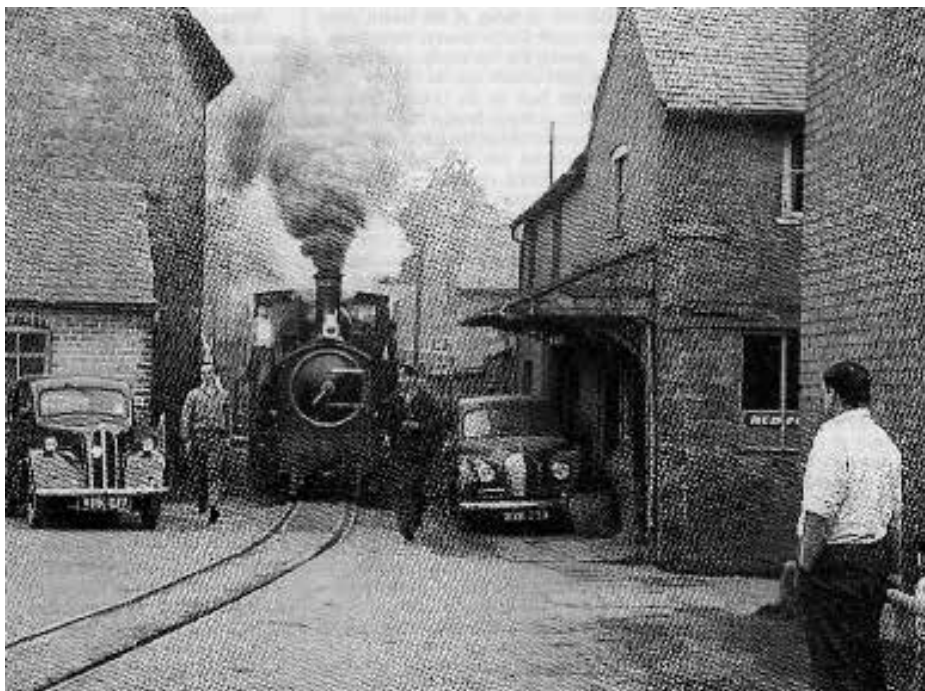


Photo 1. Reproduced with the kind permission of the Narrow Gauge Railway Society.

further details on this story. I don't know if they joined the club but I have no further news: can you assist? Are any South Yorkshire members aware if it was restored, exported or perhaps beyond restoration and sold for scrap for the third time?

Sidevalves Beside Rails

The Welshpool and Llanfair Light Railway of 2'6" gauge when first constructed ran from the standard gauge 4'8½" main line station at Welshpool to Llanfair Caereinion, a distance of nine miles. The first goods trains ran on 9th March and passengers followed on 4th April 1903. Passenger service ceased from 7th February 1931 and freight on 31st October 1948. Following in the footsteps of other revivalist groups most of the railway reopened and it is now a thriving tourist railway. The railway had originally run through the centre of Welshpool but by the early 1960s the Ministry of Transport was worried about the sharp rise in car ownership and the crossing of the A458 and roundabout at Raven Square. Welshpool Borough Council wanted to redevelop the slum area around Seven Stars so when the initial 21 year lease on the line was granted in October 1962 the one mile town section east of Raven Square was omitted.

In the photo Number 1 'The Earl' approaches Brook Street, between a parked 103E Ford

Popular and an Austin A40 Somerset near the site of Seven Stars Halt, with a members special to Llanfair Caereinion on 6th October 1962. The last members special ran on 17th August 1963. YHK 617 was licenced in Essex in 1954.

With the rebuilding of another Welsh tourist railway, the Welsh Highland Railway back into Porthmadog involves laying rails in the road of the A487 (what is designated as a tramway) to reach the Harbour station of the Ffestiniog Railway and opens this Summer. The residents of Welshpool have been asking their council to rebuild the town section of their railway!

Register 25 Years Ago – Sidevalve News, February 1984

Featuring the 103E Popular Commercial with an E83W-based rear end bodywork with Ford official and owner's photographs. Production figures appear unknown but the second built is known to survive but awaits restoration. A commercial based on the 103E has since been found but is in very derelict condition, with the rear end after the cab missing. I hope to find out more details.

From Holland, an illustration from an old brochure from a Ford dealer of what appeared to be an Anglia 494A or 7W Coupe, and two pages of Extras For The Popular from December 1954 *Practical Motorist and Motor Cyclist*.

100E Register

Rob Goodland

A very happy new year to all you 100E enthusiasts out there!

Let us hope that the worst of the cold weather has passed. I have recently been doing a few long awaited jobs on my Prefect. It would be a real shame not to have it out for its 50th birthday (which is this year) so work has started. So far I have fitted a new exhaust, replaced the seals in the clutch master cylinder and fitted a new gearbox mount. I am currently half way through the brakes. The front brakes are more or less done. I have freed them off, cleaned out the wheel cylinder bores, and fitted new seals and shoes. Next I will tackle the back brakes, just as soon as I find where I have put the hub puller.

By means of introduction, Picture 1 (below top) shows the car in its current condition whereas Pictures 2 (middle) and 3 (bottom) show what it looked like on the day I agreed to buy it. All of the panels at the front had been removed to facilitate repair, along with one of the doors and the interior.



Paint Codes

Last time we looked at identification of your 100E, including the location and meaning

A	Black	1953 – 62	AQ	Morocco Beige	1959 – 60
B	Ivory	1954 – 57	AU	Smoke Grey	1959 – 60
C	Bristol Fawn	1955 – 56	AS	Lichen Green	1959 – 60
E	Dorchester Grey	1955 – 56	AV	Shark Blue	1959 – 60
F	Lichfield Green	1953 – 56	AX	Vulcan Grey	1959 – 60
G	Westminster Blue	1955 – 56	AZ	Imperial Maroon	1959 – 60
H	Winchester Blue	1953 – 57	AR	Pompadour Blue	1959 – 61
K	Corfe Grey	1956 – 57	BA	Ermine White	1960 – 61
M	Norwich Blue	1956 – 59	BB	Regency Grey	1960 – 61
M	Ambassador Blue	1959 – 62	BC	Lime Green	1960 – 61
N	Sarum Blue	1956 – 57	BD	Ming Yellow	1960 – 61
O	Warwick Green	1956 – 57	BG	Chateau Grey	1960 – 61
P	Wells Fawn	1956 – 57	BH	Caribbean Turquoise	1961 – 62
S	Galleon Green	1957 – 61 *	BJ	Linden Green	1960 – 61
T	Highway Yellow	1957 – 61 *	BL	Ascot Grey	1961 – 62
U	Marchant Fawn	1957 – 61 *	BM	Windsor Grey	1961 – 62
V	Express Blue	1957 – 61 *	BN	Sapphire Blue	1960 – 61
W	Brecon / Cargo Grey	1957 – 61 *	BR	Goodwood Green	1961
X	Rochester / Rialto Red	1957 – 61 *	BP	Panama Yellow	1961 – 62
Y	Dover White	1957 – 59	BS	Monaco Red	1961
Z	Edinburgh Blue	1957 – 59		Edinburgh Green	1953 – 56
AA	Richmond Blue	1957 – 59		Carlisle Blue	1956 – 57
AB	Pembroke Coral	1957 – 59		Hereford Green	1956 – 59
AC	Newark Grey	1957 – 59		Opal Blue	1954 – 56
AD	Ludlow Green	1957 – 59		Deep Bronze Green	1954 – 57 *
AE	Durham Beige	1957 – 59		Stirling Green	1954 – 57 *
AF	Arundel Grey / Lilac	1957 – 59		Buton Grey	1954 – 57 *
AG	Guilford Blue	1957 – 59		Holden Blue	1954 – 57 *
AH	Conway / Sunburst Yellow	1959 – 60			
AN	Rougemont / Monza Red	1957 – 59			
AP	Cirrus White	1959 – 60			

* These colours will only apply to 300E Thames vans.

of some of the various stampings under the bonnet. One of the most common queries is about paint codes. I hope the box, above, will be of some interest or use to members. For most cars, the letter, or two letters at the end of the 'TC' plate is the paint colour code. Have a look on your car – see if it matches up.

Can you help complete the list? There may be errors or omissions, so please let me know if this is the case and I will issue corrections in a future magazine. As usual, you can send a letter or e-mail 100eregistrar@fsoc.co.uk

I would regard the dates shown for particular colours with some scepticism – I have a Lichen Green car from 1958, for example. The colours at the bottom of the list do not have a paint code next to them – if you have a vehicle originally finished in one of these colours, perhaps you could look at the TC plate and let me know the code some time? Are there any original colours that are not currently on this list? Do let me know as it would be great to compile a comprehensive list. I would like to know about original 2-tone colour schemes, too. I am currently not clear on how the paint codes are recorded on such vehicles – I am interested to find out, though, so please do get in contact if you know.

Register Records

The register is a record of cars known to the club. The idea is that the owner of the car completes a register form and sends it to me, with a photograph if possible. The register form is an opportunity for you to let the club know a little more about your car and perhaps a bit of the history behind it. I keep all the completed register forms in plastic wallets in

lever arch ring binders. Each plastic wallet contains details on an individual vehicle.

As a registrar, I have 23 ring binders of details relating to 100E vehicles. There is a lot of information there! I have started to enter details from the register into a database on the computer. It is slow and painstaking work. Few of the records are totally complete but it does help to build up a picture of what is still out there. The idea, eventually, is that I will be able to track down cars easily and quickly by registration, colour, model, chassis number, etc. Currently this can take a while, unless I know the model and the year, which may narrow it down to just one folder if I am lucky! I spent days entering data over Christmas. I am currently up to record no. 371 – my laptop has died now, however, and it is too cold to sit up here in the back room on the other computer, so progress is temporarily halted. I have recorded all the Prefects and about half the Anglias from these ring binders so far.

Lots of the records are quite old – many date back to the early eighties with no updates since. I am certain that many of these vehicles will have changed hands a number of times since – many also, I am sure, will have been either scrapped or used for spares. I have not had time to look on the DVLA website yet, to check how many of these cars have survived. If you happen to pass a car on, do let me know so that I can keep things as up to date as I can. Similarly, should you acquire more 100Es (it can happen when you least expect it), send me a quick e-mail with your contact details and I will send you a form.

107E Register

Rob Goodland

I was very pleased to receive correspondence from Mr Andrew Pitcher, who has kindly related the story of his 107E Prefect. It is an interesting vehicle with several modifications, yet externally looking reasonably standard. It is always nice to include contributions from members. If you have a 107E story, get in touch! Now, over to Andrew to tell you all about his car.

Home to Stay

I first owned my 107E Prefect back in December 1987; I was looking through our local Auto Trader when I spotted it for sale. The advert read 'FORD Prefect, 1960, maroon, original paintwork, 53,000 miles, one owner from new, all original condition, interesting plate, first offer over £500, Dartford'. I thought it sounded good so I rang the number and made arrangements to view the car.

I was taken to a block of garages where the car was stored. It looked pretty good for its age. The front wings were rusting in the usual place at the bottoms, both rear quarters had dents where the bumper had pushed the bodywork in, and the off sidelight was pushed in by about 1/2" – this was a bit strange as there was no other signs of damage to the bodywork. The driver's door restraint bar was missing, resulting in the door being creased on the front wing as the door had been allowed to open too far.

The chap who was selling the car was selling it on behalf of a friend as he could no longer drive. I had no idea of its real value, the ad saying first offer over £500. I decided after a while that I wanted it and made an offer of £550 which to my surprise was refused, and then he said he would accept £501. I still have the original receipt to confirm this. I cannot remember whether or not I left a deposit, but before I left I was handed the keys to the car. I returned that weekend with the money and went home with the Prefect. On the way home the indicators didn't work. This was found to be the flasher unit not fitted properly. The wipers also didn't work due to the vacuum diaphragm having a hole in it. I managed to get a complete fuel and vacuum pump from the club as I couldn't obtain a diaphragm on its own.

My plan for the Prefect was to give it a new lease of life in the form of a bigger engine. This would be something I had never done before. I didn't want to make the changes stand out too much: the main thing that would stand out at the time was the wheels, which later on changed to what you see today.

I read about what others had done to their cars before deciding what I intended to do. I bought a Mk2 1600E Cortina from which I



used the engine, gearbox, prop shaft, master cylinders, front discs and callipers; a pair of Classic Capri struts were found, which were updated by Leda and lowered the ride height by 3"; a 105E axle from an estate was also fitted with the addition of 2" lowering blocks; and some Armstrong coilover load lugger rear shocks were also fitted.

The only body modification carried out was to the bulkhead to allow for the alloy rocker cover that I wanted to use. A new gearbox cross member was made up, with a new hole for the gear lever and new spring perches on the axle, and the throttle linkage was adjusted. Everything was completed in the early hours of the morning ready for the MoT. The day of the MoT, I found I could not get it in and out of gear; the clutch had seized solid, so the MoT was cancelled. That evening the rear end was placed on axle stands and I put it into different gears until finally the clutch separated. By this time I had noticed excess oil coming out through the dip stick and rocker cover filler neck. A new engine was required. The Prefect was taken on my firm's beavertail transit to Specialized Engines where it received one of their stage one modified crossflow engines. A new diff was required because of the low gearing of the original.

The car was taken to different shows and even to some club events, where it was seen with the alloy wheels I had fitted. The front wings got repaired, which were seen in red oxide primer and then grey primer. Almost three years after buying her, it was resprayed in its original colour of imperial maroon by a local body shop. At this time the wheels were changed for the Lotus steels it still has now. It has been to many shows, including two RAC Classic runs, having had the chance to take it around the Silverstone race track.

Almost ten years after buying her, I felt it was time for her to go. I had regretted that decision ever since. It was to return to South London with its new owner. Two years ago I found it on the Old Skool Ford forum with a new owner. The chap I had sold it to in South London had moved down to Kent; Jeff, a self-employed gardener, was doing some work and was asked if he was interested in an old Ford. It had been standing for some time, the clutch had seized, and parts of the bodywork were suffering; he was told he could have it for £1000. Jeff then became the fourth owner. Jeff's friend was setting up his own body shop and carried out some work to the lower half. It



was after this I saw it on the Old Skool forum and made arrangements to have a look. Upon seeing it I wished it was mine again, so I left my details. A year later I got a phone call to say it was up for sale, so I went to have a look again. The rust problems had resurfaced, the engine had changed, and also the asking price was a sticking point, so I let it go. Having a think about it, I ended up being too late, as days later it was sold again.

After another year Graham, of the Ford100e.com website, asked me if my old Prefect was for sale on the Pistol Head site. I had a look and it was. I emailed the new owner, Ryan, to say that I was interested, but I told him I needed to sell one of my cars first. He said that this was okay as he was in no hurry to sell it. I had to make a decision as to which one I would sell. I was too attached to my 100E Anglia as I had owned it for many years; my 300E Thames was out of the question; so that just left my 103E Popular and my Model Y. To get the Popular out would mean getting the Anglia out which hadn't moved for more than eight years, and with the Thames sitting on axle stands with no running gear, I chose the Model Y. This needed a complete restoration and after nine years I felt it would be another nine years before it would be started, so I decided it had to go.

The Model Y was advertised on eBay in a classified ad. After two weeks I got an offer from a local. The only problem was that he couldn't pick it up for three weeks. I emailed Ryan to have a look at the Prefect in a fortnight's time, and this time I made an offer to buy her. The following weekend saw my Model Y go on the Saturday and the Prefect return home on the Sunday.

Many things require doing before I can be happy, but it is home to stay this time!





February 2009 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, August, October, December, with index for 2008	

Leaflets

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

Models

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/L/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	£4.50
FSOE 40th Anniversary Beer Glass	£19.95
FSOE 40th Anniversary Beer Tankard.....	£22.00
Tea Towel, All models design.....	£3.40
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.65
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	£1.50
Pack of two dusters.....	£2.50
Pack of three dusters.....	£3.25
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-6505	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
EOTA-8620-C	Fan belt, 100E only	£6.00

Fuel System

	Fuel pump with spacer (no primer)	£43.50
	Petrol filler grommet	£12.50
100E-9276	Gasket (fuel tank sender)	£1.00

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	Emergency Breakdown Kit (round type distributor only)	£43.50
	Set 100E ignition leads	£14.95
	Nut H.T. lead distributor cap (set of 5)	£3.00
	Distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-12116	Distributor cap (D type)	£25.00
105E-12116	Distributor cap (round type)	£14.75
100E-12199	Contact set (D type distributor only)	£6.50
EOTA-12199-C	Contact set (round type distributor only)	£6.60
100E-12200	Rotor arm	£3.25
100E-12300-B	Condenser (D type distributor only)	£6.50
105E-12300-A	Condenser (round type distributor only)	£6.50
100E-12405-T	Spark plug	£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	£21.50
100E-7029744	Rear side window rubber per side (2 door model)	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
100E-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
B-1175	Rear Wheel Retainer (fits E83W)	£6.95

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

48-1190-A	Retainer (front wheel grease) assembly	£5.75	E98T-18672 }	Oil filter.....	£35.00
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.00	Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount)	£8.50
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.00		Front Engine Mounting bolt	£0.95
	Rear Wheel Bearing Kit (fits all models except E83W)	£160.00		Camshaft (Chain Driven).....	£59.75
YE-2019A }			E93A-6250A	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
CE-2019B }	Brake Shoes (set of 4-all models- exchange £10 surcharge)	£49.50	E93A-6258	Timing Chain	£14.95
7W-2019 }	Spring (brake retracting).....	£5.50	YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00		Crankshaft Oil Slinger	£1.85
Y-2035	Spring (brake retracting) not E83W	£4.95	CE-6310	Crankshaft Oil Slinger	£1.90
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50	E93A-6310	Starting Dog (fits all engines).....	£9.00
E83W-2035	Spring (brake retracting) E83W only	£5.75	E93A-6319	Starter Ring Gear (fits all engines).....	£46.95
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00	Y-6384	Valve guide (per split guide).....	£23.00
Y-2036	Spring (brake retracting) short.....	£5.00	E93A-6510B	Valve guide (per set).....	£169.50
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95	CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)	£10.10	E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.75
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50	Y-6513	Valve Springs (set of eight) (fits all engines)	£15.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50	Y-6520	Valve Cover (fits all engines)	£5.85
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£11.50	Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£4.50
	Brake pedal return spring	£5.67	Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£3.95
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95	Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.00
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50	Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£60.95	Y-6610B	Oil Pump Gear (fits all engines).....	£4.50
YE-2793	Spring (handbrake lever pawl)	£0.80	YE-6623	Oil Pump Screen (fits all engines).....	£9.65
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W)	£24.95		Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines)	£55.00
	Hand Brake Cable Clevis Pin	£2.00		Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£19.95		E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040").....	£205.00
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06		E93A 10hp Piston Ring Set (std, +0.020", +0.040")	£38.00
Steering and Suspension					
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.00		3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50		8hp decoke gasket set (1932-34).....	£35.00
E93A-3290	Track Rod Ends (pair) E83W	£60.00		8hp decoke gasket set (1935-1953)	£45.00
YE-3304C	Draglink (Y model).....	£72.75	E15-Z-1	10hp manifold gasket.....	£7.25
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50		Decoke gasket set (E93A 10hp engine).....	£25.00
YE-3332	Trackrod End Dust Cover (each, fits all models)	£1.82	YE-24052C	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
YE-33111	King Pin Set, complete (Model Y)	£70.00		10hp cylinder head gasket	£15.00
CE-33111	King Pin Set, complete (Model C)	£70.00		Studs (Cylinder head) set.....	£34.95
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£53.00		Set nuts for cylinder head studs.....	£4.00
E83W-33111	King Pin Set, complete (E83W)	£59.00		Used engines suitable for rebuilding available (collection only)	£70.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00	Clutch and Gearbox Parts		
Y-3446	Front axle A-frame Bush (fits all models).....	£5.25	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£11.50
YE-3616B	Horn Button and Nut (Y model).....	£5.45	Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£30.50
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50		Gearbox Mount Upper (not Model Y or Model C models)	£9.95
E493A 4050	Retainer (rear axle shaft grease)	£7.25	Y-7015	Gearbox Mount complete, per side	£20.95
Y-4217	Bolt (diff gear case).....	£3.25	YE-7015	Main Drive Gear (8hp)	£35.75
18-4217	Bolt (diff gear case).....	£4.00	Y-7040	Main Drive Gear (10hp).....	£38.50
E93A-4607	Pin (Drive Shaft)	£2.05	7W-7050	Baffle (main shaft gear bearing oil)-rear	£1.25
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00	7W-7052	Retainer (main drive gear bearing).....	£7.50
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.38	YE-7059B	Seal (main drive gear bearing oil) assembly	£2.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.95	Y-7065	Mainshaft and Bush.....	£35.50
	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00	Y-7069	Bearing (main shaft) drive gearball assembly.....	£21.80
	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00	E04A-7070	Washer main shaft intermediate gear thrust	£3.00
	Front Shock Absorber Link to fit E83W	£25.00	YE-7071B	Retaining Ring (snap ring)	£1.50
	Rear Shock Absorber Link to fit E83W	£25.00		Washer intermediate gear thrust washer.....	£4.50
	Shock absorber (specify which one required)	£85.00	E93A-7085	Baffle (main shaft oil)-front.....	£1.25
	Front wheel bearings (wheel), specify model.....	£56.00	Y-7086	Rear Bearing Retainer.....	£19.50
	Front wheel bearings (per axle set), specify model.....	£110.00	Y-7090	Gearbox rear gasket	£4.50
	Suspension Buffer (fits all models except Model Y)	£15.75	103E-7114	Universal Joint.....	£30.00
Exhaust Systems					
E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00	Y-7119	Counter Gear (10hp)	£45.95
	5 cwt stainless steel exhaust system	£105.00	CE-7141	Washer (Counter shaft gear thrust).....	£6.28
	E83W stainless steel exhaust system.....	£99.50	YE-7222	Reverse Gear.....	£29.95
	E93A-5230/Prefect and 7W stainless steel exhaust system	£130.00	Y-7223	Selector Housing.....	£19.05
E93A-5230/ E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£130.00	Y-7523	Gearbox lid gasket	£4.50
	Clamp (inlet pipe to manifold)	£15.00	7W-7533	Clutch return spring	£5.28
Engine Parts					
E493A-18666-A	Pipe (cleaner outlet) assembly and		Y-7550	Clutch linkage clevis pin	£2.10
E493A-18666-B	Pipe (cleaner inlet) assembly	£45.20		Clutch Plate-All models, except E83W (exchange and send with order)	£25.00
E93A-18670 }	Oil Filter Unions (pair) (fits all engines).....	£12.95	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

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

Y-5102	Large selection of used gearboxes available (collection only).....	£30.00
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Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£4.95
Y-8109	Radiator cap (brass screw type).....	£6.95
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.50
	Radiator Hose (moulded-E83W-state top/bottom).....	£10.50
	Radiator Hose (moulded-bottom).....	£10.50
	Radiator Hose (moulded-top, state type of radiator cap and model)	£11.50
YE-8606B	Fan Blade (11").....	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£7.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.95
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.95

Fuel System

	Fuel Pump with spacer (no primer).....	£42.70
	Fuel Pump repair kit	£27.25
E04A-9080	103E/E494A Petrol Filler Grommet	£12.85
7W-9080	7W / E93A /E493A Petrol Filler Grommet	£10.75
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.25
YE-9355	Fuel Pump Cover (all models).....	£1.95
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£2.95
YE-9448	8hp manifold gasket.....	£7.50
	Carburettor Gasket Kit.....	£7.95
	Rebuilt 8 hp Carburettor (exchange-send with order)	£80.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£80.00
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.25
YE - 9555	Carburettor Float (all models)	£4.50
YE-9660	Connector (Starter Valve) Assembly).....	£5.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

	Emergency breakdown kit	£43.50
	Set E93A ignition leads	£14.95
E83W 12024A	6V Ignition Coil (All models-not original)	£38.75
YE-12100B	Distributor-rebuilt (exchange-send with order)	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.00
YE-12135B	Oiler (screw-in type) All models 1935-1955.....	£1.55
YE-12185B	Toggle (All models 1935 onwards)	£0.60
YE - 12191B	Spring (distributor weight) no 1 - light	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£6.60
YE-12200C	Rotor (All models 1935 onwards)	£3.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy	£1.25
YE-12300B	Condenser (All models 1935 onwards).....	£8.60
52-12405A	Spark Plug, L86C (All models also 100E).....	£2.95

Electrical System

	Dynamo-2 brush, early type (exchange-send with order)	£87.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order)	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)	£87.50
E93A-10043	Kit (2 brush dynamo brush).....	£4.50
EY-10043	Kit (3 brush dynamo brush).....	£4.50
YE-10094	Bearing (generator drive end) assembly	£5.95
YE-10160	Felt (dynamo drive end bearing)	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only	£24.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£110.00
YE-11001C	8hp starter motor (exchange-send with order).....	£110.00
EY-11057	Starter motor brush set, 8hp 2 brush.....	£4.75
E93A-11057	Starter motor brush set, 10hp 4 brush.....	£9.50
7W-11359	Spring (starter pinion retaining)	£0.78
BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.95
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
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only)	£17.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E-13408B	103E Plate (Rear Lamp Base) (pair)	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.60
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
	E493A refurbished number plate lamp	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.75
40E-13466	Panel bulb 6V 3W.....	£1.70
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.26
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.26
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.50
CE-13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each)	£8.95
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only).....	£24.65

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.95
	E83W Bonnet Corner Pads (Full set).....	£12.95
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
	Grommet-gearbox cover	£4.50
	Set of three grommets-gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper)	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair)	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£24.95
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E83W-111172	Opening windscreen rubber for E83W	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.62
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£2.40
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
100E-7043531	Boot T Handle Escutcheon rubber seal	£3.95
62E-731942	E83W Door Rubber seal (enough for both doors)	£15.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£15.50
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£14.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards... £2.75	
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.60
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.38
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.50
E83W-8215-A	E83W Grille Badge Mount.....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE-16750B	Bonnet Clip (Y model)	£19.85
103E-17261 / 2-B	Speedo Cable (state model)	£19.85
C46412AR	Dovetail (female)	£4.25
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A-7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£11.95
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE-964280-H	Window Winder Handle	£4.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)...	£4.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£3.80
C-949967C	Striker Plate (C and CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia)	£14.75
	E83W wing mirror	£15.00
	Reconditioned window regulator (please return old unit with order).....	£45.00
	Radiator Muffs (E93A Prefect only)	£26.60

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Post-war Upright for Sale

1947 Ford Anglia E04A. Flat front model in black. Unfinished project. £450. Northants. Tel: Mr Randall on 01604 830722 or 07961757094.

1953 Ford Anglia E494A. Needs work but no money spending as it's all there. Tax and MoT. Sad to let it go, but I need the space. £900 and I've got receipts for a lot more than that! Email housecraig@yahoo.co.uk.

100E/107E for Sale

1959 Ford Popular 100E. Lichen Green, in near mint condition, fully restored, original interior, a rare standard model, runs perfectly. New exhaust, tyres, re-cranked engine, professional respray, lots of new parts and original 4 letter 2 number reg. Want to exchange for Upright Pop or Anglia in similar condition. Sussex. (Non-Member) Tel: 01903 503023 or email mwwelling@talktalk.net.

Commercial for Sale.

1953 E83W Dropside Truck. Green/black with hardwood tray. Truck tyres. Original registration number. MoT & Tax until September 2009. £3500 ono. West Wales. Tel: Bryan Williamson on 07989511624 or email bwilliamson48@hotmail.com.

Wanted

Petrol tank for Upright Prefect wanted. Must be in good condition (and yes, it is different from the Anglia/Popular type – the neck angle differs very slightly; the Prefect tank neck is angled higher by a few degrees). Malvern, Worcs. Tel: John Pole on 01684 564829 or email johnruthpole@googlemail.com.

Ignition/lighting switch wanted for 1955 100E Prefect. Newport, South Wales. Tel: Eric on 01633 662311 or email ireadwales@hotmail.com.

Model C or CX Tourer. Doesn't need to be a concours example but preferably a runner (or almost a runner). Ireland. Tel: Donal Morrissy on 00353 87 2557615 or email donalmorrissy@gmail.com.

Ford Prefect – 1948 or earlier. I would prefer a runner but a project car would also be considered. South Essex. Tel: Dave Frost on 01268 750400 or email dave.frost2@virgin.net.

Spares for Sale

Aquaplane head & inlet manifold. 10 hp Aquaplane alloy head, inlet manifold and two quick-lift SU carbs – no exhaust manifold. Offers. Durham. Tel: Brian on 01388 777373

Upright rear axle. Rear axle, spring, torque tube, etc. Thought to be off a 1953 Popular. Offers. Shropshire. Tel: David on 01743 445513 or email daveandcathp@btopenworld.com.

100E parts for sale. No shell, but most of the rest of the car. Front wings, doors and much more! All at reasonable prices. Please contact me with your requirements. South Wales. Tel: Mike on 01446 721432.

100E Spares. Gasket set, plugs, track rod ends, brake shoes, hub puller, starter motor plus various other bits. Norwich. Tel: Mrs J Brister on 01603 426247.

100E oil filter. Brand new and boxed oil filter bought originally for my father's 1959 Anglia 100E. Free! – you only pay for postage! Bedford. Tel: Clive on 01234 301987 (evenings) or email clive.richens@ntlworld.com.

Upright Prefect bootlid. Light green and in

good condition. £35 plus carriage or buyer collects. Gosport, Hants. Tel: Colin Shepherd on 023 92524906 or email c.shep4zet4@ntlworld.com.

Various parts for sale. E93A Prefect front inner wings, front side panels and bonnet. 103E Front and rear seat. Upright two-piece manifold. E493A front shock absorbers, tail-lights and numberplate light, wheels and tyres. Wisbech, Cambs. Tel: M C Capps on 01945 464892.

Large amount of Upright spares for sale. Some body panels. E04A dash. Four new red door panels for E93A plus bakelite trim. New overriders for E493A. Ring for details. Suffolk. Tel: Roger Birdseye on 01787 374805 or 07889 950582.

Miscellaneous Items for Sale

Ford Prefect 107E manuals for sale. Original owner's manual, accessories' leaflet and Castrol Lubrication chart applicable to the 107E Prefect. Any takers? Reading, Berkshire. (Non-member). Tel: Dave on 07885891662 or email daveharris4444@hotmail.com.

Sidevalve News magazines. All issues available from 1980 to 1984. Offers. Norwich. Tel: Mrs J Brister on 01603 426247.

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



Sidevalve News

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

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

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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 _____

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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)

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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

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This guarantee should be attached and retained by the 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.

E83W Register

Yvon Precieux

01475 529267 6-9pm

Registrar's Comments

My thanks go out to the two members who promptly phoned through to assist Ken Ball with the steering problems with his restored steel bodied pick-up. Ken is extremely grateful and hopefully should be on the road with his pick-up import from Canada. Such prompt attention to a fellow member and the manner in which this register continues to develop is well above expectations. We do have a daunting year ahead of us, but I hope that members will continue to support this register with copy and the FSOC with continued membership and use of the spares available. Don't forget I am available on the phone and I do try to answer queries within a few days of receipt.

Through the grapevine, a 1952 E83W is available (County Wicklow) with a new replica Anthony hoist steel body, for swap plus cash adjustment. Would like swap for a car with cash adjustment either way. Contact via Jim Clarke, 0121 686 4827 or 00353404 69738.

New Members

A welcome goes out to Roy Osborne, Axminster, Devon (1957 pick-up) and MJF Contractors (1946 pick-up). The pick-up version of the E83W design is very long lived considering their working life in all types of industry, especially the bruising building trade. Many have the longest list of owners identified with old vehicles. I am at present working out the numbers which roughly relates to a ratio of about 40% of all E83Ws surviving. Please make the effort to fill in and drop me the register form for your vehicle.

New Zealand E83W

Ian Scobie from New Zealand is mentioned also in the Pre-War pages of this issue. Ian owns a well restored E83W, formed or as Ian states put together from three vehicles. Photo 1 depicts Ian's 1948 maroon truck with Steve Gouedard's blue 1947 E04C. Ian and Steve live some 10km apart. For long distance, the Bedford (photo 2) owned by his parents Ivan and Rosamund assists in transporting the E83W and family to events. Photo 3 shows Ian's truck with its usual load of hay. Eighteen bales seems to be the heaviest load the E83W can take. It handles the load fine although it can roll on corners due to the transverse suspension.

Ian also sent through two archive photos received via L Barr and Co of Clacton, Essex back in the UK. Photo 4 shows the very first van to be converted into a gas truck, registration GGT 704, as entered in the local



Photo 1. Ian's truck with Steve Gouedard's blue 1947 Fordson E04C



Photo 2. Ian's truck en route.



Photo 3. Ian Scobie's Maroon 1948 Fordson E83W truck.

carnival around the 1950s. Calor gas was used by many people especially in rural areas (I have mentioned this in the Pre-War section) with initial delivery by Model Y van during the early 1930s. In the photo can be seen the medium and larger calor gas cylinders and the



Photo 4

type of stove that was used.

According to the detail supplied by the Barr family, the Calor Gas Co agreed to pay for the paint and artwork, but only on the provision that the vehicles were painted in their own company colours of yellow and black. L Barr and Co preferred their own and the vehicle fleet was accordingly schemed in black and red. As most Londoners know, Clacton is a seaside town and smack on the coast. However

the area's topography gave sway to caravan parks that are still around today though less numerous than in the mid 1950s. As with today where gas pipelines cannot be installed economically, many rural parts outside the main towns then relied on Calor gas for heating and cooking. One can imagine gas deliveries in a E83W during the hot summers; that must have been very hard work on personnel as well as vehicles. Try carrying the smaller of the cans of gas for a just a few yards today.

From the information supplied it would seem that two E83Ws were converted from vans to this type of open truck to cope with the demand, and that roughly five E83W vans were purchased and put on the road at the one time. During my research on Holland designed vehicles, I noted that this company did similar conversion work to roughly the same design on E83Ws at their works in Gateshead. This type of truck may be initially attributable to this firm as well as some of the shooting brake designs seen on cars and trucks such as the E83W. Investigations are ongoing.

Photo 5 identifies two of the company's E83W vans outside the firm's refrigeration workshop, which was originally the Clacton lifeboat house. In 2005 the premises was opened up as a public house. Does the building



Photo 5

still exist and can anyone recollect the firm?

Lord Mayor's Parade – Ian Maddams

Saturday 8th November saw the annual Lord Mayor's Show take place in London in the pouring rain. Amongst the trade entries was the Worshipful Company of Plumbers, also known as Whitesmiths: this terminology refers to the use of lead working that was banned when the new English water bylaws were introduced in the mid 1970s. Representing this association that goes way back to yesteryear was the company Pimlico Plumbers who provided two elderly vans, a Morris and an E83W. Each was painted in cream with blue signwriting that headed a selection of similar painted modern Transits with very apt and descriptive registration plates. These included 'DRA1N', 'W4TER' etc.

Much was made in the television commentary that 2008 was the 60th anniversary of the Morris Minor: understandable, as this

Continued on page 33

Specials Register

Rob Daniels

Welcome to three new members this month: Vic Morris who owns a Dellow Mk5, Adam Speariett who owns the Ashley 1172 as pictured in last December's edition of *Sidevalve News*, and Raphael Stockle who has bought my old Falcon Mk2.

Does anyone know who bought any of the four specials that were seen at Beaulieu last May? One is believed to be a Buckler and a picture of this appeared in the July edition of the *Automobilist*

Also at the NEC in November we had a visit from Bill Smith who was at the show with his early wooden chassis Marcos. Bill had been very fortunate to be given this very nice Ford special that was once owned by a friend of his and was originally built by William Alderton. Wanting to retain the original registration Bill asked us to do the inspection for him, and just before Christmas John Porter and I went up to Derbyshire to have a look at it. As can be seen, it has a multi tube spaceframe not too dissimilar to a Lotus 6, LMB wheels and a nicely tuned engine. I wish someone would give me a car like that.

Shirley Special



Shirley owner James Barrett has been stuck in to his restoration and writes:

'I've been able to really get on with the restoration of my Shirley special over Christmas; almost all the fibreglass repairs have now been carried out and I've sprayed the body in high build primer. I have also converted the bonnet so that it opens forward, hinging on the chassis rather than the scuttle. The body isn't far off completion now, although I am having trouble with some pin holes in the gel-coat on boot and body which are proving quite difficult to fill, as they are too large for the primer to fill but too



small for filler to get into and stick. If you have any advice on this I'd be extremely grateful. Other than that I just need to sort out some new door hinges and do a bit more preparation before the top coat can go on, although I may have this done at a body shop.'

Dellow Mk5

New member Vic Morris kindly sent me these pictures of his Dellow which should be ready for the MOT in February. Mk5 Dellow's are very rare with only 12 being made. I'm not sure how many



have survived. Vic's car has been fitted with a high lift cam and Aquaplane cylinder head with twin 1 1/4 Su carbs. It also has a high ratio diff, an electric fuel pump and electronic ignition. Work carried out includes a new bulkhead, bonnet and side panels, weld and replace rear panels, fit new springs and shock absorbers, new lights all round, and a complete rewire. Vic also rebuilt the seats, steering and brakes, resprayed the car and did a complete re-trim. All this work was done by Vic himself except for the engine and gearbox rebuilds.

Nickri Spyder

Another Nickri Spyder has surfaced, this one with a hardtop (above)! Is it owned by a member? If so, please get in touch.

Regional Contact

Continued from page 8

I have now retrained as a teaching assistant in a special needs school in Harold Hill in Essex. As a result I have had more time to devote to the car and have been able to get to more events than I could before. I was able to take it on the role of Essex regional contact with help from the other members of our group. Although my name appears in the magazine, we run the group as a joint effort, with everyone participating. We are keen to keep up interest in the club but have noticed that although there are lots of members in our area, not many of them come to our monthly meetings.

Even if this type of get-together is not your cup of tea, it would be nice to hear from other members by email or phone to share information about our cars, and how we have dealt with old car problems, so that this knowledge is not lost, but passed on and kept alive.

I wish all members a Happy New Year, and hope to see some of you in 2009!

Suspension Insert Fitting

Jim Norman

Front Suspension Removal

Following the re-introduction of front strut inserts for the 100E and 107E, I felt that some instructions as to how they might be fitted were in order. The following is adapted and updated from the instructions given in my book, *Technical Tips for the 100E* (get your copy from Regalia – details inside the front cover).

You are likely to find wear in other suspension parts, particularly the rubber bushes, and it would be a good idea to change all these while you have the suspension in pieces. The parts you need are two QSK 40 kits (in stock – contact the 100E Spares Secretary). Your main concerns though, unless they have been renewed recently, will be the top mount and bearings E-55-DB1. You will almost certainly find the originals worn beyond redemption and in urgent need of replacement. Save time and order the full kit from the club stores before you start, despite the expense (there are special deals for the whole lot!). The car will feel so much better when done and you'll wonder how you managed before.

Our subject is dismantling and reassembling the front suspension and apart from the normal run of the mill tools you probably already possess, you will need more specialised items. Most important of these is a pair of strong axle stands. Apart from the safety consideration, these are an important part of the job. You will be using a hammer quite energetically and it is important that the blows from this are not wasted in moving the car around! And speaking of hammers, you want a fairly substantial example. My own 4lb lump hammer does an excellent job! You will also need some large sockets and a good, strong bar with plenty of leverage. And, although I personally don't like them, some of you may care to invest in one of the various taper-breaking tools. Beware of the simple hammered-in, wedge type which usually damages the joint's rubber boot, and often the joint itself.

Another specialist tool you will need, and it is absolutely essential, is a pair of spring clamps; quite apart from the safety point of view the job is not possible without them (see figure 3 overleaf). Another item is a tightening tool for the retaining collar which holds the insert inside the strut. This can be made from a piece of tubular steel. The dimensions are given in Fig. 1.

Before beginning the actual job (we will get to it, I promise!) some general tips might help. When these cars left the factory, all joints were secured using castellated nuts and split pins, although spurious and modern replacements may use self-locking nuts. Split pins can seize

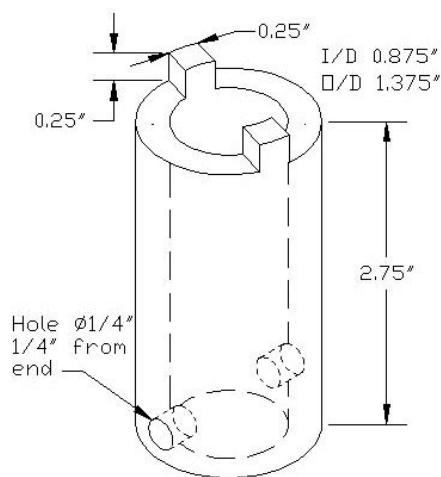


Figure 1

in, and if you find one that has, don't waste too much time on it. Turning the castellated nut will shear off the pin ends and once the joint is off the car, it is far easier to drift or drill out the remains. You may also encounter a case where the nut grips the stud so that the whole thing turns. If you can force the joint tighter onto its taper, the taper will grip the stud and prevent it turning. Use either a good long lever or perhaps a scissors jack, particularly for the track control arms or outer track rod ends. The reverse of this problem is more common – the nut comes off but the joint will not break. This is where the large hammer comes in – the vibrations from its blows cause the joint to give. For this purpose, one heavy blow is worth far more than several light taps, hence the lump hammer! The nut should first be loosely refitted to the stud. This prevents stud damage should your aim be a bit off, and also prevents the joint falling apart when the taper does give. The idea is to hit the side of the joint, not the top, adjacent to the taper and in line with its direction. I hope the diagram makes this clear.

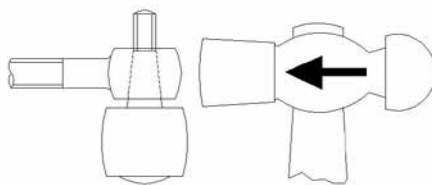


Figure 2

The strut assembly is attached to the inner wings under the bonnet by three 1/2" AF nuts and we begin by removing these. The light steel plate below can also be removed, a little leverage probably being required, and the nuts temporarily put back. You now have access to the large nut which holds the top mounting together and it is advisable to have this nut free before the unit is removed from the car. The nut size varies depending on the make of strut fitted and may be 15/16" AF or 1 1/16" AF. Ensure that your new strut comes with a new nut – the existing one may not fit.

Place the appropriate socket and strong bar on the nut and attempt to undo it. The

chances are that the whole leg will try to turn. After about 120 degrees it usually locks up so if you push harder, the nut begins to unwind. Unscrew it a few turns but no more. Jack up the car and place your axle stands under the chassis rails. Prise off the hub cap and inner hub cap, withdraw the split pin in the stub axle and take off the nut. After backing off the brake adjusters, the wheel and brake drum can be pulled off together. The outer wheel bearing is likely to fall out when you do this so be ready to catch it or place a sheet of newspaper below. The backing plate is retained by four 1/2" AF self-locking nuts (please replace with new ones – 5/16" UNF is the size) which should be removed. You may need a 1/2" AF open ended spanner to stop the bolts turning. Use a piece of string or wire to hold the back plate out of the way, keeping the weight off the flexible brake hose. The track rod end is held to the strut by a 9/16" AF nut as detailed previously. After undoing the nut, break the taper and move the track rod out of the way.

Assuming you are not changing the track control arm and will be reusing the strut casing, there is no need to break the taper between them; the two can be removed as a unit. A 15/16" AF castellated nut and split pin hold the track control arm and anti-roll bar together and now is the time to undo this nut. The 9/16" AF nut and bolt securing the inboard end of the TCA to the crossmember must come out, as must both similar nuts and bolts mounting the front of the ARB to the chassis leg. The ARB can now be lowered from the front of the chassis and pulled forwards, out of the TCAs. This leaves the struts simply dangling from their mounts.

Back under the bonnet, the three 1/2" AF nuts are removed for the second time when the strut assembly should be free to come off. The chances are that it won't. The thin rubber gasket between the mounting and inner wing bonds these together and some real brute force is necessary. Hitting the three studs or centre nut will achieve nothing; it is only by forcing a suitable wedge (a suitably bent old screwdriver perhaps?) between the mounting and the inner wing that they will split. Note that when looking through the hole you will see four layers of metal – the bottom one is the mounting, the other three are the car! Hammer the screwdriver blade between the third and bottom layer, trying different places as the gap opens up. It is brutal, but the only way I know, and you may need to hammer the inner wing back down when you have finished. Incidentally, put one of the 1/2" AF nuts loosely back on its stud to save your feet when the seal finally breaks!

Suspension Leg Dismantling

Having removed the suspension leg, we can dismantle it completely, removing the top mounting, spring and shock absorber insert. Before starting, I must emphasise that you

Suspension Insert Fitting contd

will need a pair of spring clamps. If you do not own a pair, you may be able to hire them, but whatever, you must have them before you begin.

The first job is to fit them over as many coils of the spring as possible, on diametrically opposite sides, then tighten them down evenly, each one a little bit at a time, until the spring is a loose fit between its seats (Fig. 3). Now we can safely remove the big nut in the top mounting. It should come without bother – we loosened it while the strut was still on the car – but you may need to hold the top spring pan to prevent the strut's spindle turning. When the nut is off, you should be able to pull the mounting off; if it won't come use a socket extension and hammer to tap the spindle through it. Once it is clear, pull off the spring and the remains of the dirt shield.



Figure 3

At this point carefully check the condition of the strut for signs of corrosion. Water and dirt can lodge on top of the spring pan itself (check the top one while you're at it) for holes, together with the strut's tube itself. Obviously, any problems here reduces it to scrap and will require its replacement. Fig. 4. shows typical corrosion to a strut tube. Please do not be tempted to reuse a corroded strut tube.

The top of the strut, where the spindle goes in, is now accessible but probably thick with road dirt and shock absorber fluid. Clean it off thoroughly. If the strut still has its original Ford innards, you will see that everything is held together by a collar screwed into the inside of the strut, slots being machined into its top surface to accept a special key which we do not have, although the other end of our home-made special tool could be modified to fit. It would be similar to the end in the drawing, but the lugs need be only 3/16" wide. The side of the collar contains a notch, the side of the strut being chiselled into this to prevent the collar turning. Non-Ford collars may use a



Figure 4
similar system or a large hexagon which may be gripped with a Stilson wrench or similar.

Before attempting to unscrew the collar, the notch must be carefully tapped out of the slot in it. I used an old small screwdriver and light hammer. Try not to distort the strut too much. Place the strut in a vice and tap the collar's slots around to unscrew it. If you have not made the special tool, a couple of blunt chisels are best here, with a 2lb hammer. Keep the chisels towards the outside of the slot. It will be tight to start, but once moving frees off quite quickly. Two people, each with a hammer and blunt chisel, hitting the collar simultaneously but from opposite sides, will give a more even torque and allow the collar to move more easily. Once off, the contents of the strut are emptied out – these may include loose oil so empty them into a container.

Before going further it would be a good idea to screw the new retaining collar into the strut to ensure the threads are clean. Similarly, grip the insert spindle in the vice by the flat section below the threads, not the spindle itself, and run a nut fully down. I found the threads were extremely tight the first time, and you will have great difficulty stopping the spindle from turning once the spring and mount are assembled.

Clean the inside of the tube, especially the bottom on which the insert sits, as it is a close fit. The insert is pushed into the empty strut, when you should find that the top is about level with that of the strut casing. A new collar, which is similar to the original Ford item, is generally provided and this is now screwed down tightly into the strut using your home-made, but very effective, locking tool (see Fig. 5).

A new nut for the mounting is also provided, and screwing this onto a few threads of the spindle provides something to grip when you pull the spindle out to its maximum length. Now push it fully down again, then back up – this bleeds the insert, and it is important that you do not lay it flat once this has been done or air pockets will re-establish themselves. When you let go though, it may start to slide back in. Tying a bit of insulated wire around it stops it, so the spring and dirt guard can be refitted, followed by the top spring pan. If the guard is very corroded leave it off; its effectiveness is in any case doubtful,



Figure 5
even more so if your car is used sparingly in summer only.

Ensure that the spring ends are in the abutments in both spring pans, also that the flat machined on the spindle below the threads engages in those in the dirt guard and top pan. The mounting assembly goes on next; first a bearing cone pointing upwards then a well greased bearing also pointing upwards. The mounting comes next, followed by another well-greased bearing pointing downwards, then the other cone also pointing down. The new nut can now be fitted; tighten it down with the upper spring pan clamped in the vice to prevent the spindle from turning (Fig. 6).



Figure 6

Front Suspension Replacement

We can finally refit the suspension to the car. First, offer up the suspension leg to the inner wing, lining up the mounting's three studs to its holes in the inner wing (it will only fit one way) and screw on the three 1/2" AF nuts, but not the plate. This is preferably a two-man (or woman) job; the leg is surprisingly heavy and the mount on its new bearings spins easily, making it difficult to line up the studs with the holes.

Enter the inner end of the TCA into the crossmember and line up the holes (a bit of levering with a Phillips screwdriver through the hole will probably be required), push in the 9/16" AF bolt from the rear and put on, but do not tighten, the nut. Repeat for the other side then enter one end of the anti-roll bar, with rubber bush, through the hole in the appropriate TCA. Add the other half of the bush, flat washer and 15/16" AF castellated nut but again, do not tighten. Entering the other side might be a problem as the anti-roll bar is

Continued on page 33

From the Archives

Peter Williams

This time we continue our trawl through the collection of old copies of *Practical Motorist*. The following bits and pieces come from 1956 together with a nostalgic full page advert for the 8hp from 1939.

The advertisement from 18th February 1939 contains a box headed 'A Ford 'Eight' Owner Writes:' (photo 1). This won't be legible at the size used here so the text is reproduced for your delight.

'I have just returned from travelling abroad in an 18-months-old Ford 'Eight'. We travelled from Dieppe to Monte Carlo in the over-all time of 29½ hours, including all stops.

During those continuous hours of driving the car ran perfectly. It never once boiled, even though it was driven in the heat of the day. Coming back we travelled 650 miles without any stops, except for meals.

I must congratulate you on producing a car which, though so cheap, can perform in a manner that would do credit to the most expensive car in the world. F.A.B. Reading.'

In February 1956 a Mr S. Steen submitted an idea for an interior light for a Ford Popular (photo 2). This one is hardly rocket science but presumably many readers were not particularly skilled at working on cars and found these ideas useful. The old curtain wire trick for feeding cables through inaccessible spaces has proved useful for many jobs over the years.

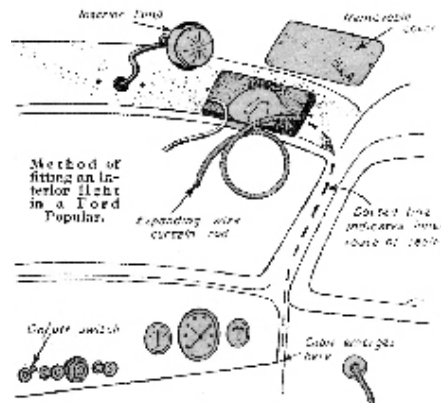


Photo 2

Each month there were also details of new products for the keen motorist and in August 1956 it was announced that the well known tuning firm Raymond Mays and partners was offering a suspension kit for the Popular. This was marketed as the 'Fluid Cushion' suspension kit (photo 3) and included a new rear spring, 2 telescopic shock absorbers from Jonas Woodhead, an anti-roll bar and all the necessary brackets. All this cost the princely sum of 15 guineas. I imagine that if this was combined with the Ballamy split front axle it would transform the ride and handling.

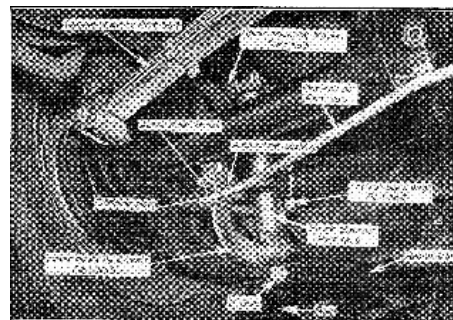


Photo 3

In the October 1956 edition was news that the LMB 'Supersprung' conversion (photo 4) had been approved by the Ford Motor Company for fitting to the Popular. The whole assembly (including a panhard rod at the rear) cost £37 10s for the parts plus £5 for fitting by your local Ford dealer. I wouldn't think that many owners of Populars would invest in such a radical improvement; it was more likely aimed at the 'special' building fraternity which was becoming prevalent at this time.

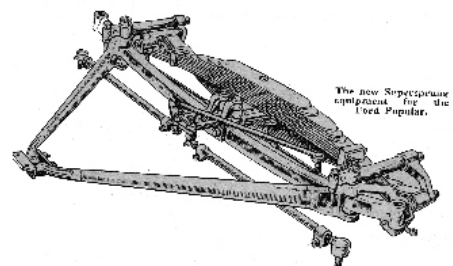
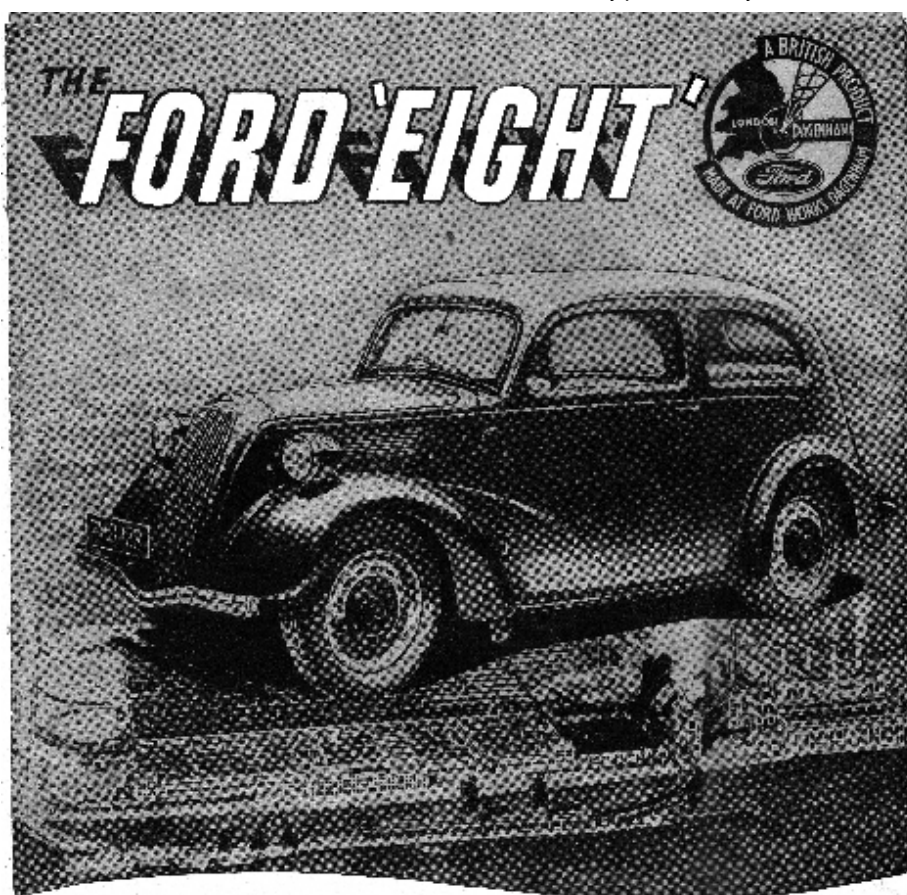


Photo 4

Continued on page 28



ON VALUE, PERFORMANCE, EQUIPMENT & FINISH, THE BEST OF BRITAIN'S "EIGHTS"!

The comfort and roominess of the body are a revelation; the finish of everything, inside and out, is lastingly good, and no other car in the £6 tax-class can be bought, run and maintained more economically.

It is Britain's best "buy" among the "eights", dependable, simply powered, well equipped, yet—despite its low price—a car which develops justifiable pride of possession. *Catalogues from Ford Dealers, Everywhere*

Saloon £115 **De Luxe Saloon, £125** **Sliding Roof, £5 Extra**
AT WORKS.

FORD MOTOR COMPANY LIMITED, DAGENHAM, ESSEX. LONDON SHOWROOMS: 88 REGENT STREET, W.1

A Ford 'Eight' Owner Writes:

'I have just returned from travelling abroad in an 18-months-old Ford 'Eight'. We travelled from Dieppe to Monte Carlo in the over-all time of 29½ hours, including all stops.

During those continuous hours of driving the car ran perfectly. It never once boiled, even though it was driven in the heat of the day. Coming back we travelled 650 miles without any stops, except for meals.

I must congratulate you on producing a car which, though so cheap, can perform in a manner that would do credit to the most expensive car in the world.'

F.A.B., Reading. Ref. No. 2176.

Photo 1

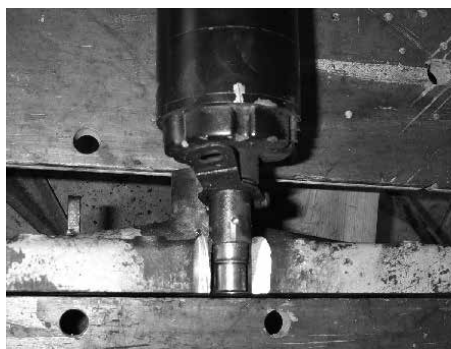
The Power of Corrosion: Removing a Corroded Distributor

Peter Williams

This is a description of an alternative way of overcoming a problem that every Sidevalve owner has already faced or will at some time in the future. It usually appears when you try to adjust the ignition timing or remove the distributor for some other reason; the distributor body is seized in the cylinder head. You start by thinking 'I'll soon move this: a bit of twisting and gentle tapping, a good squirt of penetrating oil.' After an hour or two you reluctantly accept that the head has got to come off; 'it will drive out from underneath with no problem.' This whole saga finishes up with you hammering harder and harder until the distributor body gives up the struggle and disintegrates. Thankfully the necessary parts are still available (although not cheap) so eventually your pride and joy is back up and running and you make a note to remove, clean, grease and replace the distributor more frequently in future.

However, the engine that gave rise to this epistle could not follow the usual course of events. This was an 8hp in a war-time generator set originally used for powering a searchlight. To be independent of the need for a battery it was fitted with a Scintilla Vertex magneto designed to directly replace the Ford distributor. Now, these are rare beasts and certainly more valuable than a cylinder head so a different approach was needed.

Once the head (complete with mag.) was on the bench the usual preliminaries were tried without success. I even drilled a hole in the side of the head halfway down the side so that penetrating oil could be introduced to the root of the problem area. You won't be surprised that this did not help. Getting Nearly out: With driving still needed at this stage it's easy to understand the force needed when fully installed.



Gluing up: the early stages of re-assembling the head.



more desperate, it was now decided that the head may have to be sacrificed. The part of the head forming the outside of the hole through which the distributor body passes is solid with no water passages, so the first stage was to make a vertical central cut in the hope that this would allow the rest of the hole to expand slightly away from the magneto body and loosen the grip of the corrosion. The cut had to be made with an angle grinder because the wide magneto body prevented movement of a hacksaw.

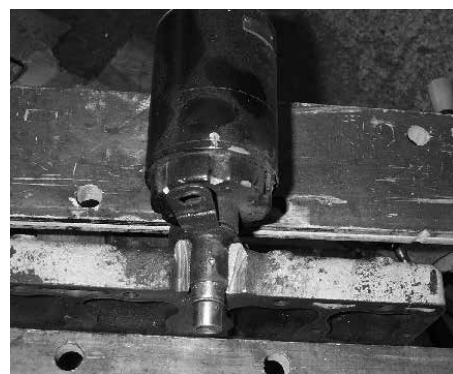
By now I don't need to tell you that this didn't help either. At each stage of the operation the driving out of the magneto had to use a length of new straight exhaust pipe which was the only way to avoid damage to the central drive spindle. The problem with this is that exhaust pipes don't put up with many smart blows before they crumple, requiring a new piece to be cut. I got through several feet before the job was done.

As can be seen from the photographs, the head was eventually cut twice more close to where the bulge joins the main line of the head. Much of the body of the magneto was now exposed and there was only just over half a hole left intact. Surely it would virtually fall out now? No such luck: it still needed driving out and used up three more lengths of exhaust pipe. This corrosion stuff really is powerful! Even when there were only a few millimetres of body remaining in the hole it still would not turn or pull out; it had to be driven to the bitter end. The annoying thing is that after a few minutes work with some fine emery cloth it fell back in.

Since the head had been mentally written off much earlier in the operation there was nothing to lose by trying to rescue it. The pieces that had been cut off don't really contribute much to the strength of the head, nor to retaining the magneto, so why not glue



Bottom view: when you dare not hit the drive spindle there is not much area to work with.



All cut away: even with this much of the head cut away it still needed driving out.

them back in place? I found some two-part epoxy called Unibond Power Epoxy Metal which claimed to be safe up to 150°C, which I considered should be high enough for a water-cooled engine. Using a greased piece of the exhaust pipe (which had been used as a drift) as a former the sawn-off pieces were glued back in place. After cleaning up excess adhesive with a file you would need to look closely ever to guess its traumatic history. The head has not yet been re-fitted, so fingers crossed that there is not a sad postscript to this story in the next edition.

From the Archives

Continued from page 27

Finally, for this selection, news of a carrier to store the spare wheel out of the boot of a 100E (photo 5). A company called Oakwood Engineering of Wolverhampton was offering a frame that fitted under the boot floor but accessed by a handle inside the boot, which had the benefit of making the spare thief-proof when the boot was locked. This would also (at £2 8s) be a lot cheaper than the alternative of mounting it vertically on an extended rear bumper. This seems like a good idea that wouldn't be beyond the skills of many current owners of 100Es.

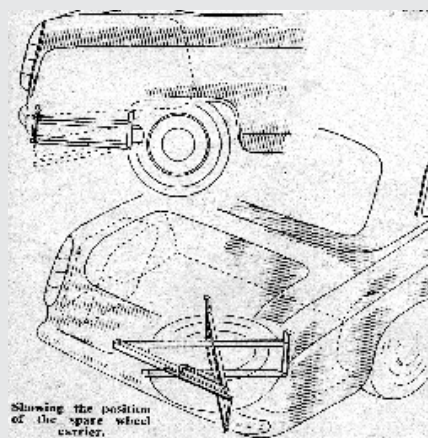


Photo 5

Letters and E-mails

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

Buyer Beware

Dear Sidevalve,

In April 2008 I phoned a mobile number in Sussex, in relation to an ad from the *Classic Car Weekly* for a Ford E93A engine and gearbox, both reconditioned for sale, which I required for my 1951 Ford car. I was confident and reassured after speaking with the vendor for approximately half an hour that the fully reconditioned engine (ready for replacement) at £400 sterling and gearbox at £50 sterling for my Ford was a safe buy. Carriage was arranged from the UK to Ireland at an additional £100 sterling cost. The vendor stipulated that it would take three days for my cheque to clear in his bank and then the crate would be sent.

After a number of phone calls to the UK and a wait of three weeks the crate arrived only for me to find no gear box and a completely stripped-down engine. In relation to reconditioned, certainly not now but may have been twenty years ago. From then on no contact could be made with the vendor by me to his phone.

It took from June to December for my bank to get verification from his that the cheque had been cashed to one of his accounts.

In December I reported the incident to Lewes police station in Sussex.

In December also my copy of *Sidevalve News* arrived. In the Pop Shopper section the same individual has placed an ad for three of the same engines with a different mobile number.

Yours sincerely,

Sean Herlihy

Member # 723

Thank you for warning us about this individual, Sean, and we are very sorry to hear your story. We will not knowingly accept any more advertisements from this particular vendor. We do stress, frequently, that we cannot be held accountable for the activities of non-members and the buyer should always beware, especially when parting with large sums of money. Try to have sight of the goods before money changes hands. If geography gets in the way, as in your case, then feel free to contact the Regional Contact for the

area concerned and ask for their assistance. They will be glad to help.

E83W Performance

Dear Sidevalve,

Why are E83W commercials so slow, when they have the same engine as a Prefect? This is a subject which seems to appear frequently, yet one aspect of the explanation is so often forgotten. Today we expect a car-derived van to perform much the same as its passenger carrying companion, typical examples being the front wheel drive Ford Escort vans, and rival Vauxhall Astravan, one version of the latter being nothing more than an Astra estate car with solid steel sides instead of windows. Even the Anglia and Bedford HA (Viva) vans fall into this category, sharing components with their 1960s cars.

As for the almost pedestrian performance of the E83W, we have to look back to the era in which that van was new, the late 1930s. As usual, government legislation is at least partly to blame. During the thirties a number of Transport and Road Traffic Acts worked their way through Parliament, involving everything from cyclists (the white mudguard patch, October 1934) to heavy goods vehicles and drivers' hours. What concerns us here are commercial vehicle speed limits. In a nutshell, any commercial vehicle weighing over 3 tons unladen (that's the weight of the *empty* lorry, *before* you've loaded it with coal, timber, potatoes etc.) was restricted to a maximum speed of 20mph. Yes, 20mph! Can't imagine today's juggernauts trundling about like that, can you? Even farm tractors are considerably faster nowadays. Brake design and tyre technology probably had a considerable influence on this decision, and the fact that vehicles were often overloaded.

For vehicles *under* 3 tons unladen weight, including car-derived vans, pick-ups and small lorries (up to about the size of a modern dropside Transit) the maximum speed limit was 30mph. A circular black plate displaying the figure 20 was required on larger lorries, and trailers, to which the 20mph figure applied, even if the towing vehicle was a small van. So, it can be seen that it wasn't in a manufacturer's interest to provide performance much above 40mph. For example, when Morris introduced their new Series E 8hp for 1939, with a four-speed gearbox, the van version used up the stock of three-speed gearboxes from previous Morris 8 models.

Finally, we need to consider final drive ratios. Most family cars have for several decades had a final drive ratio (the crownwheel and pinion of traditional rear wheel drive) of about 4:1. Here are a few examples of well-known family cars (taken from the technical literature; the precise decimals may vary between vehicles):

Cortina GT/1600E	3.9:1
Cortina Mk 1	4:1

Minx/Gazelle	4:2
Herald 1200	4:1
Anglia	4:12
100E	4:4

(My modern Skoda is 3:8 with a 5-speed gearbox.)

What this means is that the crankshaft has to rotate four times (more or less) to make the wheels go round once, when in top gear.

What of the older Sidevalves? Most of the passenger cars, from Model Y to E493A/103E are 5.5:1. The E83W however is 6.83:1. Therefore, whilst a Prefect crankshaft rotates five and a half times to make the wheel go round once, the E83W crankshaft has to rotate almost *seven* times. This means that at any given engine speed the Prefect has travelled a lot further, per minute, than the E83W.

The advantage of this very low (numerically high) rear axle ratio fitted to the E83W in workaday conditions is that a fully loaded van can stagger away from the kerb, and keep trundling along, when powered by a modest engine (only 30bhp). As Jim stated in an article a few years ago, increasing the engine power will have little or no influence on performance; the crankshaft still has to rotate 6.83 times to give one revolution of the road wheels.

(Admittedly, overall journey times may be slightly less, because the extra power may enable some gradients to be tackled in top gear, which previously required changing to a lower gear.)

Ford don't appear to have offered alternative crownwheel and pinion sets to alter the performance of the E83W; there was no need when the van was in commercial (i.e. current) production.

Even after the Second World War, commercial vehicles suffered punitive speed limits for many years; the restrictions not being eased, in stages, until the late 1960s and 1970s.

Yours sincerely,

Ian Maddams

A Can of Worms

Dear Sidevalve,

I found John's editorial about insurance in the October 2008 *Sidevalve News* quite worrying. I attend about half a dozen local shows each year. These have never, to my knowledge, queried the insurance angle. Only one proper classic car that I attend regularly is strict about insurance. They request a **copy of the certificate**, which I have always supplied.

Other types of entry form, in my experience, simply have a section where the exhibitor signs to say he has the relevant third party insurance for the vehicle concerned. *What is worrying is where this includes a disclaimer purporting to absolve the organisers from all responsibility in the event of*

Tales of BLC

Jim Norman

an accident as, according to John's article, this could also invalidate the exhibitor's own insurance policy.

Almost all classic car shows and transport festivals are run by amateurs via a small committee. This committee probably meets once a month and its members are usually enthusiasts, *not legal experts*. They are understandably anxious to minimise any risks to themselves. Two over-riding thoughts in every committee member's mind are Health & Safety, and the fear that someone might take legal action against them as a result of negligence or an accident.

I believe that is possibly the reason for the obsession about insurance. But here's the rub! I read somewhere that *if the organisers opt to check the insurance of individual exhibitors then the onus is on them (the organisers) to ensure that the insurance is legal, valid and covers all the necessary eventualities. If they fail to spot a discrepancy then the buck stops with them.* On the other hand if the exhibitor signs the entry form to say he has the correct insurance, but doesn't, presumably that becomes his problem. It will be interesting to see what happens when John turns up at a show having declined to give his policy number beforehand. Or would the organisers simply return the form as invalid?

The whole thing is a can of worms and it is little wonder that quite a few shows have disappeared. There comes a point where there are so many potential risks and problems that amateur organisers feel the game just ain't worth the candle. And to add insult to injury, at the end of the day you are out of pocket, despite claiming for legitimate expenses.

Best wishes,

Dennis J Duggan

20 Years Young

Dear Sidevalve,

As the photo shows, I recently had a wedding day do for one of my locals. The old girl (Ford 7Y, 1938) ran fine, bless it. In 2009 I will have owned the car for 20 years.

Happy New Year,

Dave Smith

Member no. 608



There were no Tales of BLC last issue: there wasn't anything worth telling. Really, there's very little to tell this time either but I'm not complaining! One thing though: on 29th October 2006 at 6.30 pm, I collected the Prefect from Graham Carr at the NEC. She then had 29,796 miles on the odometer. Exactly two years later I checked the mileage; it had increased by 36,078.

The car is a common sight at the College where I teach, and we recently had some quite large framed photos put up in various corridors. I was a little surprised at this one though, and I had nothing to do with it. A good shot of the Club logo, I thought!



I have continued on a programme of continual improvement and the latest item was the screen wash bottle. When I first got the car, I replaced the vacuum wipers with electrics from a Mini, as per The Book. Yes, sacrilege, I

know; but when you do that sort of mileage in every kind of weather you need to be certain that your wipers will, when required, reliably make the journey across the windscreen and back again. Quaint as the vacuum ones were, I do need to see where I'm going.

For some time, this was the only aid to bad weather visibility; the hand pump washers were left intact, together with the bag-type container screwed to the nearside inner wing. It was not an elegant piece of kit, and a search in the garage produced a period Lucas bracket and plastic bottle, which were fitted to the nearside strut mount after suitable restoration: a clean and repaint for the bracket and a clean up with a Brillo pad for the bottle. The pump was also replaced by an electric one, and now the clever bit: the switch. The electric wipers are controlled by a standard 100E headlamp switch with the 107E wiper control knob substituted. Turning the switch operates the wipers, just as the original vacuum one did, but now pulling it out into the previous headlamp position operates the washers. Neat and it looks totally original, although I do have to push it back again to stop the jets of water.

Also added is a new radio / CD player, this one having a USB port for an MP4 player. This latter is now a permanent fitting within the car, its 4GB of memory filled with music. Just because you drive an old car doesn't mean you have to give up all of life's comforts.

I do come up with good ideas occasionally!



The cleaned up washer bottle in position more or less above the exhaust manifold. This position was carefully chosen so that the heat from the manifold has helped in the recent cold spell to keep the water liquid. Behind it can just be glimpsed the electric pump, subject to the same warmth.

Visible in the shot is the vacuum connection to the inlet manifold to operate the gauge, and extreme right the fuses and relays for the fog lamps; those for the spot lamps are on the other side of the engine bay. The carburettor clearly shows its front window to view the float level, and from which the term 'fish' derives.

Ignition Timing – Part 1

Bryan Baker

The timing of an internal combustion engine is critical to its function. Is that really true? Is timing really so important?

Being too early or too late certainly is, 'too' being the critical qualification. But how much is too much depends on the situation. In the context of internal combustion engines, even for Sidevalves, correct timing is pretty critical.

In principle the internal combustion engine is simple enough. You pull the starter control. The battery and starter motor between them turn the engine. One of the pistons sucks a mixture of fuel and air into its cylinder and then the piston compresses that mixture. The spark plug sparks. The fuel and air mixture ignites and expands, and you smile as your Sidevalve engine comes to life again.

For you to smile, and keep smiling, the spark has to happen at the right time. Too early and the expanding gases will try to force the piston back down the cylinder. Too late and the gases will be chasing the piston down the cylinder and be less effective than they should be. When you ride a bike, you don't apply pressure to the pedal before it gets to the highest point, and if you leave it too late there's little point; the moment has gone. Get it just right and the engine will burst into life resulting in the aforementioned FSOC smile.

Question: When exactly is 'just right'?

Answer: Just before the piston reaches the top of the cylinder. Why just before? Delay, that's why. Whilst ignition of the fuel/air mixture happens fast, it still takes time for the desired pressure rise to develop. The objective then is to time the igniting spark to occur at a specific point just before the piston reaches the top of the cylinder. The expanding gases will then have the maximum effect on the piston. However, as the engine speed rises then the spark will have to occur earlier, therefore some method of advancing the timing will have to be incorporated.

- The point when the piston reaches its highest point in a cylinder is called 'Top Dead Centre' (TDC). Anywhere before reaching that point in the cycle is known as 'Before Top Dead Centre' (BTDC). After that? No prizes for this! 'After Top Dead Centre' (ATDC).
- We don't talk of inches or millimetres BTDC, it's too inaccurate, so we use crankshaft degrees BTDC. So, how many degrees? And how is it established?

The team who designed the engine will have calculated the theoretically ideal ignition timing. Then development engineers will have tested prototype engines, firstly on dynamometers and later in road vehicles, refining the theoretical ideal for real life

conditions. Finally, over the production life of the engine, service engineers may modify the figure as different fuels and other relevant factors change. The specific figure can be found in the relevant service literature, namely the Repair Manual and Service Bulletins. These are the missives written by the Technical Service Department and sent out to the dealers to advise them of technical changes.

FSOC Members are lucky indeed that the Club has made available to them reprints of the original:

- Ford Repair Manual.
- Ford Spare Parts Catalogue.
- Most of the Ford Service Bulletins.

If the reader is considering venturing beyond this point to 'actual dirty hands-on tinkering' then acquisition and reference to these publications is strongly advised. It is not the intention of this article to supersede what is in these publications, merely to try to make the content a little more palatable.

The timing figure quoted should be used as a starting point and may in fact be fine for the engine in question. It may be, though, that some slight variation from 'standard' will better suit a particular engine, or for the way in which that engine is used. Therefore some slight adjustment or tuning to suit that engine can be carried out. But, in my opinion, such adjustments should only be made after starting from the standard figure.

Note. The above comments apply to engines in 'standard production' specification. Modified engines may well need quite different settings, but then such owners will know all about their engines and be more than capable of adjusting the ignition timing.

How many degrees?

The initial ignition settings are 5 degrees BTDC (10hp engines) and 9 degrees BTDC (8hp

engines). Note that these settings are made statically, i.e. with the engine not running. When the engine is running the ignition timing is automatically advanced by centrifugal force acting on a system of weights and springs within the body of the distributor; tinkering in this area is beyond the scope of this article and I wouldn't advise it anyway.

More modern engines have more sophisticated ignition systems and require both engine static and engine running checks. Even more modern engines require computers to investigate their engine management systems. Be glad that you do not need complex and expensive equipment to set up your Sidevalve.

How is this initial setting checked and, if necessary, adjusted? There are, of course, various ways but when I do it I also take the opportunity to take a close look at other, related items. So, if you're like me, and want to look further than just checking the timing, read on.

Engine layout

Make a sketch of the layout of the top of your engine, since your engine may well be different to the diagram below. In fact it would be surprising if it was the same. Include the distributor, the spark plugs and the ignition leads. Illustration 1 shows the engine bay layout of a 104E Popular, the radiator being on the left. The carburettor is nearest and the distributor, with its five high tension (HT) leads, is next up. The centre HT lead leads to the coil, mounted on the engine compartment bulkhead and the other four go to the spark plugs.

(Looking at the illustrations in Sam Roberts's 'Ford Model Y – Henry's Car for Europe' it is most interesting to note, on page 31, that on the prototype Model 19 the distributor was mounted on the front of the engine and therefore much less accessible. On the next page is a photograph of another,

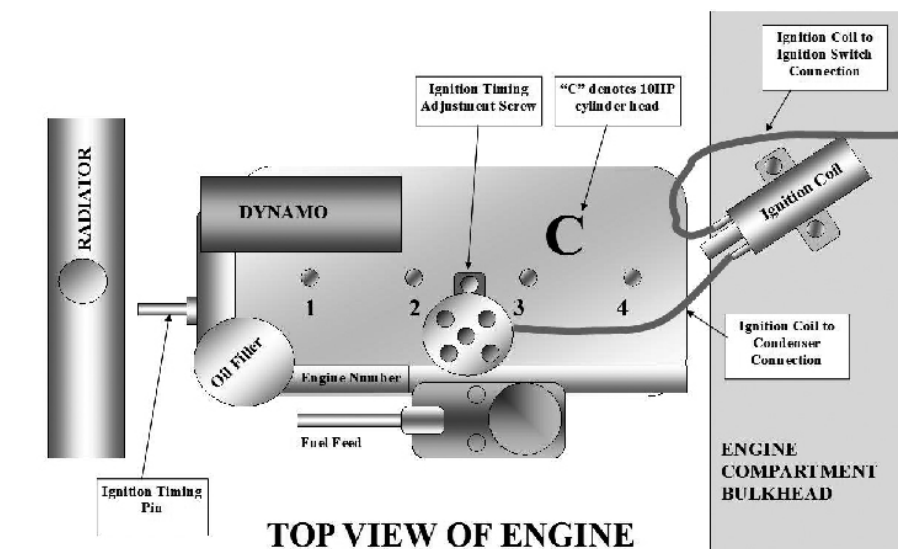


Illustration 1

later prototype engine but this one has the distributor on top. Whoever engineered that change, all Sidevalvers owe him a 'thank you' for making their lives a little easier. On page 32 is a photo of an early production engine with the exposed centre main bearing bolt and I recently saw one such as this in a small display near to Almeria; interesting how these things turn up when you least expect them.)

The distributor

Inside the distributor (Illustration 2) are three main groups of items.

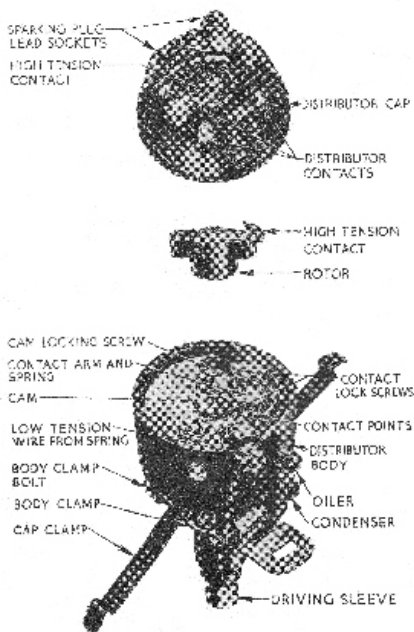


Illustration 2

1. A pair of contacts (called contact breaker points) that are opened by a four lobe cam driven from the engine's camshaft. The points are closed again by a spring.
2. A rotor attached to, and turning with, the distributor shaft. This rotor *almost* makes contact with the four contacts fixed within the distributor cap. These pass the spark to whichever spark plug lead happens to be next in line. The rotor does not actually have to touch the fixed contact – almost but not quite is near enough. The high voltage will readily jump to the spark plug lead contact, race along the plug lead and leap across the spark plug gap. If there should just happen to be petrol vapour in the vicinity? Bang! Note that the rotor is in contact with the centrally located carbon brush which is the path for the incoming jolt of electricity from the coil. If the brush is worn or stuck it might impede the path of the incoming jolt and cause a problem.
3. A set of springs and weights are also incorporated, but beneath the plate whereon are mounted the contact breaker points and therefore out of sight, to alter the ignition timing as the engine speed changes.

Illustration 2 shows what the distributor does. The six (or maybe twelve) volts are fed from the ignition switch to one of the contacts of the ignition coil. From there it travels around the primary windings within the coil's body – these are relatively few in number – then out of the other coil contact and along to the connection on the side of the distributor. So it can be seen that there is a path for the 6 (12) volts to flow from the battery to the ignition switch, to the coil, then from the coil to the distributor, across the closed contact breaker points to earth. *However*, when the engine rotates, the camshaft drives the distributor shaft and that forces the contact breaker points to open. When the circuit is broken by the points opening the ignition coil generates a very high voltage and that passes from the coil, via the HT lead, into the distributor cap's central HT lead connection. It passes into the interior of the cap, along the carbon brush to the rotor, along the rotor, back out through the cap, to the plug. Which plug depends on where the rotor is when the points open. If the rotor is pointing towards the terminal connecting to spark plug lead 3 which is connected to the spark plug in cylinder number three ... you probably get the idea.

To summarise the crucial part: when the contact breaker points are forced open the spark occurs at the plug, for all practical purposes, instantaneously. If, therefore, we adjust the system so that the points start to open at the moment when the piston is at the correct position as it comes up the bore on the compression stroke, the spark will occur at the right time and we will have correctly timed the engine. Q.E.D!

Pistons

Pistons travel in pairs – two go up as the other two go down – for the sake of balancing the reciprocating forces. This dictates the firing order and so in a four cylinder, in line engine the choice is 1-2-4-3 or 1-3-4-2. Mr. Y (I don't know his name) chose the former for his (and your) engine.

Practical steps

Back to the practical. Doing this (making a sketch, remember?) will save you some aggravation when you come to get it all back together.

- If your engine has an air cleaner, it has to be removed to allow access to the distributor. Once this has been done, use some clean rag or similar to plug the now open carburettor throat.
- Disconnect the high tension leads at the spark plugs and from the centre contact of the distributor cap. Handle the leads gently, pulling on the connectors rather than the leads. Note: these connections may be screwed in. (Beware: high tension translates as thousands of volts – better not to touch them when the engine is running.) Undo

the cap retaining clips and remove the cap and high tension leads.

- Remove the nut and spring washer, retaining the low tension wire at the side of the distributor body, and disconnect the wire. (Low tension translates to 6 volts, or 12 if you've made the conversion.) Replace the nut and washer on the terminal (it is the safest place).
- Make a note on your sketch of the setting of the distributor clamping plate index marks relative to the index mark stamped into the cylinder head (might be useful later). The marks weren't legible on my engine but I made them so later, after removal of the distributor. There is an excellent illustration of these marks on page 168 of the Repair Manual reprint. Remove the round headed distributor retaining screw and washer, then pull the distributor assembly out of its location in the cylinder head. Be prepared; it may well be tight due to corrosion. If you're lucky the application of penetrating oil or diesel fuel (overnight if necessary) may allow you to twist the assembly to and fro and then to extract it. If you're unlucky, removal of the cylinder head may be required to allow the distributor to be driven out.

Please plug the distributor location hole in the cylinder head without delay – this hole, like all the others in the engine, is magnetic and strongly attracts foreign objects! You have been warned!

- Take the distributor assembly to your work bench. Before it is reinstalled I recommend that you examine and, if necessary adjust, or replace the contact breaker points. We'll cover this later in the saga. Other inspection/check points are:
 - (a) The inside of the distributor cap. It should be clean and dry – remember that the voltage being handled by the high tension side of the distributor is very high. Such a voltage is only too eager to find an easier way to earth by, for example, finding a dirt/damp track. Only if it cannot find an easier way will it fulfil its intended function of creating a spark at the spark plug.
 - (b) The carbon brush in the centre of the cap must be free to move against its spring so that it can maintain good contact with the brass contact moulded into the rotor.
 - (c) The distributor cam assembly should be able to rotate (but only a few degrees) freely on the drive shaft but without undue sideways movement. Also the distributor drive shaft should be able to rotate freely within the distributor body, again without undue sideways or axial movement.
 - (d) There must be good electrical contact between the distributor body and the condenser body.

Continued on page 33

Ignition Timing

Continued from page 32

That'll do for the moment. But more on these points later.

- Remove the spark plugs. Care is required (isn't it always?) so use a decent plug spanner and keep it upright so as not to break the plug's insulator. If there is an accumulation of dirt around the plug bodies then just loosen the plugs a little and blow the dirt away before fully removing the plugs. This will minimise the risk of letting debris falling into the engine. Plug the holes with rags, corks or anything that will not fall inside.

This article continues in the April 2009 issue.

E83W Register

Continued from page 23

was the first British car to sell over a million examples with the millionth being produced in December 1960 during a production run from 1948-1971. However 2008 was indeed the 70th Anniversary of our own E83W, a milestone, which seems to have gone largely unnoticed. When are Ford going to wake up to their heritage? Even the Model T has been very low key.

Other notable vehicles appearing in the production year of the Morris were the Austin FX3 taxi and the Jaguar XK120. The first British Ford to exceed the million mark was the 105E Anglia of which 1,288,956 were built between late 1959-1967. However the later Cortinas and Escorts soon surpassed that *(Your E83W Registrar pleads guilty as I clearly and completely missed this anniversary during 2008, so I'm pleased Ian addressed the situation. As a consolation and prior to the production run of the Moggie Minor, 1947 was the year in which the one millionth vehicle came off the Dagenham production line. This was a white painted E93A ... Yvon.)*

The E83W in Retrospect

When one considers the total production of the E83W over some 19 years against other Sidevalve models, it is quite remarkable how many of these larger commercial vehicles have survived. Delving into the history of the E83W there is much to read about how Ford of Britain came to design the E83W but very little about the actual mock-up and initial design work on this heavy duty type of small Sidevalve. I retain an early publicity leaflet dated 2nd April 1938 that I purchased some good twenty years back at an autojumble with a Ford motor company letter and publicity introduction detail on the E93A. Both the E83W and the E93A models advertised show headlamps with the bulbous lens. According to the literature the new Fordson 10cwt van was to be delivered painted in blue, at no extra cost, ready for lettering.

In the Pre-War pages, under 7W Ford 10 Tourers I mention the situation of the Ford motor company endeavouring to settle the eventual compression ratio for the 10 engine. When the E83W was brought out in 1938, it retained a compression ratio of 6.06:1 as this was thought to be the highest compression that could satisfactorily be used with commercial grade petrol. On ordinary main roads, Ford claimed 35 miles per gallon with full load, although today it is difficult to imagine what exactly are 'ordinary' main roads. The chassis frame was certainly given some considerable thought as it was set low at the front end with the side members upswept behind the engine with the remaining area flat rearwards. Side members were channel sectioned at a maximum of 4 inches and some 0.11 inches thickness. Five crossmembers tied the chassis together making for a substantial unit to mount all types of eventual body. Unlike the Achilles heel of the other models, the axle, the E83W was made of much sterner stuff. The wider spacing of the tapered roller bearings supported a far more solid crown wheel and differential assembly with E83W axles surviving extremely well in the hostile environment of gross overloading and major misuse of latter days.

Little is known of the initial mock-up designs, although we do have this detail of how the vehicle may have looked in the early stages of development (photo 6). Note there are no indicators, no swage line on the body except for the decorative aluminium with the door simply press stamped in this area. The door window is smaller and the mirror is mounted much higher on the flatter excesses of the door surface. The door handle looks far too small to handle heavy duty opening and closing by muscular and heavy broad hands. Unlike the production models the lower valence is continued to the rear of the body with the rear



Photo 6

wing shallower and independently fixed to the bodywork. The driver's step is also more solidly built.

As far as I am aware this photo came via John Coleman with no other information. Very little is known of the early design work on 1937/38 cars and commercials so any further information or comments would be cordially welcomed.

Suspension Insert Fitting

Continued from page 26

somewhat wider than the holes in the TCAs. You strong types might force it in, otherwise loop a piece of thin rope around the bar's ends. Place a screwdriver through the middle of the loop and turn it, thus twisting the rope and drawing the ends together. Once entered, do as the first side, but again do not tighten the nut.

The anti-roll bar's front mountings must now engage the chassis, for which a scissors jack and a lever are helpful. Try one side at a time to get the bolt holes in line; a small screwdriver will help greatly once the two holes appear together. The 9/16" AF bolt goes through from the inside and again the nut is not yet tightened. This is because the rubber bushes distort as the suspension moves and, if tightened while the suspension is hanging, they will be distorted in the normal position. You can tighten everything once the car is standing on its wheels, or jack the suspension up to the normal position and then tighten everything – the second option is obviously easier. Don't forget to refit all split pins.

The brake back plates can now go back, followed by the drum and wheel bearings. It is easier to adjust these with the wheels on. Tighten the nut until all play, felt by rocking the wheel in and out at top and bottom, is eliminated, then back off the nut until a small amount can just be felt. If you can insert a split pin, do so. If not, back off the nut until you can. Do not forget to re-adjust the brakes.

The car can now be set down onto its wheels and the big nut in the mount bearing tightened down as far as you can. With this done, remove the three 1/2" AF nuts, refit the cover plates, and finally replace and tighten the nuts. You must now take the car to the local garage to have the tracking reset to 1/16" to 1/8" toe-in.



Please do not be tempted to do this job without using the above coil-spring compressors

Annual General Meeting 2009

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 2.00 p.m. on Saturday 27th June 2009 at the Youth Centre, Greenhill Road, Alveston, Bristol.

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

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

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

Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 28th June 2008.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2008.
 - a. General Secretary
 - b. Treasurer – Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. Chairman
5. To re-elect the Officers and Committee members of the Company.
6. To 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.
7. To authorise the Officers and Committee to fix the remuneration of the auditors.
8. To transact any other ordinary business of the Company.

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

Shirley A. Wood
General Secretary

Dated 10th January 2009

Directions

The venue: The Youth Centre, Greenhill Road, Alveston, Bristol BS35 2QX.

From the East

M4 junction 20, then M5 to the South West.

Keep in the left hand lane. RAC Centre will be on your left.

Leave M5 at J16, 3rd exit off roundabout.

Take A38 Northwards towards Gloucester, about 4 miles.

Enter Alveston, turn left at the Church into Greenhill Road. The Youth Centre is on the right, about 200 yards.

From the West, South Wales:

Cross the river over the Old Severn Bridge, keep in the left hand lane and leave the M48 as soon as the bridge is crossed.

Second exit off the roundabout, branch off left on the B4461 to Alveston, about 3 miles. (Do not get Olveston confused with Alveston.)

At the Cross Hands pub in Alveston, straight over crossroads to the end of the road. Right at the end at the post office. This is Greenhill Road. 400 yards on left is the Youth Centre.

From the South:

Leave the M5 at junction 16, first exit off roundabout, take A38 North as above.

From the North:

Leave M5 at junction 14.

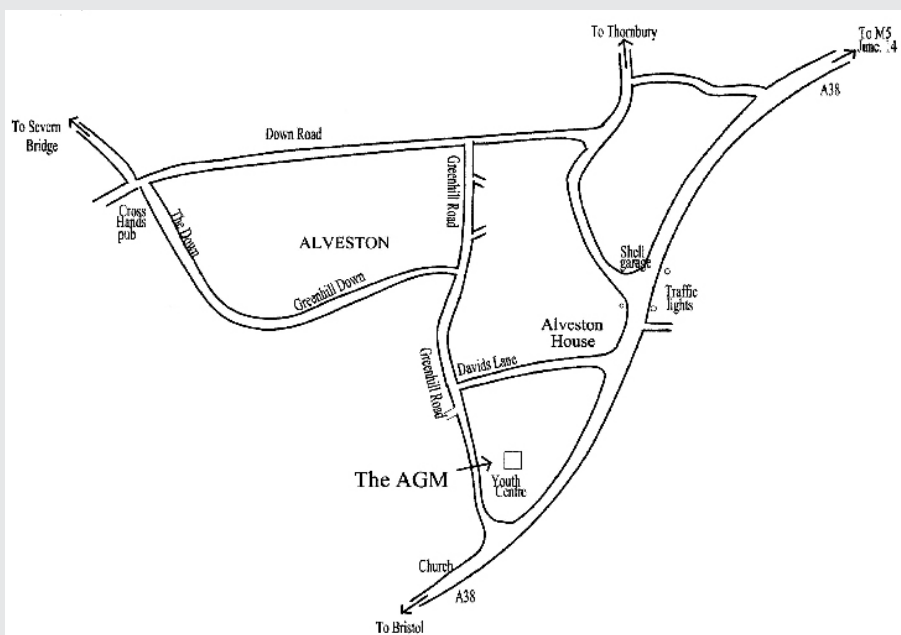
Turn right onto the B4509. Through the traffic lights to A38.

Turn left towards Bristol. About 7 miles to Alveston.

At the Shell Garage pass through the traffic lights then immediately right in front of Alveston House Hotel into Davids Lane.

At the end of Davids Lane, turn left into Greenhill Road.

Youth Centre is 300 yards on the left.



Making a Weekend of the AGM

As last year, our hosts have organised a road run of the local area – about 40 miles – to end up at a local inn/hotel for a drink or meal.

Places to stay... (guide prices are for a double room B&B)

Alveston House 01454 415050, ½ mile, £100

Almondsbury Interchange Hotel 01454 613206, 3 miles, £60-£80

The Gables, Falfield. 01454 260502, 7 miles, from £78

The Park Hotel, Falfield 01454 260550, 5 miles, £80

Premier Inn, Filton 0870 9906456, 7 miles, £55 plus breakfast

Thornbury Castle 01454 281182, 3 miles, from £155

Thornbury Golf Lodge 01454 281144, 2 miles £70

Ammeter Problems

Dennis J Duggan

Readers might be interested in a problem I encountered with my 1959 103E, and its solution.

Back in July 2007 the ammeter, which up till then had been a lively little thing, suddenly lost interest. It refused to move more than a whisker into the charging zone, and I assumed there must be something wrong with the dynamo.

I never take the Pop out in the dark, so usually the only time the lights are switched on is at the annual MoT test. But in August 2007 I was caught in a torrential storm whilst travelling between Shrewsbury and Welshpool, and had no option but to put the lights on. I was approaching a roundabout and the engine died. Luckily there was plenty of room, and I coasted to a stop out of harm's way.

The engine restarted after a couple of tries, and as the ignition switch is quite sensitive I guessed I had probably moved the key as I switched on the lights.

The charging problem was ignored. Regular readers know I am mechanically inept, and I was reluctant to pay a garage £35 an hour. I do about 700 miles per year in the 103E, mainly there-and-back trips to car shows and the

occasional Sunday morning jaunt round the local roads. For that sort of motoring so long as I kept the battery fully charged all was well.

I didn't realise it at the time, but the ammeter not working and the engine stopping when the lights went on were connected.

On September 21st last year I collected the car from the farm, where it is kept in a barn, with plans to go to Bishop's Castle classic car show. I called at home to collect Stephanie, but the engine refused to start outside our house. I phoned my farmer friend, who towed me back, and we cleaned the plugs and points, checked the leads etc. Petrol was getting through, but even I knew the problem must be electrical as there had been no coughing and spluttering.

After a few tries the engine fired, albeit reluctantly, and a couple of runs up and down the lane seemed fine. But after I had switched off it would not go again, and when it eventually did I drove the car into the barn and left it.

Now, I am founder and secretary of the Mid Wales Classic Vehicle Club, and one of the members, Kels Hanna, was intrigued enough to offer to have a look. So in November we went to the farm. By what seemed like black magic Kels was able to say the coil was only receiving 8v instead of 12, leading to a very

weak spark. When the lights were turned on the resulting extra drain on the system extinguished the spark altogether.

So we knew what the fault was, but not what was causing it. On a hunch Kels asked if I had a wiring diagram, which I did, and he noted that most of the wiring was routed through the ammeter terminals.

Not only is Kels a mechanical genius, he is also apparently double-jointed, and he contorted his body between the seats, gear lever and handbrake and managed to stick his head up almost behind the dashboard. There were some muffled curses, then a verdict. The connections at the ammeter were very loose indeed. A few seconds later Kels extricated himself, and we prepared to fire up.

The engine started immediately, and to my delight the ammeter was also back in full working order. The needle flicked well over to the left when the key was turned; before it had barely shifted. A blast up and down the bypass also showed the indicators now worked better than they had done for ages – in fact everything seemed better.

A subsequent trip was trouble-free, so hopefully the problem has been cured. Other readers might find my experience of interest, perhaps even of assistance.

Sidevalve News Index

Peter Williams

Do you keep your old copies of *Sidevalve News*? You should – they contain lots of really useful information that you are bound to need one day. Like the day when the clutch starts juddering on the Anglia and you are sure you read an article on that, but when was it, last year or maybe further back? If you have kept your old magazines there now starts a very frustrating process of flipping through one copy after another frantically searching for that elusive article. Of course, life being what it is, you don't actually find it until the day after you had to get a garage to fix the clutch.

If you have a computer there is a solution, and it's free! An index of *Sidevalve News* going back to 1970 has been compiled by a number of authors over the years in the form of an Excel spreadsheet. This currently contains over 7700 entries and can be sorted and searched to look for the key words that will identify the items you are looking for.

Because the magazine is an ongoing work (indefinitely we hope) the index is not in the format you might find at the back of a book.

As received, all entries are in chronological order and contain: the date of issue, the type of article (general, registrar, group, technical etc.), a description of the contents including any key words that a user might enter if searching for it, the page number, the model group (Pre-War, Post-War, 100E, E83W, Special or Specialist Application) and the registration number of any vehicle mentioned.

It is difficult to know what to include and what to leave out but the current policy is to include anything that people might conceivably want to refer to at a later date. For example, we always try to include any registration number that is mentioned or shown on a photograph of a vehicle so that you can see if a particular vehicle has been featured in the magazine in the past. If searching for a registration number then watch the spacing; over the years they have been entered as ABC123 or ABC 123. With technical items the aim is to include all the words that might be used when searching. If you have a brake problem, for example, it's worth trying 'brake', 'braking', 'efficiency', 'drum', 'lining', etc.

The index is updated twice a year and is e-mailed free to any member who would find

it useful. Just send your e-mail address to archivist@fsoc.co.uk and you can be added to the list which currently stands at nearly 50. It can also be downloaded from the new Club website www.fsoc.co.uk. The 2008 version has already gone out so if you thought you were on the list but haven't received it just drop me an e-mail.

If you haven't gone electronic yet there is a paper version prepared annually. Of course, this isn't as versatile as the electronic version but could still save a lot of time compared to flipping through the actual magazines. The paper version is available from Shirley for a small fee to cover postage and packing.

With either version of the index the really annoying result is that you discover that the article you want to read was in a copy of the magazine that you don't have in your collection. Shirley may also be able to help with that problem. Lots of back numbers, going back to 1990, are available for the nominal price of 95p each. Check availability with the list in the Regalia section of the current magazine.

By Anglia to Monte

David Murray and Jack Reece

From *The Light Car*, March 1952

David Murray's Story

When I decided to try to obtain an entry for the Monte Carlo Rally, I carefully studied the division of the classes and the appointed starting places. I decided that in the event of my being an accepted entrant, I would endeavour to run in the next three Rallies and use the first, at least, as a means of gaining some experience.

After some consideration I decided that Lisbon as a starting point had certain advantages and that a Ford, with its ease of maintenance and world-wide services, would be my transport. Of all the Fords the model which had, in my opinion, the best chance of a class award was the 8-h.p. Anglia.

I contacted Peter Collins, of J.B.S. '500' fame, and he agreed to co-operate with me. Our crew, we agreed, should consist of only two persons. I would have the car prepared by 'Wilkie' in Edinburgh, drive down to Kidderminster, and pick up Peter, then away to Lisbon.

For the preparation of the car, certain limits were laid down by the regulations. Mainly you could not increase the power or output of the engine but you could improve and modify certain specified items. Accordingly, I changed the following standard Ford parts. Coil (with an additional adjacent coil ready to be coupled up) distributor, carburetter jets, battery (also with an additional spare), headlamps, interior lighting, tyres (make and size), gearbox, windscreen wiper and steering wheel; as additions, two spot lamps, an electric fuel pump, an additional horn, windscreen water spray, clocks, carburetter air filter, heater and two luxurious Dunlopillo seats were fitted.

Thus equipped we set off from Lisbon. We filled up with Portuguese petrol which apparently is not filtered; and so, five miles from the start, the engine cut. Dirt was in the fuel lines. Periodical stops occurred for some time, but at Burgos, we were able to get an air line and give the pipes the benefit of an air shampoo and the trouble disappeared for at least the remainder of the rally.

Elvas, Madrid (snow and ice), Burgos, San Sebastian, Bordeaux, Tours (a bath and shave), Orleans, Reims, Paris and Clermont-Ferrand – we reached all these controls with plenty of time in hand.

Then the difficult route started: soft snow, hard snow, drifting snow, falling snow, ice, uphill, downhill. We flogged the Anglia to the limit of its three-speed gearbox and we arrived eventually at Le Puy six minutes 'en retardé.'



David Murray slides the Anglia through a downhill corner near Castellane.

The representative of the Monte Carlo British Competitors Club met us there and suggested that the Montfaucon, Bourg-Argental, Tournon, St. Peray route would be the best. So off we set again.

How our battery ran out, how we fiddled with new batteries, leads, tools and so on, would make a story in itself. Suffice to say that we arrived at the next control about 30 minutes late. The latter part of the journey was most exciting, the car having to be pushed to its limit to make the controls in the maximum time. I can assure you, dear reader, that after losing time climbing up the hills, it is quite exciting to try to make up the time by motoring downhill, under Arctic conditions and as quickly as possible.



David Murray and Peter Collins drive their Ford Anglia away from the prizegiving table at Monte Carlo. They finished third in the 1,100 c.c. class.

The finishing line was reached without any mishap to the car during the whole rally and without any mechanical fault arising – but with two very weary bodies in the car. Then a bath, a shave, some sleep and four days of social whirl. The prize money (yes, we gained third place in our class!) was mortgaged, spent and remortgaged. Then we said goodbye to Monte Carlo. No, not goodbye, just au revoir. Roll on the next Monte Carlo Rally!

Jack Reece's Story

As always in the Monte Carlo Rally the route as far as Bourges was merely a high-speed tour of

Europe causing little worry to competitors or cars, but from Bourges onwards with weather experts reporting a blizzard in the Central Massif and a layer of ice appearing out of the darkness of the third night the tempo altered.

Co-driver (and cousin) Peter and myself, first away of the Glasgow contingent, found ourselves running into light snow which actually assisted our grip on the rapidly deteriorating ice-bound surface. The route control at Montfaucon was reached with time in hand as was the Clermont-Ferrand time check. The roads of this city gave us some idea of what was happening behind us, as the passage of hundreds of wheels over the snow had turned the streets into a very passable imitation of a skating rink.

Clermont to Le Puy was the first of the two tough sections, and in spite of worsening visibility and considerable mist we found ourselves with twenty minutes in hand at half distance just outside St. Flour on the 3,600-ft. Col Fageole. Here the Anglia and Fate struck us a body blow, the petrol pump packing up without warning and leaving us half across a small level crossing in what was, by this time, a semi blizzard, with the job of changing the pump.

Pushing the Anglia to the side of the road proved impossible as tractive grip between our feet and the road surface was nil. To avoid the nearly red-hot manifold we tackled the job from below and I for one do not wish to repeat the experience. Whilst we lay under the Anglia nearly the entire Glasgow contingent skated by. It is a tribute to their driving skill that no one hit us on that nightmare surface; car after car slithered and scraped by with a shout of encouragement from the crew.

Eventually we started motoring again. As an accumulative delay of two hours over the Rally route means exclusion from the results list, and as this was unthinkable, we drove the Anglia with more brute force than skill in an effort to remain in the running.

The roadside scenes to Le Puy and then to Valence defy description. It can only be described as a garage owner's dream, or equally an insurance company's nightmare. It appeared at one time to our rather tired minds that anyone who just arrived at Monte Carlo would be in the prize list. Gap, Digne, and Grasse were all passed through, however, more or less without incident, the Anglia apparently thriving on over-revving.

The finish at Monte has never looked sweeter to us, and the results are by now history. To Stirling Moss and Sydney Allard and indeed the entire British entry we tip our battered bowlers.