

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

The Maxim Power Steer

Connecting Rods, Gudgeon Pins and Small-End Bushes

Yoki & Me



www.fsoc.co.uk



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Editorial/Advertising address:
Sidevalve Editor,
PO Box 1172,
Abingdon S.O.,
OX14 5WA

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John Porter

Editorial

At this time of year, with the rally season approaching, it is worth sorting out your Sidevalve after a winter in the garage, and looking at the rubber and similar items fitted.

First of all the basics: check the tyres carefully, as especially crossplies do not like the weight in one place for a long time and can develop flat spots. Ideally, jack the car up and closely examine the sidewalls, outside and inside. Check the tyre pressures are correct. If you spin the wheel you actually see the flat spots as an undulation in the smooth rotation. If the walls are perished or there are obvious bulges then replace the tyres. Using old stock tyres is not advisable as the fabric of the tyres degrades over time so it is much safer to buy new. Tyres for both ranges of Sidevalves are readily available and not too expensive. Ideally, fit new tyres in pairs on one axle – preferably on the front. Balancing the front wheels is essential on the 100E/107E range as the Macpherson struts will not tolerate imbalance. It will be easy to get the Upright front wheels balanced as most tyres outlets do not have a suitable adaptor to mount the wheels. Anyone who can balance the old Beetle wheels can do the Uprights ...

Unless you service the car before laying up for the winter, this should be done before you get on the road to the first event. As the winter lay-up can be six months in duration, hydraulic systems on the 100E range – both brake and clutch – can suffer from seepage or seizure of the pistons. In an ideal world, replacement cylinders are the best answer. A more economical method is to strip, clean and fit new seals with an adequate amount of the correct hydraulic grease. However, this is only an option if you know exactly what you are doing. It is not something to try out if you are unsure of the correct and safe way to clean the cylinders and reassemble. Castrol Red Rubber Grease is a castor-lime based lubricant formulated for hydraulic braking systems to allow free movement of the seals, ease assembly, and prevent water ingress. This grease is safe in contact with both natural and synthetic rubber, and importantly does not cause rubber to swell or dissolve.

Upright owners can smile as generally the rod and cable systems don't suffer, but do check the rubber dust covers to keep to road dirt out of brake actuators.

Other items that can suffer over the winter are of course the water hoses. This is especially

so if you drain the cooling system instead of keeping antifreeze in all year round. So, the hoses are worth looking at by squeezing close to attachment points where they first start to split. If in doubt, replace all of the hoses – simple on the Uprights in standard form as there is only a top and bottom hose! The 100E has the extra complication of two heater hoses which pass through the bulkhead, but don't put off checking these as the point where the hoses enter the passenger compartment is not immediately visible.

The fan belt is a cheap component and should be replaced regularly with one kept in the boot. If the belt fails then the Upright can keep going until the sparks fail, whereas the 100E will overheat due to the lack of water pump.

Another couple of small items that can perish and fail are the exhaust mounting straps and rubbers. As you check around the underside, take a close look at these as failure may mean a noisy surprise on the road.

Lest your feet slip after the summer rain, do ensure that your pedal rubbers are in place – or if worn smooth, replace them.

The last set of rubber items are the wiper blades which get hard over time, especially after a hot summer. It is obvious if these are not up to mark, with streaks and unwiped areas. New blades are not cheap but are essential for safe motoring. Closely connected to the wipers are the wonderful vacuum motors! Small rubber connector pipes connect the inlet manifold vacuum to the vacuum motor, so efficiency is reduced by small cracks that allow air to lower the vacuum, resulting in a weedy wipe.

Most of the parts mentioned are available from the Club stores, and if not then we can tell you where to get them.

Panhard Rod project

Further developments of the Panhard Rod project are concerned with extra parts to allow these to be fitted to the Models Y and C as well as the 1937 to 1947 8 and 10hp models. Please register an interest if you are looking to improve your Sidevalve's handling.

The Club still has some Panhard Rod kits in stock for the post-1047 Uprights so there is still time to get them fitted before the summer starts. They really do make a difference to your own and your passengers' comfort, especially on a long drive.

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John Porter

The Maxim Powersteer

What is the connection between the Ford 10 and the wartime Valentine tank? Read on!

Our Ford 10 engine was used in the Powersteer by Maxim Engineering Ltd of London. In 1948/9 the company came up with a small three wheeled tractor powered by the Ford 10 engine with the three speed gearbox. The final drive was very sophisticated, featuring a Gates and Hardy clutch and gear cluster system similar to that used in the Valentine tank. This steering is also suitable for wheeled tractors. For this application a front castor wheel would take the place of the normal steered wheels, and steering would be carried out by means of the driving wheels through the medium of the L.G.1 system.

Much interest was no doubt shown in the exhibits on Stand 338 G at the Commercial Vehicle Show of 1949 where Gates and Hardy, Ltd., 66, Victoria Street, London had a Powersteer 1-ton tractor, and a prototype of the Gave tractor, both of which incorporate the L.G.1. system of transmission. Visitors had an opportunity of studying the mechanism of this new gear as applied to tractors, whereby the steering is controlled through the rear wheels. This transmission was developed in conjunction with the better known Automotive Products Co., Ltd of Leamington Spa.

In the Ford-powered Powersteer machine there are two rear wheels with a castor-type wheel in front, which, however, plays no part in the steering. The tractor could turn in its own length with the wheels driving forward on one side and backwards on the other. This is like the more modern Bobcat four wheeled handlers.

Several important advantages are gained from this method of steering. One is that the



drag necessary on one wheel to produce a steering effect is obtained, not by dissipating energy through an arrangement of brakes but by reaction in the differential mechanism against the other wheel. In other words, the system is regenerative and the total tractive effort required for cornering is the same as on the straight.

The second point is that there is no geared-up effect on the outer wheel, as occurs with a simple braked differential; instead, the engine maintains a constant speed, and, as the speed of the centre line of the vehicle is lower, the actual power required when cornering is slightly less and liability to stalling on a turn is eliminated. All of which is very necessary with only 30 bhp and a 1-ton tractor!

The company still exists in name only as Maxim Engineering Limited in Godalming.

Just in case you get muddled, this is the Ford 10 powered Powersteer, above.

Below is the Valentine tank!



Brian Cranswick

Events

The Drive It Day event for many classic car owners is the start to a new season. Will your old motor be ready for the road in time?

On this page are a couple of great pictures taken from the very first Cambridgeshire Group FSOC Drive It Day meet at The Ramsey Rural Museum in 2008.

Please advise any Club related events to the events co-ordinator, to ensure these can be logged and covered for insurance purposes.

Below are just a few of the events: a more comprehensive list can be found under www.fsoc.co.uk.

20th & 21st April, Medway Festival of Transport, Chatham Dockyard. Club stand. Details from Richard Greenaway.

26th-27th April, Wartime In The Cotswolds, organised by the Gloucestershire Warwicksahire Steam Railway, The Railway Station, Toddington, Gloucs. To water-down the Morrises and Austins, the organisers would like some pre-1946 Sidevalve Fords! Contact wartime@gwsr.com or the website for entry form: <http://www.gwsr.com>.

27th April, Drive It Day Run – Three Counties group – Colne Valley Railway, Castle Hedingham, Essex. Details from Robin Thake.

27th April, Drive It Day Meet up – Cambs, Lincs & Norfolk group – Lakeside Lodge Golf Club, Nr Huntingdon. Further details from Brian Cranswick.

27th April, Drive It Day – Coventry & Midlands group. A drive through the Warwickshire Lanes. Further details from Colin Pudge.

27th April, Drive It Day– Bristol & South West group. Drive starts from the Horton

Social Club. Details from Ivor Bryant.

27th April, All Ford Show, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

4th May, Abingdon Air & Country Show. Event to include an All Ford Section (which is a memorial to Bob Tredwell). Info from www.abingdonandcountry.co.uk.

5th May, Culcheth Community Day. Merseyside group Club stand. Details from Joe Wheatley.

24/25 & 26th May, Enfield Pageant of Motoring. Club stand. Details from Robin Thake.

24th-26th May, Classic Vehicle Pageant at the Bournemouth Wheels Festival, Undercliffe Drive, Bournemouth. Applications to register should be sent by email with your contact details and Club details and must be submitted by Friday 25th April. James Hodgson, tel. 07768 825587, email james@rel-event.com.

31st May & 1st June, Tatton Park Classic Car show. Merseyside group Club stand. Details from Joe Wheatley.

7th – 14th June, The Annual Sidevalver's Holiday, Shanklin, Isle of Wight. Details from Robin & Jennie Thake.

15th June, Hatfield Heath Festival. Club stand. Details from Robin Thake.

22nd June, Southern Sidevalve Day, Aylesford Priory, nr Maidstone. Club stand. Details from Richard Greenaway.

23rd June, Hope Valley Motor Show, Travellers Rest, Hope Valley. Club stand. Details from Nigel Hilling.

28th/29th June, Blue Force 1000, Newark Show Ground, Notts. All sidevalve vans and pickups have been invited to complement the



Blue Forc tractors. Contact John Porter.

5th & 6th July, Invicta Military Vehicle Show, North Somerset Showground. If enough interest then a possible event for a **South West Sidevalve day.** Further details from Ivor Bryant.

6th July, Darling Buds Classic Car Show, Betherden, nr Ashford. Club stand. Details from Richard Greenaway.

12th & 13th July, Historic Vehicle Gathering, Powderham Castle, Kenton, Exeter. Club stand can be arranged if enough interest, or just single entry. Info from www.historic-vehicle-gathering.org, or call George Herbert on 01395 270729 for further details.

13th July, City Airport Show, Barton, Manchester. Club stand. Details from Joe Wheatley.

20th July, Newby Hall Classic Car Show, Ripon. Club stand. Details from Nigel Hilling.

27th July, Old Ford Rally, Heritage Motor Museum. Club stand. Individual entry. Info from www.heritagemotormuseum.org.

3rd August, Northern Sidevalve day at Hebden Bridge. Book early to ensure your space. Further details from Nigel Hilling or Joe Wheatley.

10th August, Historic Specials Day, Cotswolds Wildlife Park, Burford, Oxfordshire. Details from Ian Woodrow (Specials Registrar).

16 & 17th August, Tatton Park, Classic Car Show. Club stand. Details from Joe Wheatley.

23rd, 24th, 25th August, Southport Town & Country Fair. Club stand. Details from Joe Wheatley.

20th & 21st September, Footman James Manchester Classic Car Show (Event City). Club stand. Details from Joe Wheatley.

21st September, York Historic Vehicle Group Classic Car Show, York Racecourse. Club stand. Details from Nigel Hilling.



Liam Cotton**East Midlands**

Just a short report this time (I can hear sighs of relief!). I have had a steady flow of enquiries from enthusiastic members who are interested in coming to our regional group meetings: thanks to all who have replied already. I can see that our first meeting will take place in the next couple of months so if you are interested in joining us please get in touch quickly (telephone 01283 219508 or email liam.cotton@btinternet.com). I will be sending details of the time and place to all interested members. Judging by the people who have contacted me so far, we have a wide range of interesting vehicles in a variety of conditions from mint to restoration projects. I have at least one member looking to buy a Sidevalve (anyone got a nice 103E for sale?).

On the 100E front, I haven't managed to get on to my rear axle seals yet as I have had a string of problems with more modern machinery, including my dear old Sierra – this is not looking good! It seems as if things are breaking faster than I can repair them. As the saying goes: never give up and never surrender.

John Pole**Hereford,
Worcester and
Gloucester**

Hereford, Worcester and Gloucester Group are moving!

In our constant desire to increase members we are looking at other pubs for our meetings, and because of the current attendance have decided to look first at meeting 'twixt Tewkesbury and Worcester.

So, all you members out there, now's the chance to influence where we drink on the third Thursday of the month!

Give me a ring or e mail the week before our meeting and I'll tell you where we are. We would love to see you!

Joe Wheatley**Merseyside**

Once again, not much to report as Freddy is still in mothballs and once again I have not found time to sort out the temperature gauge or even complete a service on her. I will get ready for the new season in March as I am away during April so will not be attending any events until our show in Culcheth on the May Day bank holiday.

Welcome to new member Gareth Davies from Conway in North Wales. If you would like to drop me an email, I will keep you informed of our activities in the North West.

Talking of activities, I am now close to completing a very long list of possible and probable events in the North West for 2014. On top of those listed on the Events page, I would expect at least several members to attend the following. All are at weekends and are individual entry:

- 6 April: Tottington High School, Bury
- 26-27 April: Riverside Steam & Vintage Rally, Banks Nr Southport
- 17 May: Glossop Car Show, Manor Park Glossop
- 18 May: Wirral Classic Car Club, Thurstaston
- 24-26 May: Chipping Steam Fair, Nr Preston.
- 25 May: Prestatyn Classic Car Show & Scenic Run

Tim Griffiths**Somerset**

On 1st March a small group of us met at The Eagle Tavern on the A303 for lunch.

One Sidevalve turned up, much to everyone's surprise and delight. On my arrival I was surprised to find the main road closed for road works, in both directions of the crossroads. This meant those coming from the east had quite a diversion but were able to overcome this fairly easily, whereas those from the west were directed even further astray. However, all those that said they would come, made it and some more. It was good that six

- 26 May: Prestatyn Classic Car Show (Static)
- 7-8 June: Elim House, Hundred End Lane, Banks
- 14-15 June: Scorton Vintage & Country Fayre, Nr Preston
- 21-22 June: Kelsall Steam Fair
- 29 June: Shaw & Crompton Vehicle Rally
- 5 July: Westhead Carnival
- 12-13 July: Cheshire Steam Fair
- 27 July: Audlem Festival of Transport – Nr Nantwich
- 2-3 Aug: Hebden Bridge Vintage Weekend (£5/£7 charge). Sunday is Northern Sidevalve Day. Book early!
- 9-10 Aug: Astle Park Steam Fair
- 24 Aug: Ormskirk Motorfest
- 7 Sept: Trans Lancs Transport Show, Heaton Park, Manchester
- 13-14 Sept: Birkenhead Park Festival of Transport

Please drop me an email or give me a call if you would like my full list of events, or if you have any suggestions for other shows we could attend this year. I will eventually have application forms for most of the individual entry events but I find that most shows now have forms available via the Internet. Happy Sidevalveing!

members and two wives met and the general feeling was it would perhaps be better on a Sunday. This I feel has good vibes for future meetings. Other members unable to make a Saturday have offered support for Sundays in the future, so dates will be advised when arranged. A big thank you to all those that came along for an enjoyable lunch time. Look forward to seeing you all again in the near future; any members that may be passing on this major route to the west, call me for future dates.

Stuart Battersby

North West Midlands

It's a quiet time over winter for most of us, with no shows and cars snuggled up tight against the rain and cold. However spring is definitely springing now, and thoughts are turning to the forthcoming show season and to where we should display our pride and joy. As a local group we have selected just six of the possible 44 events in our region on which we will focus with a Club stand. Those shows are:

- Weston Park Classic Car Show, Easter Sunday
- The Wirral Classic Car Show, 18th May
- Trentham Classic Car Show, 15th June
- Audlem Classic Show and Run, 27th July
- The Shugborough Estate Classic, 10th August
- Uttoxeter Classics, 21st September

That list plus the other potential 38 events in the region should keep us busy throughout the year.

In preparation for the coming season, I'm just about to start the recommissioning of Grandad's Prefect for the new season. This year, apart from the regular service check I intend to use Geoff Hammond's excellent MoT Inspection checklist shown in the penultimate pages of the February 2014 *Sidevalve* to guide me through the process.

B&Q 100E Spare Wheel Carrier

Finally, I thought I'd share with you the B&Q 100E Spare Wheel Carrier. I ought at this stage to point out that this idea is not mine; rather, it's built on seeing the carrier on Bernard Ellicot's 100E, which in turn, I understand, was a product of Dave Rothwell's creative hands.

Most 100E owners are frustrated, even dismayed, by the valuable boot space that is lost by needing to store the spare wheel in the boot. Trying to transport Club paraphernalia, toolkit and sometimes camping equipment in this little boot was becoming untenable so something needed to be done. Here's a photo of the finished article (photo 1), showing my spare neatly and securely tucked under the boot floor. All the parts were obtained from my local B&Q superstore (other superstores are available).

My materials list was as follows:

- Length of M12 threaded steel bar
- Length 5mm round steel bar
- Length 1mm twisted steel bar
- Length 45mm x 6mm flat steel bar

- 2 off heavyweight (5mm steel) eye bolts
- Small bag of M12 steel nuts.

There's not room here to go through the full construction process, but basically there were five components to make:

- The main hanger. M12 bar anchored through the boot floor with a piece of flat iron.
- The 'spider', to centre and support the wheel and manufactured from flat steel bar.
- The tightener. A short length of twisted bar with an M12 nut welded obliquely to one end.
- A lifter: a long length of twisted bar with a long hook welded to one end.
- A lifter loop: a short length of M12 with a welded 'eye' secured through the boot floor.



Photo 1: The finished article

In operation the wheel is held up under the boot floor by the spider and tightener (with a piece of security wire to prevent undoing). Dropping the wheel is easy as gravity is on your side. Re-hanging the spare is however a different matter and that's where the lifter comes in. Photo 3 shows how the lifter hooks into the lifter loop, allowing one to take the weight off the assembly whilst the lifter and tightener are secured.

In the limited space of this magazine I'm not able to include any more photos or detailed measurements but if anyone wants to have a go at building their own 100E spare wheel carrier then please contact me on battersby56@sky.com and I'll happily supply more photos and measurements.

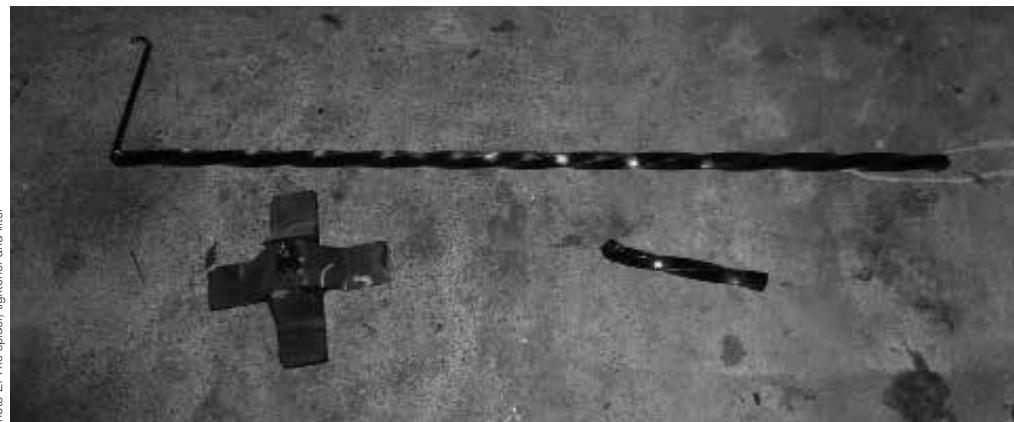


Photo 2: The spider, tightener and lifter



Photo 3: Lifter in action

David Langrish

South Wales

Anyone interested in a Club stand at a show in South Wales?

Hello. My name is David Langrish and I live down in South Wales, about half way between Cardiff and Swansea in a little hamlet called Penybryn (Welsh for top of the common). I have been a member of the Ford Sidevalve Owners Club since about 1980, and although I have owned an E493A Prefect and the ex-*Practical Classics* Ford 8 van, and indeed now own an 100E van, I have also owned non-Ford cars over the years. These have included a 1946 Wolseley 14/60, various Morris 1000 salons and vans, TR4, a Frog-eyed Sprite, Volvo Amazon and even an Opel similar to the one that Richard Hammond – the Hamster – brought

back from his trip to Africa. Owning this car was a bit of nostalgia for me since I had one in Germany when I worked over there, doing my bit as the Welsh equivalent of Oz in *Auf Wiedersehen, Pet!* Anyway, that's enough about me, and on to the reason for me getting in touch.

I am involved in the organisation of a classic car show to be held on Saturday 21st June near to me, just off J37 M4 – the Porthcawl turn off – and would dearly like to have a Club stand there where members and potential members can display their Club eligible cars and vans. By the time you read this, I hope to have made some phone calls to members local to me, but it would be great if we could encourage as many other members to join us as well. Forms are available from me, and oh, if you have any autojumble to dispose of then there will be free stall space available provided it is 'good old fashioned autojumble only'.

And why am I involved again in organising a classic car show after so many years? Well, the show was started last year by local enthusiast Stan Rumble who had owned many interesting cars during his 84 years, and indeed was a most interesting character in himself. He ran off to sea at the age of 14, was posted in error

as 'lost at sea' in the Bristol Channel in a gale to surpass those we have recently seen, and was in the boxing team for his regiment (and reputedly boxed in the boxing booths!). All in all a great chap, but sadly, Stan died late last year. Another local enthusiast, Gareth Jones, also a lifelong pal of Stan's, had his last conversation with him – about the show and Stan's desire to make it bigger and better. When I got to hear about this, how could I not step in?

So come on, folks, let's have the chance to show you a warm Welsh welcome and at the same time promote the Club. As a small token of your attendance, there will be tea and cake for you during the afternoon, and oh, if you fancy a short road run on the morning of the show, then you can join in from either the Cardiff or Swansea sides and link up for an ice cream in Porthcawl.

If you want an entry form or a natter then please ring me on 01656 744291, or Gareth on 01656 660558.

Come on, folks, we've got to do this, and have ourselves the first Club stand in South Wales.

Håkon B. Øverland

Scandinavia

Dramatic changes of weather conditions

From what we have seen from Norwegian news, you have had an extremely wet and windy winter season, particularly in the southwest of England. We were shocked to see how the floods had ravaged the countryside. We here in mid- and north Norway, on the other hand, have had a winter almost entirely without snow or even rain so far. This has made the landscape extremely dry. We have had some rather nasty storms, though, and unfortunately they have coincided with fire in several local communities along the coast, with dramatic consequences for the communities. Some experts say we can expect more of unusual climatic conditions in the years to come, but I guess we all have to cross our fingers to avoid

the worst if that should really be the norm in the future.

I am again taking the chance to attend the AGM at Coventry this year, in spite of the fact (as Tony Young has repeatedly commented) that I have not yet presented my treasure at such an event, which I was silly enough at an early stage to brag about. I specified, though, that I had to complete the restoration before I could bring it over, but that detail seem to have slipped Tony's mind. Perhaps he does not know how much work is involved in a complete restoration?

To console him, I can proudly say that I have made significant progress during the winter, and I aim to reveal the project at the annual Spring Parade that my local club arranges each

year on the first Sunday of May in Trondheim Market Square. Of course, I will have to bring it to the show on a trailer. If I manage to have it there, I will prove it by presenting pictures of the event.

Only yesterday I reached the point of starting what for me is the most challenging part of the restoration, namely mending of the A-post. This means first fixing the position of the left hand front door, and then completing the bodywork on that side. The right hand side of the A-post is even more difficult, as this side has obviously had a crash at one time. Also the chassis beam near the A-post is badly rusted, so I will have to replace some part of it.

I enclose pictures of my latest achievement, the plywood floor.



Nigel Hilling

Yorkshire

News and events

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

I have produced a list of events in the area and e-mailed this out to those members on my list. If you want a copy e-mailing or posting then let me know. We will be having a Club stand at the following events this year:

- Monday 23rd June: Hope Motor Show (evening event)
- Sunday 20th July: Newby Hall
- Sunday 3rd August: Hebden Bridge (Northern Sidevalve Day – entry forms available)
- Sunday 21st Sept: York Racecourse (entry forms available)

Easter is late this year, and while I am competing in the Lands End Trial there are other options nearer home with a 1940s weekend at Crich Tramway Museum and a Vehicle Rally and Fair at Wentworth Woodhouse. The following weekend we have been invited to join the York Historic Vehicle Group on their Drive It Day run from the Knavesmire in York to Sherburn Aerodrome on 27th April. There is also a Ford Day at the British Commercial Vehicle Museum on the 27th so another option is to have a Drive It Day run over the tops to Leyland.

May sees the rally season in full swing with a choice of events in the area every weekend and also on a number of evenings. Let's hope the weather is kind again this summer.

Spotted at Wortley Forge in December last year was this very nice Ford Y (photo, top right).

Road runs

A select band of our hardy membership took advantage of a break in the wet and windy weather and had a day trip to Cleethorpes in late February: see David Manterfield's piece, next. These runs are often organised at short notice so it is difficult to publicise them in this column. If you are interested in this type of event then let me know and I will try and keep you informed. If I have sufficient notice from anyone organising such runs then I will also put details on the website and send e-mails to those on my list.

We are certainly hoping to organise more



Model Y at Wortley Forge

runs through the year, including one to Filey, as we have had a request from a couple who wish to relive a trip there in an Upright Anglia that they regularly made in the 50s. This is currently planned to be on Saturday 20th September so that we can stop overnight and return via the York Racecourse event the next day, but this is subject to change and could possibly happen earlier.

The Yorkshire Winter Warmer

David Manterfield: Here in the Yorkshire region, a few of us who don't believe in putting our Sidevalves into hibernation for the winter have a run towards the end of February.

This year we decided to have a run to the coast. The nearest coast to us in South Yorkshire is Cleethorpes, although technically it is in the Humber estuary and about 70 miles from here, so that was to be our destination.

John Duckenfield was in his 100E Prefect,



Cleethorpes

I was in my E493A Prefect and Rob Goodland travelled with me, as his 107E Prefect had developed a running problem the evening before.

We set off to Bawtry where we met up with Bert Marshall, who had made his own way from Bradford in his 103E Popular.

We set off along the flat roads of Lincolnshire, arriving at Cleethorpes without any problems, and parked up on the promenade just in time for a brisk walk before an excellent fish and chip lunch. Well, after all the fishing port of Grimsby is only about three miles away!

After lunch we took another walk, before heading back to our trusty Sidevalves for a trouble free run back to Yorkshire, Bert leaving us at Bawtry to make his way back to Bradford.

We couldn't have picked a better February day for our trip; it was sunshine all the way and it just proves that these little cars of ours can give so much pleasure all year round and need to be used.

Robin & Jennie Thake

Three Counties

After a winter when it has not stopped raining, it will be good when we can get the cars out. I have done several jobs on the Anglia this year but as I write this report at the end of February I still have been unable to take it out for a test drive. I also need to do my annual grease-up but the pit in the garage fills up with water due to the water table being so high.

On reading Geoff Hammond's MOT guide in the last magazine, most of the points raised can be dealt with by regular maintenance, by greasing up all grease nipples, and cleaning around dust covers on track rod ends etc.; also, checking and cleaning dust from the brake linings. Other regular maintenance required is oiling the distributor advance and retard cam, and one of the most neglected items is the oiler in the rear of the dynamo.

How easy it is to repair our old cars. My son's modern car had a warning light appear on the dash with the words 'Visit your service centre'. On investigation on the internet, he found it was the stop light bulb blown and so a visit to Dad was called for. I fitted a new bulb and all was well. Somebody else that we know had a similar problem and visited the service centre, connected up to the diagnostics equipment, and came away with a bill for £100!

At our February meeting new member Martin Collins brought along photos and details of his Pattison Tractor which he is hoping to get registered for the road, so that he can drive it to shows rather than always taking it on a trailer.

We are hoping for fine weather for our first show of the season on Drive It Day at the Colne Valley Railway. Fortunately the cars will be parked on good solid ground. One of the trends with show invites this year is that most require an application fee of £5 or more. The only shows which at the moment are free entry are mostly steam shows, which we find are the more enjoyable because there are more attractions than the events just in a field.

And finally:

Tip from Richard: if you spill 2 litres of gearbox oil on the garage floor, use cat litter (with clay) to absorb it – it works wonders.

Tip from Robin: close the garage door while the cat litter is on the floor or you will finish up with a bigger mess!

Brian Cranswick

Cambs, Lincs & Norfolk

Things are rather quiet at the moment. I recently came across some saved photos on my computer from 2011: what has happened to these cars? The pristine looking Siva seemed to have been finished to a very high standard, fitted with a smart chrome grill surround and a very nice set of spoke wheels (which look like they came off a Model Y). The 103E, KNR 512, unfortunately was looking rather sad

and neglected – it really was in need of some desperate TLC, especially as it had been left outside, exposed to the elements and sitting on completely flat tyres. On the plus side the bodywork looked to be in extremely sound condition. I hope someone has rescued this old Popular and it's not now become a hot-rod? (I just had a check on the DVLA website and the last road tax expired in 1993!)



Richard & Trish Greenaway

Kent

Hopefully by now you will have all dusted off your Sidevalves and got them ready for another show season. Down in deepest Kent, we will have already done the Heritage Show at Detling by the time you read this magazine. Hopefully we will start the year off on a dry note; they always give you the option of an Indoor or outdoor pitch, we've always plumped for an outside pitch and we've always had nice weather, so let's hope that continues this year.

In readiness for the show season Glen and ourselves made the most of the mini heatwave that Kent had over the weekend of 8-9th March and went on a 95 mile round trip down to the coast on the Saturday, with neither of us having any problems at all. This was great news for Glen as he had rebuilt his engine over the winter months, so he was glad to get back home with no problems.

Future events

Looking ahead to future shows/events, here is a quick rundown of the main events that we are doing in Kent this year which we didn't cover in the last magazine.

First up is our first planned away day trip of the year. A few of us are planning on venturing down to Eastbourne on the 3rd May for the Magnificent Motors Show, which is held on the lawns on the sea front. It's a show we've been wanting to attend for several years, so this year (weather permitting) a few of us will venture down for a day out by the sea and join up with the Sussex Group. The following week, Saturday 10th May, we will be having a Club Stand at Dartford in Steam, which is held in Central Park, Dartford. It's one of those shows that's held in a nice setting but we always feel could be a lot better than it actually is. As we have several members living in and around Dartford we will be holding a Club stand there. As well as the show itself, which has a variety of vehicles to look around, there are the Saturday Market and town centre close by.

Due to the Kent All Ford Show (featured in the last magazine) taking place on 27th April, National Drive It Day, we have decided to have a run out on Sunday 25th May. We will be starting from Mote Park Maidstone, leaving at 9:30am and heading out into the country with

our destination this year being Sissinghurst Castle. As usual we will be stopping off for coffee and cakes en route.

The following Sunday, 1st June, we head across the water for the Isle of Sheppy Show. This will be the first time that we've had a Club stand at this event but by all accounts it's a good show run by the local car club, with a good range of vehicles on display as well as stalls etc to look around.

Sunday 20th July sees us heading off to the Appledore Show, which is one of our favourite shows. It's only a village show held on the local playing field but for me the atmosphere is what makes it. On arrival at around 8:30 you would think 'why have we come here?' but by 10:30 the field is packed and generally overflowing. The stalls are of a good quality, not your usual market rubbish, and there's a helicopter flight overhead, hog roast at the local pub and a flower show in the village hall. The whole place seems to come alive and, best of all, it's always greeted with good weather.

The following weekend, Saturday July 26th, we are holding another first time Club stand, this time at the all new Dover Classic Car Show which takes place on Dover sea front as part of the Dover Regatta. We normally hold a Club stand in the east of the county so thought we would give this show a try, so why not come along and join us down by the sea, especially those living in this part of the county? If you don't have a vehicle on the road at present then it would still be great to see you, even if you just come along for a chat.

The following day we have once again been invited to attend the Lynx Park Summer Picnic, which takes place as last year in Colliers Green, near Goudhurst. It's not open to the general public, only people that turn up in a classic vehicle, and although not a large event it's still most enjoyable. This year the FSOC group are planning on doing an American Supper whereby we all take along our favourite food/drink to put on the table for all members to share.

Heading into August we will be venturing over the water once again for the Essex All Ford Show. Last year seven of us ventured up in convoy which made it all the more enjoyable. This year a couple of others have mentioned

about going so let's see if we can make it a double figure number of old Fords. Once there you're greeted by a huge number of Fords of all shapes and sizes and ages, as well as a large number of stalls.

Finally for this issue, can I take this opportunity to tell you about our second running of the Kent Fun Day which is only open to Club members. This is your chance to come along for a day out in the country to meet up and have a natter with fellow members. We will once again be doing a free BBQ as well as the Driving Challenge which last year was won by Matthew Jagger in his E493 Prefect, so why not come along to Lynx Park, Colliers Green near Cranbrook on Saturday 17th August and have a go to see if you can stop him from taking top spot once again? This could be your opportunity to head home with the winner's trophy for your cabinet.

Bits and pieces

May I remind all members who are planning on attending any of the shows on the 2014 Kent Event List to please let us know ASAP. It makes it a lot easier for us when it comes to booking Club stands, as most shows nowadays want to know the number of cars that will be attending.

One new addition to our group this year will be Glen's wife, Tina, who now has her 300E up and running and raring to go. She is planning to bring it along to most of our main shows this year. So, in the last couple of years we will have gone from none to 3 x 300E owners who regularly attend shows. Are there any others out there in Kent that we don't know about? Please let us know if you own one.

Apologies to anyone who may have noticed that on the event list I sent out, the date for the second Road Run of the year says Sunday 7th August. As I'm sure you are aware, 7th August is not a Sunday: it should actually say Sunday 7th September. As for the venue, we will once again be starting in Mote Park, Maidstone (simply because this is a central point for most members), leaving at 9.30am and then heading off to the Pedal Car Museum in Northiam. The museum has recently been granted a Guinness World Record Certificate for the most amount of Pedal Powered Model Vehicles on public display. There is a small cafe on site for us to grab a bite to eat; if enough interest is shown by members attending then we may arrange for a pub meal some time during the day so please let us know if you would like to join us.

Happy Sidevalving.

John Duckenfield

Regional Report

South Wales

I am very pleased indeed to report that the appointment of Dave Langrish as the Club's Regional Contact in South Wales was confirmed at last month's committee meeting. If you are interested in being part of this new Regional Group, Dave would be delighted to hear from you. He can be contacted by telephone on 01656 744291 or at david.langrish14@gmail.com by email.

An evolutionary process

The Club is of course extremely grateful to all Regional Contacts who make such an important contribution to its continued success and Dave's appointment means there are now more regional groups for members to join

than there have been for a number of years. A Regional Group, however, can only succeed if it is supported by members living in the area. Obviously, a Regional Contact is essential in getting the group started and maintaining its existence but in reality, Regional Groups are not the creation of any individual or organisation. It is the participation and contribution of individual members that actually gives the group its identity. A group evolves over time as members gradually gain a sense of common purpose, and whilst Regional Groups may not be for everyone, there are many members who would find Club membership much more rewarding if only they were prepared to make the effort and get involved with their local group.

Become a Regional Contact

Longstanding members have read similar articles before, so I ask for their understanding in reading yet another, but the fact remains that members' circumstances change and many new or recently joined members may have discovered a new interest and would like to get more involved. Any member so suited can become a Regional Contact. There are no application forms to complete or interviews to attend, though all appointments have to be endorsed by the Committee, so please, if you would like to make an important and positive contribution to your Club, get in touch with me. All contact details can be found on the coloured centre pages.

Mike Brocklehurst

Federation Report

As predicted previously, the EU institutions have reached agreement on the final form of the Roadworthiness Testing legislation. The agreement was finalised on 18th December 2013, although we do not as yet have a final text to hand. Formal adoption is expected in April and the UK will then have 48 months (until April 2018) to incorporate it into our laws. The legislation is in the form of a Directive rather than a Regulation which means that all states will be able to incorporate its requirements into our laws in the way which best suits our existing legislation.

We are also aware of the definition of a 'vehicle of historic interest', viz any vehicle which is considered to be historic by the member state must fulfil the following conditions:

1. It was manufactured or registered for

- the first time at least 30 years ago.
2. Its specific type as defined in national or EU law is no longer in production.
3. It is historically preserved and maintained in its original state, and has not sustained substantial changes in the technical characteristics of its main components.

It is those vehicles that EU governments will not have to test. It is in fact up to these governments whether they do indeed exempt these vehicles from testing. Our own Department for Transport (DfT) is at pains to point out that the exemption is a right that they have, not a duty they must comply with.

Indeed, there is clearly a body of opinion in DfT that there might be a need even for vehicles of historic interest to have some sort of periodic safety test if they are to use the public

highway.

It is no secret that the Federation would have preferred the definition to have been simply age related. The task ahead for the Federation is to work with DfT in applying the definitions in the most favourable way. Just how these requirements will affect our Club vehicles is unclear. It is a well known fact that numerous 107Es have gained 1200cc and even 1500cc power plants, together with safety related items such as uprated braking and suspension systems, not forgetting of course electric wipers which turn up on 100Es and even some Uprights. Just how far the interpretation of these 'improvements' will be taken by the authorities remains to be seen. As ever we will keep members updated on developments as and when they occur.

Yvon Precieux

Pre-war Register

Registrar's comments

What a winter we've had with all the rain and winds. Hopefully we'll have a decent summer after this lot? Managed to start up the Model C and Pop, but progress on the Special has come to a halt due to the rain etc.

Pinion preload

The specialist tools for our cars that once were available are, after some 5-6 decades, now extremely difficult to locate. To many the dismantling of the back axle or gearbox is most daunting yet both tasks are quite simple to deal with without the need for specialist tools. Here we'll look at preloading of the axle.

The preload on the pinion shaft bearings for earlier cars such as the Model Y and the C/CX should be such that a torque of between 4 to 6 pounds/inch is required to turn the shaft alone, not when the pinion is engaged with the crown wheel. A means of torque loading can be taken from a small spring balance that can still be

purchased at ironmongers in conjunction with an arm of suitable length. In this instance the average torque for these early cars is 5lbs/inch, so the arm length should be 5" from the centre to the where the spring balance is directly attached, as per diagram (photo 1, photo 2). A pull of the balance at right angles to the arm of just 1lb will give you the correct torque loading of 5lb per inch and then you can tighten up the nuts, although double check once this has been done.

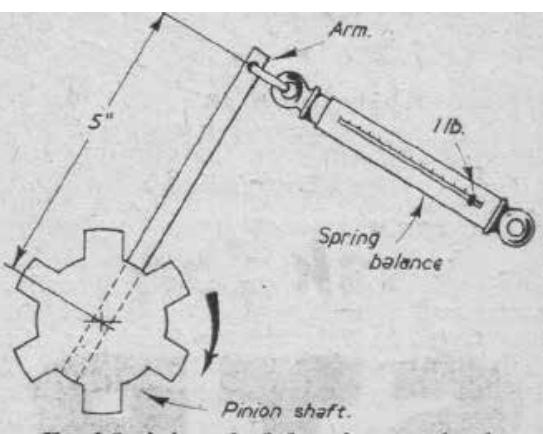
Lulu

Robin Dadson: I thought you might like to read the following story which illustrates a 7Y woody nick named Lulu and its adventures whilst in my ownership. My maternal grandmother was known as Lou and the car's name was derived from this. I acquired the vehicle early in 1962 and kept her for just about a year, during which time we travelled around 3,000 miles together. I think I paid the princely sum of £15 which included a 'spare' engine in the rear luggage area. The first task was to install this engine with the aid of a mechanic known to my father but, once in place, we found that the replacement engine was difficult to get going. The mechanic came up with the novel idea of pouring a small amount of oil into each cylinder to 'aid' compression and fitted a temporary 12 volt battery into the 6 volt system. When the starter was pressed, everything roared into life. After allowing a few moments for the engine to warm up, the 6 volt battery was re-installed and all was well apart from clouds of smoke from the exhaust as the oil in the cylinders burned away! There were a few other items that needed attention, which included the carburettor, on account of a faulty choke mechanism. Initially the only way to enrich the mixture for starting purposes was to insert a large cork into the top of the thing which was then removed once the engine was ticking over steadily. The battery was also inclined to be a bit fickle at times so thank God for the good old starting handle. We also had to pay some attention to the bodywork by replacing those sections of rotten timber as best we could and patching up the front wings

with fibreglass. Fortunately, in those days, the regulations were far less stringent than they are now and MOT tests were limited to brakes, lights and tyres, with little attention being paid to bodywork provided the chassis was OK.

Most of the motoring that I did in Lulu consisted of taking leisure trips into the Surrey and Kent countryside at weekends from my home in Denmark Hill, South East London. It soon became clear that Lulu had a bit of a jealous streak in that she would often refuse to start if my girlfriend was around. This led to my having to sneak out and get the engine running whilst my girlfriend remained out of sight, only to then jump in quickly before Lulu realised what was happening.

At that time I had a friend whose deceased father had been born in Tavistock in Devon and he had never visited his father's birth place. This led to a camping expedition being planned for the summer of 1962 with the ultimate aim of reaching Tavistock before returning to London. We set off in fine spirits one day in July and wended our way slowly westwards camping overnight at various places on the way. Eventually we arrived on Dartmoor and stopped off at Dartmeet to admire the views. There is a very steep hill on either side of Dartmeet and, as we descended from the east, some very odd noises could be heard from under the bonnet. As a result we decided to retrace our steps back to the small village of Poundsgate where we had spotted a garage. In driving back up the hill it became very clear that something quite serious had gone wrong as the noises increased yard by yard, but we eventually clattered into Poundsgate and on to the small garage. The garage proprietor was leaning on a wall outside and, as we pulled in, he greeted us with 'I eard 'ee a'comin' in his delightful Devonian accent. Fortunately he had little work on and was able to take Lulu in hand immediately, and soon diagnosed a problem with one of the big ends. We were told the work would take a day or two as spare parts would have to be ordered but, luckily, there was a campsite adjacent to the garage where we were able to stay. I still have the receipt somewhere for the work carried out
Continued on page 21



Ford 8 pinion-shaft bearing pre-load.

Photo 1

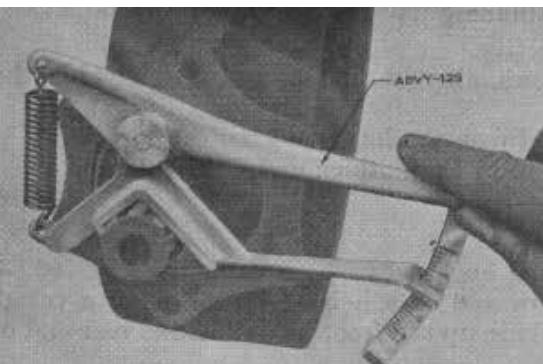


Photo 2



April 2014 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Regalia List

Books

| | |
|---|--------|
| Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59..... | £18.70 |
| Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59..... | £18.95 |
| Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59 | £33.00 |
| Reprint Parts Catalogue, Y/C/CX/7W/7Y..... | £13.60 |
| Reprint Model Y Bulletin | £12.90 |
| Reprint Workshop Manual for 100E and 300E..... | £25.75 |
| Reprint Parts Manual for 100E and 300E..... | £22.25 |
| Reprint Workshop and Parts Manuals for 100E and 300E..... | £42.80 |
| Technical Tips for the 100E/107E by Jim Norman..... | £8.50 |
| 100E Anglia and Prefect Instruction Book (1953-59)..... | £9.95 |
| The John Howe Book of Cartoons..... | £6.60 |
| Ford Motor Cars, 1945- 64..... | £9.45 |
| Ford Model Y, Henry's Car for Europe by Sam Roberts..... | £29.99 |
| Ford Popular and the Small Sidevalves by Dave Turner..... | £20.99 |
| Out In Front-The Leslie Ballamy Story by Tony Russell..... | £21.60 |

Stickers

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

Magazines

| | |
|--|-------|
| Binder for Club Magazines (holds 2 years) | £9.99 |
| Following back copies of Sidevalve News available | £1.20 |
| 1996 February, April, 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, August, October, December | |
| 2001 February, April, August, October, December | |
| 2002 February, April, June, August, October | |
| 2003 February, April, June, August, October, December, with index for 2003 | |
| 2004 February, April, June, August, October, December, with index for 2004 | |
| 2005 February, April, June, October, December | |
| 2006 February, April, June, August, December | |
| 2007 February, April, June, August, October, December, with index for 2007 | |
| 2008 February, April, June, August, October, December, with index for 2008 | |
| 2009 February, April, June, August, December | |
| 2010 February, April, June, August, October, December | |
| 2011 February, April, June, August, October, December | |
| 2012 February, April, June, August, October, December | |
| 2013 February, April, June, August, October, December | |
| 2014 February | |

Leaflets

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

Models

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

Badges

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

Clothing

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

| | |
|--|--------|
| FSOC Polo Shirts embroidered with FSOC logo | £14.60 |
| White or Royal Blue in Med / L / XL only | |
| FSOC Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White) | £31.00 |
| Embroidered with FSOC logo Med / L / XL | |

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

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

Spares List for 8 & 10hp Type Models

Rear Axle

| | | |
|---------------|---|---------|
| Y-1175-A | Retainer (Rear wheel grease) assembly | £7.20 |
| B-1175 | Rear Wheel Retainer (fits E83W) | £7.05 |
| 48-1190-A | Retainer (front wheel grease) assembly | £5.85 |
| 7W-1225-B | Rear Hub Bearing including race (fits all models except Models Y,C and E83W) | £76.50 |
| 68-1225-A and | Rear Hub Bearing including outer race | |
| 68-1236-A | (fits E83W only) | £66.50 |
| | Rear Wheel Bearing Kit (fits all models except E83W) | £160.00 |

Braking System

| | | |
|---------------|---|--------|
| YE-2019A } | Brake Shoes (set of 4-all models- exchange £10 surcharge) | £55.50 |
| 7W-2019 } | Spring (brake retracting) | £6.05 |
| Y-2035 | Spring (brake retracting) (set of four) Model Y | £20.00 |
| Y-2035 | Spring (brake retracting) not E83W | £5.15 |
| 7W-2035 | Spring (brake retracting) (set of four) not E83W | £18.50 |
| E83W-2035 | Spring (brake retracting) E83W only | £7.00 |
| E83W-2035 | Spring (brake retracting) (set of four) E83W only | £23.00 |
| Y-2036 | Spring (brake retracting) short | £6.50 |
| 7W-2116 | Front Brake Dust Covers (pair, fits all models except Models Y and C) | £8.60 |
| 7W-2205 | Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W) | £13.75 |
| E93A-2248 | Rear axle brake plate securing bolts, long (each) | £6.60 |
| 7W-2249 | Rear axle brake plate securing bolts, short (each) | £6.60 |
| Y-2454 | Brake Pedal (exchange-remove rubber from old pedal and send with order) | £17.50 |
| | Brake pedal return spring | £6.90 |
| E83W-2498A/B | Rear Brake Cables (Pair E83W) | £69.95 |
| E83W-2580/1B | Front Brake Cables (Pair E83W) | £24.00 |
| 7W-2580/1/4/5 | Set of Brake Cables (not E83W) | £60.95 |
| YE-2793 | Spring (handbrake lever pawl) | £2.95 |
| 7W-2853C | Hand Brake Cable (fits all models except Models Y, C and E83W) | £24.95 |
| | Hand Brake Cable Clevis Pin | £3.00 |
| E83W-2853B | Hand Brake Cable (fits E83W) | £27.40 |

Steering and Suspension

| | | |
|------------|---|--------|
| CE-3030B | Bolt (front axle to radius rod, not Model Y & E83W) | £38.50 |
| E83W-3032 | Bolt (Front axle to radius rod E83W) | £34.50 |
| E93A-3290 | Track Rod Ends (pair)all saloons and 5cwt vans | £65.00 |
| | Track Rod Ends (pair) E83W | £60.00 |
| YE-3304C | Draglink (Y model) | £72.75 |
| E493A-3304 | Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) | £67.50 |
| YE-3332 | Trackrod End Dust Cover (each, fits all models) | £4.20 |
| YE-3332 | Trackrod End Dust Cover (pair, fits all models) | £7.30 |
| YE-3332 | Trackrod End Dust Cover (set of four, fits all models) | £12.50 |
| YE-33111 | King Pin Set, complete (Model Y) | £70.00 |

| | | |
|-------------|--|---------|
| CE-33111 | King Pin Set, complete (Model C) | £70.00 |
| 7W-33111 | King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans) | £79.95 |
| E83W-33111 | King Pin Set, complete (E83W) | £59.00 |
| 7W-3590-A | Arm (steering gear) fits models 1937 to 1949 | £20.00 |
| Y-3446 | Front axle A-frame Bush (fits all models) | £6.65 |
| YE-3616B | Horn Button and Nut (Y model) | £8.20 |
| E93A-4020 | Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards | £7.85 |
| E93A-4020 | Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four) | £24.00 |
| YE-4035 | Gasket (rear housing) - 6 thou or 10 thou – please specify size | £2.75 |
| E493A 4050 | Retainer (rear axle shaft grease) | £7.50 |
| Y-4217 | Bolt (diff gear case) | £5.20 |
| 18-4217 | Bolt (diff gear case) | £5.40 |
| Y-4243 | Key (rear axle shaft) | £6.00 |
| Y-4507 | Gasket (torque tube to differential housing cap) | £1.78 |
| 7W-4507 | Gasket (torque tube to differential housing cap) | £1.78 |
| Y-4515 | Gasket (universal joint housing cap) | £1.69 |
| E93A-4607 | Pin (Drive Shaft) | £2.09 |
| Y-4615-B | Bearing (drive pinion) assembly Model Y | £15.00 |
| Y-4636 | Lock Washer (pinion bearing nut) all models except E83W | £2.55 |
| Y-4637 | Thrust Washer (pinion bearing) all models except E83W | £1.99 |
| Y-4655 | Torque tube bearing sleeve | £9.95 |
| E93A-18055A | Front Shock Absorber Link to fit E493A, E494A & 103E | £20.50 |
| E93A-18055B | Rear Shock Absorber Link to fit E493A, E494A & 103E | £20.50 |
| E83W-18055B | Front Shock Absorber Link to fit E83W | £25.00 |
| 6E-18055B | Rear Shock Absorber Link to fit E83W | £25.00 |
| | Shock absorber (specify which one required) | £85.00 |
| | Front wheel bearings (wheel), not E83W | £56.00 |
| | Front wheel bearings (per axle set), not E83W | £110.00 |
| | Front wheel bearings (wheel), E83W | £56.50 |
| | Front wheel bearings (per axle set), E83W | £110.50 |
| | Suspension Buffer (fits all models except Model Y) | £24.00 |
| | Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents | £80.00 |
| | Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents | £80.00 |
| | Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents | £145.00 |

Exhaust Systems

| | | |
|-------------|--|---------|
| Y-5230 | Model Y stainless steel exhaust system..... | £127.00 |
| E04C-5230-A | 5cwt stainless steel exhaust system..... | £121.00 |
| E93A-5230/ | Prefect and 7W stainless steel exhaust system..... | £199.00 |
| E93A-5255-C | | |
| E93A-5230 / | Anglia, 103E and 7Y mild steel exhaust system..... | £170.00 |
| E04A-5255-B | | |
| Y-5251 | Manifold to exhaust clamp | £9.95 |

Engine Parts

| | | |
|---------------|---|---------|
| E493A-18666-A | Pipe (cleaner outlet) assembly and | |
| E493A-18666-B | Pipe (cleaner inlet) assembly | £45.20 |
| E93A-18670 | Oil Filter Unions (pair) (fits all engines) | £12.95 |
| Y-6023 | Timing Pin | £11.50 |
| Y-6038 | Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) | £13.68 |
| Y-6038 | Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) | £25.00 |
| | Front Engine Mounting bolt | £1.30 |
| E93A-6250A | Camshaft (Chain Driven) | £62.75 |
| E93A-6258 | Retainer (camshaft sprocket) chain driven camshaft | £3.15 |
| E93A-6270 | Timing Chain | £18.30 |
| YE-6280A | Washer (camshaft thrust) all engines from 1936 onwards | £3.50 |
| CE-6310 | Crankshaft Oil Slinger | £2.85 |
| E93A-6310 | Crankshaft Oil Slinger | £2.90 |
| Y-6384 | Starter Ring Gear (fits all engines) | £47.95 |
| E93A-6510B | Valve guide (per split guide) | £23.00 |
| | Valve guide (per set) | £169.50 |
| CE-6505A/B | Short Length Valve (exhaust and inlet available) | £7.00 |
| E93A-6505F | Long Exhaust Valve (Can also be used as inlet) | £17.00 |
| Y-6513 | Valve Springs (set of eight) (fits all engines) | £23.50 |
| Y-6520 | Valve Cover (fits all engines) | £15.95 |
| 100E-6521 | Gasket, valve chamber cover | £5.00 |
| Y-6560 | Drive Bush (oil pump and distributor) (fits all engines) | £5.25 |
| Y-6561 | Drive Sleeve (oil pump and distributor drive gear) (fits all engines) | £5.25 |
| Y-6566 | Dowel (oil pump and distributor drive gear bush) (fits all engines) | £2.15 |
| Y-23670 | Pin (oil pump drive gear to sleeve) (fits all engines) | £1.30 |
| Y-6610B | Oil Pump Gear (fits all engines) | £4.95 |
| YE-6623 | Oil Pump Screen (fits all engines) | £9.77 |
| | Stainless steel dip stick tube | £30.20 |
| | Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines) | £55.00 |
| | Pre-War Piston Sets (8hp and 10hp, limited sizes only) | £40.00 |
| | E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040") | £205.00 |
| | E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040") | £49.50 |
| | 3-Ring 10hp Piston Ring Sets (+0.010", +0.020") | £20.00 |
| | Small end bushes (set of 4) | £27.00 |

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|--|--------|
| 8hp decoke gasket set (1932-34) | £35.00 |
| 8hp decoke gasket set (1935-1953) | £45.00 |
| 10hp manifold gasket | £7.75 |
| Manifold stud | £4.95 |
| Manifold stud (set of 4) | £18.80 |
| E15-Z-1 Decoke gasket set (E93A 10hp engine) | £29.95 |
| Conversion gasket set (E93A 8hp and 10hp engine) | £29.95 |
| 10hp cylinder head gasket | £19.95 |
| Studs (Cylinder head) set | £34.99 |
| Set nuts for cylinder head studs | £4.00 |

Clutch and Gearbox Parts

| | | |
|------------|---|--------|
| Y - 2454 | Clutch Pedal (exchange-remove rubber from old pedal and send with order) | £17.50 |
| Y-5102 | Gearbox Rubber Mounting (Y & C models only) | £49.95 |
| | Gearbox Mount Upper (not Model Y or Model C models) | £9.95 |
| | Gearbox Mount complete, per side | £21.95 |
| Y-7015 | Main Drive Gear (8hp) | £35.75 |
| YE-7015 | Main Drive Gear (10hp) | £38.50 |
| Y-7040 | Baffle (main shaft gear bearing oil)-rear | £1.25 |
| 7W-7050 | Retainer (main drive gear bearing) | £17.50 |
| 7W-7052 | Seal (main drive gear bearing oil) assembly | £5.00 |
| YE-7059B | Mainshaft and Bush | £35.50 |
| Y-7065 | Bearing (main shaft) drive gearball assembly | £21.95 |
| YE-7071B | Washer intermediate gear thrust washer | £7.60 |
| | Baffle (main shaft oil)-front | £1.25 |
| E93A-7085 | Rear Bearing Retainer | £19.75 |
| Y-7086 | Gearbox rear gasket | £4.50 |
| Y-7111 | Layshaft | £42.40 |
| 103E-7114 | Counter Gear (10hp) | £76.95 |
| Y-7119 | Washer (Counter shaft gear thrust) | £6.35 |
| CE-7141 | Reverse Gear | £29.95 |
| YE-7222 | Selector Housing | £19.50 |
| Y-7223 | Gearbox lid gasket | £2.50 |
| Y-7523 | Clutch return spring | £6.60 |
| 7W-7533 | Clutch linkage clevis pin | £2.15 |
| Y-7550 | Clutch Plate-All models, except E83W (exchange and send with order) | £29.50 |
| YE-7563B | Clutch Cover – All models, except E83W (exchange – send with order) | £62.00 |
| | E83W Clutch Cover (exchange-send with order) | £66.00 |
| E83W-7563 | Clutch release bearing-All models | £14.50 |
| E74-7580A | Clutch Pilot Bearing | £7.05 |
| E70-7600-A | Gear Lever Gaiter (except E83W) | £22.50 |
| C-943070 | E83W Gear Lever Gaiter | £19.99 |

Cooling System

| | | |
|---------------|--|---------|
| E0A-8100 | Radiator Cap (pressure type for 103E and some E493As) | £5.20 |
| Y-8109 | Radiator cap (brass screw type) | £8.50 |
| Y-8260 | Radiator Hose (reinforced, straight for pre-war engines, top) | £8.20 |
| Y-8260 / 8286 | Radiator Hose (reinforced, straight for pre-war engines, bottom) | £7.80 |
| E83W-8286 | Radiator Hose (moulded-E83W, top) | £22.06 |
| | Radiator Hose (moulded-E83W, bottom) | £21.95 |
| | Radiator Hose (moulded-bottom) | £20.40 |
| | Radiator Hose (moulded-top, pressurised radiator cap) | £19.75 |
| | Radiator Hose (moulded-top, brass non-pressurised radiator cap) | £18.60 |
| E493A-8501 | Reconditioned export water pump (exchange only – send with order) | £150.00 |
| | Water Pump Repair Kit | £35.00 |
| E493AFS-8509 | Pulley (water pump) | £35.00 |
| YE-8606B | Fan Blade (11") | £7.90 |
| E494A-8610 | Pulley (fan and generator 4.12" OD) | £19.50 |
| E93A-8620-A | Fan Belt (late 8 and 10 hp engines without waterpump) | £10.80 |
| E493AFS-8620 | Fan Belt (late 8 and 10 hp engines with export waterpump) | £8.99 |

Fuel System

| | | |
|-----------|---|--------|
| | Fuel Pump with spacer (no primer) | £43.50 |
| | Fuel Pump repair kit | £27.45 |
| | Fuel pump stud | £6.75 |
| | Fuel pump stud (set of two) | £11.60 |
| 91A-9030 | Cap – painted (petrol cap) assembly | £7.50 |
| 91A-9030 | Cap – chrome (petrol cap) assembly | £9.50 |
| E04A-9080 | 103E/E494A Petrol Filler Grommet | £12.95 |
| 7W-9080 | 7W / E93A / E493A Petrol Filler Grommet | £10.85 |
| BE-9288-A | Flexible Petrol Pipe (except E83W) | £15.35 |
| YE-9355 | Fuel Pump Cover (all models) | £3.60 |
| YE-9364-B | Gasket (fuel pump screen cover) | £0.88 |
| YE-9365 | Fuel Pump Cover Screen (all models) | £1.50 |
| YE-9374 | Gasket (fuel pump to cylinder) | £1.28 |
| 7W-9425 | Inlet Manifold (10hp) | £19.00 |
| YE-9435 | Gasket (inlet manifold to exhaust manifold "hot spot") (all models) | £3.60 |
| YE-9448 | 8hp manifold gasket | £7.50 |
| | Rebuilt 8 hp Carburettor (exchange-send with order) | £82.00 |
| Y-9447 | Rebuilt 10 hp Carburettor (exchange-send with order) | £89.50 |
| CE-9447 | 8hp Gasket (carburettor to inlet manifold) | £1.53 |
| YE-9502 | 10hp Gasket (carburettor to inlet manifold) | £1.33 |
| YE - 9555 | Carburettor Gasket Kit | £7.95 |
| YE-9660 | Carburettor Float (all models) | £4.50 |
| | Connector (Starter Valve) Assembly | £6.00 |

| | | |
|----------------------|---|---------|
| 48-9735 | Accelerator Pedal (all models except Y,C and E83W)..... | £13.95 |
| | Ignition System | |
| E83W 12024A | Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards)..... | £68.00 |
| YE-12100B | Set E93A ignition leads | £17.95 |
| YE-12116B | 6V Ignition Coil (All models-not original)..... | £39.75 |
| YE-12185B | Distributor-rebuilt (exchange-send with order)..... | £50.00 |
| YE-12191B | Distributor Cap (All models 1935 onwards)..... | £13.50 |
| YE-12199B | Toggle (All models 1935 onwards)..... | £1.08 |
| YE-12200C | Spring (distributor weight) no 1 - light..... | £2.85 |
| YE-12242-B | Contact Set (All models 1935 onwards)..... | £15.90 |
| YE-12300B | Rotor (All models 1935 onwards)..... | £5.65 |
| 52-12405A | Spring (distributor weight) no 2 - heavy..... | £1.40 |
| 52-12405A | Condenser (All models 1935 onwards)..... | £9.90 |
| 52-12405A | Spark Plug, L86C (All models also 100E)..... | £4.08 |
| 52-12405A | Spark Plug, L86C - set of 4 | £13.00 |
| | Electrical System | |
| E494A-10001 | Dynamo-2 brush, early type (exchange-send with order)..... | £89.50 |
| E494A-10001 | Dynamo-3 brush, early type only (exchange-send with order)..... | £110.00 |
| YE-10094 | Dynamo-3 brush, late type only (exchange-send with order)..... | £89.50 |
| 7W-10505 | Bearing (generator drive end) assembly..... | £8.95 |
| | Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only)..... | £29.95 |
| E93A-11001 | Voltage regulator (rebuilt, exchange send with order)..... | £70.00 |
| YE-11001C | 10hp Starter Motor rebuilt (exchange-send with order)..... | £125.00 |
| 7W-11359 | 8hp starter motor (exchange-send with order)..... | £115.00 |
| BE-11450 | Spring (starter pinion retaining)..... | £1.18 |
| Starter Switch | £28.00 | |
| 11930-ES7/8 | Rivet (Generator drive end bearing retainer plate)..... | £1.10 |
| E493A-13007 | E493A Pre Focus 30W/24W Bulb (E493A Prefect only)..... | £4.50 |
| E493A-13007 | E493A Pre Focus 45W/35W Bulb (E493A Prefect only)..... | £6.10 |
| ET6-13007-B | Headlamp Bulb 36W/36W | £6.60 |
| 7V-13061 | Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)..... | £1.10 |
| CE-13061 | Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)..... | £1.10 |
| YE-13081 | Spring (front sidelight socket 1934 onwards except E493A)..... | £0.95 |
| CE-13101 | Spring (headlamp focusing)..... | £1.10 |
| E93A-13130 | E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only)..... | £29.50 |
| 103E-13408B | 103E Plate Rear lamp base please specify nearside / offside | £21.55 |
| 103E-13408B | 103E Plate Rear lamp base (pair)..... | £41.50 |
| 103E-13420/1 | 103E Rear Lamp Rubber Base Pads (pair)..... | £18.99 |
| 103E-13450/1 | 103E Rear Lamp Lenses (pair)..... | £29.99 |
| | E493A refurbished number plate lamp | £70.00 |
| ET6-13465 | Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)..... | £3.45 |
| 40E-13466 | Panel bulb 6V 3W | £4.00 |
| 78E-13466 | E493A Sidelight Bulb 5W MBC (E493A Prefect only)..... | £3.35 |
| BE-13466-A | Sidelight Bulb 5W CC (not E493A)..... | £3.40 |
| E83W-13550B | Popular no. plate lamp (E83W and 103E only)..... | £21.75 |
| CE-13740A | Toggle Switch (panel lamp)..... | £10.60 |
| 38193-57 | Headlamp mounting bolts plus nuts (each) | £9.99 |
| | Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)..... | £26.00 |
| | Model C Semaphore Direction Indicator (6volt only) (exchange only)..... | £99.00 |
| E04A-118004B | Semaphore Direction Indicator (6volt only) (exchange only)..... | £65.00 |
| E04A-118004B | Semaphore Direction Indicator (6volt only) (no exchange)..... | £95.00 |
| | Rubber Grommets and Seals | |
| E68-AD-1 | Fixed side window rubber (per ft) (saloons 1937 onwards)..... | £1.99 |
| 7W-16625 | 7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair)..... | £4.95 |
| | E83W Bonnet Corner Pads (Pair) | £15.00 |
| | E83W Bonnet Corner Pads (Full set) | £19.00 |
| 81A-16754 | Bumper (bonnet side panel), E493A, E494A and 103E | £0.99 |
| 81A-16760 | Bumper (bonnet dowel locating) fits E493A | £4.40 |
| | Grommet-gearbox cover | £4.60 |
| | Set of three grommets-gearbox cover | £12.20 |
| CE-171515A | Grommet (windscreen wiper)..... | £3.50 |
| E93A-17772 / 3 | E93A Prefect / Anglia / 103E Bumper Grommets (pair)..... | £19.99 |
| E493A-17772/3-B | E493A Prefect Bumper Grommets (pair) | £32.90 |
| E93A-35184 | Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) | £1.99 |
| E83W-111172 | Opening windscreens rubber for E83W..... | £25.00 |
| E04A-7040318 | Rear no plate rubber bumper (Anglia and Popular 1939 onwards) | £2.20 |
| 100E-7043531 | Boot T Handle Escutcheon rubber seal | £5.95 |
| 48-702610A | Door post rubber bumper (one per door post 1937 onwards) | £5.95 |
| 62E-731942 | E83W Door Rubber seal (enough for both doors) | £16.95 |
| 7W-940502 | Opening windscreens rubber for Prefect and 5cwt van..... | £21.10 |
| 7W-940502-B | Front screen rubber for 103E/E494A/E04A..... | £19.50 |
| 7W-941480 / 1 | Weatherstrip door bottom (per ft) all saloons 1937 onwards | £2.80 |
| 7W-970700 | Roof weatherstrip (per foot) All models except Y and C..... | £2.30 |
| 103E-7025856 | Rear screen rubber for all saloons (not E93A or 7Y deluxe) | £15.50 |
| | Miscellaneous Body Fittings | |
| E93A-5036 | Tube (starting handle guide) assembly - 103E Popular..... | £28.99 |
| E493A-5036 | Tube (starting handle guide) assembly - E493A Prefect..... | £30.99 |
| E03CF/A-8213 | Grille Badge, "Thames" (blue enamel) (E83W)..... | £12.70 |
| 103E-8213-A | Ford Popular Grille Badge (103E Popular)..... | £10.50 |
| E494A-8215 | E494A/E494C/103E Grille Badge Mount | £14.95 |
| | Rear Axle | |
| 100E-1107 | Wheel stud | £4.00 |
| 100E-1175 | Rear hub seal, original material | £13.70 |
| 100E-1175 | Rear hub seal, modern neoprene | £7.00 |
| E493A-4050 | Retainer (rear axle shaft grease) | £7.50 |
| 100E-4209 | Crown wheel and pinion | £80.00 |

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

107E Specific Items

| | | |
|--------------|--|--------|
| 105E 42A8B | Rear hub oil seal, 107E only..... | £7.00 |
| 105E-4676B | Pinion oil seal, 107E only..... | £7.00 |
| 107E-6020 | Timing chain cover gasket..... | £2.50 |
| | 105E oil filter | £6.50 |
| 105E-7550C | Clutch driven plate, 107E only (exchange £10 surcharge *)..... | £30.00 |
| 105E-7563D | Clutch pressure plate, 107E only (exchange £10 surcharge *)..... | £60.50 |
| 107E-8260 | Top radiator hose, 107E only | £14.20 |
| 107E-8286B | Bottom radiator hose, 107E only | £15.40 |
| 105E-8620 | Fan belt, 107E only | £5.80 |
| 105E-9448 | Manifold gasket, 107E only | £3.00 |
| 107E-9959B | Float chamber gasket | £2.00 |
| 105E-12116 | Distributor cap (round type)..... | £17.00 |
| EOTA-12199-C | Contact set (round type distributor only)..... | £15.90 |
| 105E-12300-A | Condenser (round type distributor only)..... | £9.90 |
| 105E-10043 | Brush set | £4.75 |
| 105E-11057 | Brush set starter motor | £4.75 |
| 353000 ES | Core plug, 107E only..... | £2.98 |

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-war

1938 Ford 8 for restoration. One registered keeper from new. Just out of long term storage. Old green log book and newer V5 here. A rare find. I can email pics to interested buyers. I have a contact for a classic enthusiast who transports cars cheaply with care. £2250 ono. Glasgow. Tel: Robert Peart on 0141 224 5038 or 07931 724721 or email Robert_Peart@sky.com. (Non-member)

1939 Ford 8 7Y Deluxe. 88,000 miles, black in colour. This car has been dry stored for over twenty years and is complete but requires restoration. Age related registration. £995 ono. South Wales. Tel: Bill Rudd on 07952 875666 or email nicholas_rudd@hotmail.com. (Non-member)

Post-war

1956 Ford Popular 103E. Very good original condition. Still has 6 volt electrics. Black with red interior. Good tyres and mechanically sound. £2500 ovno. Southampton. Tel: Mr Gale on 02380 407890 or email agalespanner@aol.com.

1956 Ford Popular 103E. Grey. Needs attention but was used regularly for short trips up until two years ago. Has un-diagnosed electrical problem – ran well otherwise. Roof needs welding on sides. Garaged. Offers please. Stratford upon Avon, Warwickshire. Tel: Matthew Hale on

07762 900049 or email matthale58@gmail.com. (Past member)

Wanted

Various 100E trim items. I'm after four overiders and an outside sunvisor for my 1958 Anglia Deluxe 100E. Tewkesbury. Tel: Maurice Wilby on 01684 295501 or email maurice@kyalami.plus.com.

Spares

Upright steering box for sale. In good order; adjustable type. Please ring for details. £40. Sandown, Isle of Wight. Tel: A. D. Newnham on 01983 403873.

Various parts for (mainly) pre-war Sidevalve. Four Avon 5.25-16, good tread and side walls. Bonnet complete with front screen, mechanics with propeller. Bonnet, boot, front wings and inner wings. Sunvisors, pedal rubbers, bumper rubbers, front bumper, distributor, cut-out, side ashtrays, boot strap, etc. Moving so clearing garage. Lots more available please contact Dave after 7pm (not asking silly money, just want good homes). Also, 100E starting handle available. South Wales. Tel: David Langrish on 01656 744291 or email david.langrish14@gmail.com.

100E engine for sale. Non-smoker, out of a 100E 4 door, inspection welcomed, will fire her up for you! Swansea. Tel: Nigel on 07885 847581. (Non-member)

Miscellaneous

100E Super Profile book. Ford 100E (Anglia/Prefect/Popular), Super Profile hardback book by Melvyn Smith, excellent condition, free delivery. £9. Berkshire. Tel: Mr E H Beard on 01753 549694 or email ernie.h.beard@googlemail.com

Sidevalve manual found in loft – free! Ford Anglia, Prefect 100E 1953-62 autobook published by Autopress Ltd. It is in a disgustingly filthy oily condition so I don't believe it has any intrinsic value but we had happy times with our Ford Anglia in the 1970s and would like to offer this manual, for the price of postage only, to any owner who might have use of it. As I say it really is in awful condition, however the pages are perfectly readable for anyone restoring one of these cars. The postage & packing would be about £3.00, or it could be collected. Marlborough/Hungerford area. Tel: Judy Haynes on 01672 870587 or email joodee@tiscali.co.uk. (Non-member)

Two Ford jacks for sale. One from a 30s Ford 8 and the other from a later Upright Prefect – both belonged to my father and I would like to sell them to members. The jacks are too heavy to post so will need to be collected from my home in Sutton Coldfield. Sutton Coldfield, Near Birmingham. Tel: Mr L. Cooper on 0121 240 1340. (Non-member)

Ford instruction book. For Anglia and Prefect cars 1939-1953. Best offer please. Halesowen, West Midlands. Tel: Trevor Whitehouse on 0121 550 4449 or email silversand2@aol.com. (Non-member)

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

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



Sidevalve

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

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

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

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

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

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

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

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

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

Please indicate heading:

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

Name _____

Address _____

FSOC Membership No._____

Email address_____

You may photocopy this page if you prefer.



Ford Sidevalve Owners Club

Club Officials

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

Chairman: John Porter, 16 Nuneaton Lane, Higham-on-the-Hill, Nuneaton, Warwickshire, CV13 6AD. E-mail: sv1172@aol.com.

General Secretary: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, OX14 5WA. E-mail: generalsecretary@fsoc.co.uk.

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

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

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

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

Spares 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. E-mail: neilpatt@btinternet.com.

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

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

E-mail: technical810hp@fsoc.co.uk.

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

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

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

Website/Pop Shopper: Mark Bradbury.

E-mail: webmaster@fsoc.co.uk/pop.shopper@fsoc.co.uk.

Publicity: Vacant position.

Sidevalve News Editor: The SV News Editor, PO Box 1172, Abingdon OX14 5WA. E-mail: editor@fsoc.co.uk.

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

E-mail: regionalorganiser@fsoc.co.uk.

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

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War

Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland.

E-mail: prewregister@yahoo.co.uk.

E83W

Yvon Precieux (Acting E83W Registrar).

Contact details above.

Anglia, Prefect, Popular

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA.

Specialist Applications

Vacant.

Specials

Ian Woodrow, 1 Baddesley Close, North Baddesley, Southampton, Hampshire, SO52 9DR.

E-mail: specialsregistrar@fsoc.co.uk.

100E/107E

Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex, CO14 8NA.

E-mail: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

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

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

Cams, Lincs and Norfolk: Brian Cranswick 07984 631064.

E-mail: popular103e@yahoo.co.uk. *Please ring for details.*

Coventry and Midlands: Colin Pudge 02476 678418 or 07971233642.

E-mail: enfo56@live.co.uk. *2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.*

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

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

East Midlands: Liam Cotton, 01283 219508. E-mail: liam.cotton@btinternet.com.

New Regional Group. Please contact for details.

Glos, Hereford and Worcs: John Pole 01684 564829.

E-mail: johnruthpole@googlemail.com. *3rd Thursday, venue TBA.*

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

Kent: Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk.

Third Wednesday: The Early Bird Pub, Grovewood Drive North, Weavering, Maidstone, ME14 5TQ (next to Tesco on the Grove Green Estate) 7.30pm.

East Lancs: Steve McKenna 07885 433496. E-mail: steve.mckenna@rocketmail.com. *Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.*

London 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@righthandconsultants.co.uk. Mobile 07831 622075.

2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.

North West Midlands and Welsh Borders: Stuart Battersby. 07801 306404.

E-mail: battersby56@sky.com. *1st Tuesday, The Peacock, Nantwich CW5 6NE, 7.30pm.*

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

Nottinghamshire and Derbyshire: Robert Marshall 32, Florence Street, Hucknall, Notts NG15 6EB. Tel: 0115 9556802. romarpop@ntlworld.com.

Scotland – East: Robin Barlow 01356 648876. E-mail: robin-17_bar@tiscali.co.uk.

Scotland – West Central: Graham Little, 83 Ambleside Rise, Avon Grove, Lanarkshire. ML3 7HJ. 01698 421196 or mobile (texts preferred): 07703 167777.

E-mail: gslittle@aol.com.

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

South Wales: Dave Langrish. 01656 744291. E-mail: david.langrish14@gmail.com. Please contact for details.

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

Sussex: David Pickett 01448 483350. *3rd Wednesday: Barley Mow, Selmeson, A27. 7.30pm.*

Three Counties – Herts, Beds and Bucks: Robin Thake 01279 659245.

E-mail: robjenthake@aol.com. *1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.*

Wiltshire: Sally Litherland 01722 323035. E-mail: salitherland@hotmail.com.

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

International Contacts

Australia: Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, E-mail: gordon14days@gmail.com.

Belgium: François Jordae, Reetsesteenweg, 143, 2630 AARTSELAAR. Tel: 03/844.07.68.

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

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

India: Bipin Pole, 129 A/1 Chiplunkar Road, Erandawane, Pune, 411004, India. Tel: 91205432153 / 919822190242 (mobile). E-mail: bipin_pole@hotmail.com.

Ireland: Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173. E-mail: williamconcill@circom.net.

Malta: Reniel Pisani, 'Our Nest', St. Georges Road, Ghaxaq, MALTA GXQ 1253. Tel: +00356 79208378. E-mail: renelpisani@hotmail.co.uk.

Scandinavia: Håkon B. Øverland. Saupstadringen 43 A, 7078 SAUPSTAD, Norway. E-mail: hoverl@broadpark.no.

Sri Lanka: Lankananda Dela, No. 149, Dodampe – 70017, Ratnapura, Sri Lanka. Tel: 0094 45 2226939 (residence), 0094 71 9667237 (mobile).

E-mail: lankananda.dela@yahoo.com.

Continued from page 12

which came to less than £5 and that included the replacement parts, fresh oil for the sump, and two gallons of petrol. He did, however, recommend that we try to avoid steep hills wherever possible and our idea of visiting Tavistock had to be abandoned as we left Dartmoor for less challenging parts of the county. After a week of motoring we eventually arrived back in South London, none the worse for wear, and I am pleased to say Lulu behaved herself for the rest of our trip.

At the end of August we had a family holiday booked in a cottage just outside Dartmouth and Lulu made her second journey westwards carrying me, my girlfriend and a couple of relations of mine. In order to avoid the heavy traffic, which was becoming a feature of taking holidays in the West Country, we decided to leave London on the Friday evening, travel overnight and sleep in the car once we had arrived near to our destination. By the time we had reached the western outskirts of London to join the A30 it was getting dark. There were no such things as motorways in those days and few towns had bypasses so the journey to Devon could be quite arduous and lengthy. As night fell it became very clear that Lulu's headlights were of about one candle power, so speed had to be restricted accordingly and the 220 mile journey took around 9 hours. I seem to recall that, with a strong wind behind her and going downhill, I once got Lulu up to around 69 mph on the speedometer but she usually cruised along out of town at between 40–50 mph which gave over 30 mpg. Happily we had no problems with Lulu during that holiday apart from getting one rear wheel sitting in a rut when parking, which caused the petrol in the tank to flow to one side so it could not be pumped through to the engine. The problem was resolved when a few local friends helped push her out onto flatter ground.

We took a number of drives from our holiday home and, not only did my girlfriend and I together with my grandfather actually get to Tavistock, but also went a little further west into Cornwall. The return journey to South London was equally uneventful although, as my girlfriend and aunt had been obliged to leave on the Friday by train, I was travelling alone. This did result in a bit of a mix up routewise and I managed to get caught up in the Farnborough Airshow traffic, resulting in a journey time of around 13 hours!

That was the last long journey Lulu made under my ownership. The winter of 1962/3 proved to be very harsh and, as well as being cold and drafty, Lulu became very temperamental indeed and refused to start



Photo 3

more often than not, even with the use of the starting handle. Early in 1963 I had the opportunity of purchasing a 1947 Austin 8 and, sadly, Lulu had to go. My final drive in her was to a scrap dealer near Loughborough Junction in South London where, with some sorrow, I bade her farewell and left her to her fate.

Whether she was actually broken up I do not know but, as you can gather, she left me and my girlfriend – later to become my wife – with a lot of memories. I have since owned and driven a whole variety of cars but none of them, apart from the Austin 8, are remembered quite so vividly as my year with Lulu. Some five years later I acquired a more modern Ford Popular which we referred to as being of the 'Sit up and beg variety' but, unlike Lulu, this motor is all but forgotten (photos 3–5).



Photo 4



Photo 5

Yvon Precieux

E83W Register

Registrar's comments

Some historical reading for you this time, as some members who own windowed vans may count yourselves lucky not to have gone through the process of the dreaded purchase tax that was to unfold after the war years. Ford E83Ws that come from airfields etc. via the various armed services do still pose a problem with tax officials today if not with their DVLA log documents.

Purchase tax and fitting windows in vans

Before 1st June 1956, motorists were able to buy a new van and, by adding side windows and a few extra seats, convert it into a comfortable family vehicle. By buying a van instead of a car, they had to pay far less purchase tax than their friends who chose a highly taxed saloon. However, that loophole was closed by Section 7 of the Finance Act in 1956. Although it had generally been realised that there had been a change in the law, for most motorists the present state of affairs needed constant clarification after this date.



Photo 1

Hence, if one was thinking of converting a van into a 'car' it was well to have your facts straight. Here are some salient points at the time: purchase tax being chargeable on the wholesale value of an article; cars being liable (under Group 35A) at 60%; vans only liable for tax in respect of their chassis (under Group 35D) at 30%. Many vehicles were exempt from tax, including such unlikely transport as the E83W 'gully emptiers' and fire engines. But, also exempt were vehicles highly suitable for conversion, such as the E83W ambulances, prison vans and vehicles constructed to carry not less than twelve passengers. Certain

government departments did not pay purchase tax on any motors they purchased, including vans and motor cars. These departments included: the General Post Office, the Admiralty, the Air Ministry, Ministry of Health, Department of Health for Scotland, Ministry of Supply, Stationery Office, War Office and the Ministry of Works. Once a van had been converted, by the addition of side windows or the fitting of additional seats, making it 'adapted solely or mainly for the carrying of passengers', then additional purchase tax could be required. Tax due on a converted van was calculated on the current wholesale value of the 'car' less any tax that has been paid on the chassis of the unconverted vehicle when it was new.

Although legally it was the responsibility of the owner to show that this tax was paid, in practice the Commissioners of Customs and Excise found out the amount paid from the manufacturer's records. For example, when buying a van six or seven years old, in fair condition for its age, and then converting it by the addition of side windows, the local Customs and Excise Officer would inspect the van when converted and make a report. From this report the Commissioners of Customs and Excise would then determine that the price this vehicle would now fetch on the current wholesale market could be some £160 – i.e. £100 basic price, plus £60 purchase tax. However, when the van was new, about £60 tax would have been paid on the chassis, so that no additional tax would be required, but if the chassis tax was more than £60, no recompense could be expected.



Photo 2

As bureaucracy was better then than now, details of local excise officials could be found in the telephone directory and it was these who normally would give an estimate of any additional tax payable for a particular model and year. For example: 1957 Ford 10 cwt: estimate of additional tax: £75. 1954 Ford 10 cwt: estimate of additional tax: £25. 1957 Ford Thames 5 cwt: estimate of additional tax: £95. 1954 Ford Thames 5 cwt: estimate of additional tax: £75. 1954 Ford Thames 5 cwt: (Old Model) estimate of additional tax: £25. These figures could vary on the condition, tax changes, and the then current wholesale market values.

As the 1950 budget had introduced chassis tax on vans, so owner-drivers were obliged to take this further into account if they were thinking of converting a van manufactured before this budget, otherwise they could find themselves having to pay a considerable amount of tax with no chassis tax having been paid and tax due on conversion. As an example, little or no tax would be payable on a Ford 10 cwt, late 1950, but the same model delivered in 1949 or early 1950 would be liable to approximately £60 or more on conversion. Any tax chargeable on the converted vehicle was due when the conversion was completed, or when the 'car' was first used or registered after the conversion process had begun, whichever was the earlier. The tax was required to be paid within seven days from the receipt of the demand note, but it was usual for the Commissioners to collect the money in a monthly instalments. Once a van had been converted and the tax had been assessed and paid, then any further additions to the car – additional seats, respraying, general touching-up, and so on – did not make the car liable to further purchase tax.

The most common form of conversion was the fitting of side-windows and a handyman, with half an hour and a quarter-inch Whitworth, could change an exempt vehicle such as a Ford E83W ambulance, for example, into a chargeable one simply by removing the characteristics, such as the stretcher bearings, or by reducing the number of seats. One must not forget the types of vehicles offered for sale by Government departments, especially the GPO. Unconverted, these vehicles did not attract purchase tax, but if you did buy, say, a Post Office van, no matter how old and battered, and fit side-windows then it was liable to tax, as none was originally paid on the chassis. Conversions had to be reported to the local Customs and Excise Officer as soon as completed or as soon as the van was to be used or registered, whichever was the earlier.



Photo 3

Advice was to give as much detail as possible, including make, model, year, registration number, engine and chassis numbers with any invoices or bills for the cost of the conversion and the receipt for the purchase of the van, if available, and when and where the car could be examined. Forgetting to report a van conversion involved a penalty of £100, or treble the amount of tax payable, whichever was the greater. (Photos 1-2 via Les Foster and photo 3

James Coulson.)

Thames Exide batteries van

Simon Smith from the last issue was extremely prompt in forwarding vehicular detail on his Thames Exide batteries van. As a working vehicle it retains its shelving and gives a taste of what's to come in the next issue when Simon forwards further photos. (Photo 4.)



Photo 4

Tony Lloyd

100E Register

Martin Hatfield's second instalment: HVS 697

Martin Hatfield: This Prefect (top right) has returned to the road after an absence of 25 years. The story begins back in 1991.

I was working for North Yorkshire County Council in the transportation department. Somehow the council owned a school in Sedburgh, in Cumbria. I was dispatched to set up a maintenance deal for their minibus between the school and their local garage.

On arrival at the garage I was told if I needed to inspect the minibus then it was parked 'round the back', next to a sad looking green 1955 Prefect which I was told had been parked there for a number of years. It was never moved but was started up and MOT'd each year, and belonged to a lady in London.

About a week later I received a phone call from a lady in London who had got my number from the Club magazine, wanting to know if I knew anyone who wanted to buy her Ford Prefect which was in the North of England. I asked if the car was in a garage in Sedburgh and she was stunned when I explained I had been looking at it only the previous week! She wanted 'in excess' of £1500 for the car, which by this time had had its original registration number GMD582 sold and been re-registered as HVS697. I said I would ask around and that's how things remained for two years.

In 1993 I was travelling to the Lake District, a journey which took me through Sedburgh. The little Prefect came back to mind and I called at the garage for petrol. I asked about the Prefect and it was still there, though by this time it was full of water level with the bottoms of the doors and looking really sad. Three days later when I arrived home I received another phone call from the lady in London, now desperate to sell the car. I offered her £150 and she told me to go and collect it – which I did!

A week later and dried out it became apparent that the car, despite its scruffy outward appearance, was in excellent condition, no welding required at all! I quickly stripped the car, painted the underside of the body, overhauled the brakes, and started the engine, which had been totally overhauled 3000 miles previously

in 1979 for £150! Then it was down to the local paint shop for the re-spray – this was 1994. In 2009 I collected the car and brought it home, in exactly the same state that I had delivered it 15 years earlier! It then stood in my garage for a further three years until early last year when I decided enough was enough. I re-overhauled the brakes, got it running again, sent the bumpers for re-chroming, sourced the few bits and bobs that were missing, and delivered it to a reliable paint shop, from where it emerged a month later looking pristine. Over the last couple of months I have gradually put it all back together again and have now driven it for the first time since it arrived from Cumbria 20 years ago!

I'm now looking forward to some dry weather to enjoy using it over the summer.

Many thanks to Martin for allowing us an insight into the story of his two cars. It may even spur me on to do some more work on my Prefect which has been languishing in my garage for a few years now. – Tony.

Yellow van in Essex: SHM 363

I recently received a register form – which is quite a rare event these days – from member Roy Russell. Even rarer is the fact that it was for a 300E van. So, here is another story to whet the appetite of those poor souls who like me are flagging with their own restorations.

Roy Russell: I was at Tilbury Fort Car Show and I got talking to a chap who said he was looking to sell his 300E van (right). I already had two Mini Coopers from the 1960s and I did not really want any more cars. However a van might be useful for my painting and decorating business. Anyway, it was work having a look. The van had been off the road since 1990 and the previous owner had started to do it up, and it was looking decidedly sorry for itself in patchy primer. Underneath all of this was a sound van, however, and it had only covered 59,000 miles. A deal was agreed and I was the new owner.

In fact the only welding that the van needed was a one inch weld to the offside rear door. This is the only welding that the van has needed in its entire life. The nearside wing was replaced and after weeks of panel beating and preparation the



van was resprayed.

The engine, according to the bills that came with the van, had been rebuilt in my home town of Grays. I thought that it would be okay but it was not. My good friend Roger Hill rebuilt the engine for me and now it runs very sweetly. I am hoping to attend some local shows with the van this year so look out for me.



Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

With all that rain and subsequent flooding, Ford Sidevalve-powered boats would have been a good means of transport. Vanadium Ltd of London were offering the 8hp ready modified for marine use in 1934. Further use of Vanadium-Ford engines was in the Cadet Class, three-seater 14ft runabouts capable of 23 mph. Anyone got one stowed away in the garage rafters? A number of boat builders constructed cruisers that were fitted with the 10hp engine including firms such as Watermota, W & J Todd, and H T Percival.

Jigsaw completed

Ivor Bryant has solved the jigsaw question from the last issue. Affectionately known as Noddy, MSK 949 was owned by Club and committee member Peter Williams when it was painted red. Regrettably, due to ill health Peter had to sell Noddy, so perhaps it has been repainted and sign written, or perhaps artistic licence was in force? Perhaps the E83W Registrar will tell us more?

New members

We welcome three vehicles changing owners: two E493A Prefects from 1952/3, owned by Tony Goodyear from Shropshire and John Shaw from Dorset; and Richard Greenaway, the Kent group regional contact, has acquired a 1954 103E Popular.

History and holidays

I am always very pleased to receive articles. Rex Berreclot from Rochford, Essex has kindly supplied the following:

Having just read the article by Søren Palsbo in the February issue of *Sidevalve*, I am prompted to recall a little history and past holidays.

I bought my E493A 1951 Prefect, registration number STW 606, way back in April 1968. The previous owner said that if I didn't buy it, the car would be sent to the scrap yard. What alternative did I have? I took one look at it and

decided I just had to have it! Was it those cute teddy bear ear type flashers on the roof, or the modern Cortina side lights that someone had fitted? Whatever it was, the car just seemed to saying to me "Buy me!" I inspected the car. Yes, there were holes in the inner wings and a few other places. "Oh, I'll patch them up with a glass fibre repair kit!" I thought. And it worked, for a while.

I was an apprentice to an engineering firm in those days, and as such, thought it might be a challenge to restore it. I paid the princely sum of £5 and the car was mine to keep. It was my first ever car, and a few months earlier I had passed my driving test. What was a young lad to do; I just had to have four wheels and this was a bargain! The engineering company I worked for kindly allowed me to keep the car on the premises whilst I restored it.

Some months later, with minor restoration – mainly those fibre glass repairs, some new parts which were easily obtainable then, a rebuilt engine and a do it yourself respray – the car passed its MOT and was ready for the road.

Photo 1 shows the car after its first, not so good restoration.

I was ready to impress my girl friend by turning up on her doorstep with this shiny vehicle. She was impressed! The interior of the



Photo 1

car was rather wanting and shabby but the outside looked good. That was enough. "I'll work on the interior another time," I thought. (I have done so some 40 years later!)

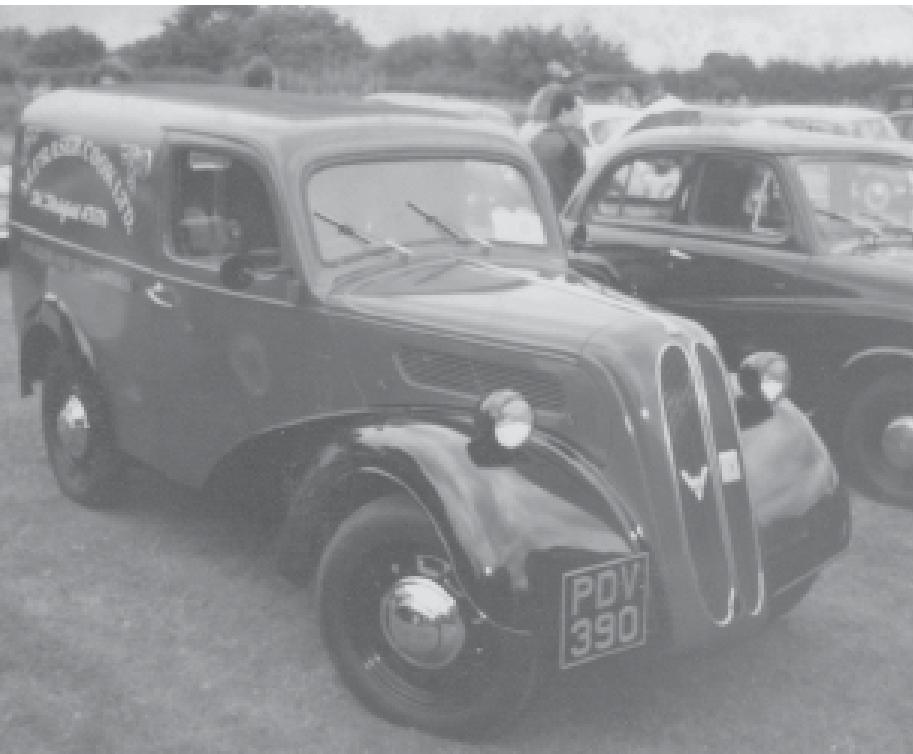
My girlfriend, Lynda (now my wife), would tour around Essex visiting the high and lowlands of this beautiful county. The car was very reliable and never let us down once; no vaporisation problems then.

Thanks to Lyn's diary keeping, I am able to write the following.

In May 1970, we decided with two other friends to go on a camping trip to Thetford Forest. Our friends were Bob and his new wife Maureen. Bob had named the car 'Prefect', because it was missing its 'P' from the script badge on the boot lid. It was going to be a real adventure. We packed up our equipment in the boot and inside the car and set off. It took several hours to get from Rayleigh to Thetford Forest. We did find a café on the way and had lunch. On reaching the forest, we were able to drive into it and have a brew up, and a bite to eat (photo 2).



Photo 2



well on the way to being fully restored. Watch out for news in future register editions!

My Sidevalves over the years and the other owners – extra

When Alan Flockton purchased his E494C 5cwt van in Sherborne, Dorset the owner owned another one, PDV 390. PDV 390 was first licenced in Devon in 1954 and is featured with a Club grille badge; however it is unknown to the register (photo 3).

Register 25 Years Ago – Sidevalve News April 1989

I announced that I had purchased another Sidevalve to add to my fleet – not an Upright this time but a 100E Anglia.

Photo 3

Member's profiles were of two 103E Poplars which include POP as part of their registration. Birmingham Borough Licensing Authority used OP amongst its various letters. In December 1954 they issued the series with the letter P before the OP. During the last year, two 1955 103E Poplars joined the register from this series.

POP 255, owned by Michael Dickinson from Lancaster, was registered as TRN 585A when purchased in September 1987. The original registration SAF 73 had been sold to Elite Registrations in 1984. Scanning through *Exchange and Mart*, Michael noticed the registration POP 255 for sale. POP 592, owned by Arthur Johnson from Llandudno Junction, North Wales had been purchased on 1st May 1959 and had doubled the mileage to 108,000. (Since April 1989, POP 103 has joined the register and is on a 103E Popular in Malta.)

I reminisced about the AA and RAC motoring organisations using motorbikes and sidecars, and how they used to salute you when they travelled towards you. My late father was not a member of either organisation, but we always got a salute as we had three badges on the grille, and I suppose that they didn't have the time to study the display when passing. A John Howe cartoon accompanied the article.

Then we settled down for the night. Did we have a tent? No. We were young and foolish then, and only had a small car, so minimal packing was necessary. We had a ground sheet and a blanket, so we slept under the stars in the middle of the forest! It was a noisy night, as animals seemed to be roaming all around us. Thankfully the deer didn't have a taste for blankets! It was not a comfortable experience. I recall the ground was quite stony! Her having recently married Bob, I wondered what Maureen thought of the whole experience. It was not the sort of thing one would expect so soon after marrying!

The next day, unsurprisingly after that uncomfortable night, we up were up at 6:00 am, brewed up, and had a quick bite to eat before walking round the forest. It was magical, walking through the columns of trees. After that we drove into Bury St Edmunds for a sandwich brunch and a walk around the cathedral gardens. Then we took the long drive home. The 'Refect gave us no trouble at any time, getting us there and back without a hitch.

Later the same year, Lyn and I were to go on a week's holiday to my home town of Hastings.

We toured many sights in Kent and Sussex, and the only time we had a problem with the 'Refect was when we had a puncture which was soon remedied. We repeated the same holiday two years later. Again, the 'Refect was very reliable. There was no Dartford Crossing then, only the tunnel. The A21 was mainly a single road, darting off along all sorts of A, B roads and through villages. I do remember the journey from Rayleigh to Hastings took over three hours! However, in those days roads were not so busy, and I felt journeys were less hurried. Definitely not true today.

What of the 'Refect now?

The car came off the road at the end of October 1973 and has been garaged ever since. The idea was to fully restore the car, before putting it back on the road. It just didn't happen until April 2012 when I had just reached retirement age. It seemed the right time to make a start! For the last two years I have pulled the car apart and ripped out the interior, and that's when you discover all the problems! And those glass fibre repairs? How they cover the rust and allow it to creep! How come there was so much? I am glad to say that the car is



Annual General Meeting

ANNUAL GENERAL MEETING 2014 of the FSOC is being held at 1.30 p.m. on Saturday 21st June 2014 at the Midland Air Museum, Coventry Airport, Rowley Road, Baginton, CV3 4FR. Very easy to get to – just off the A45. This is not just a boring AGM as there will be a good selection of Sidevalves, some food and a chance to catch up with friends. If you fancy getting involved then why not volunteer for one of the vacant positions? E83W Registrar, Publicity, Archivist and Specialist Applications. Not sure what is involved? Just ask John Porter or Shirley Wood. The museum is well worth a look and there will be a guided tour for members.

Ian Woodrow

Specials Register

After an extremely wet winter in the south of England it is finally starting to dry up, and hopefully will stay dry for the first car shows which start about Easter time. Don't forget to give your Special a run on Drive It Day, April 27th.

Mysterious chassis with EB body

In Italy Valerio Scancapra is rebuilding a Special using a tubular chassis (photo 1).

The intriguing part of this car is the chassis that Valerio thinks could be a one-off made by Ballamy for EB, ahead of the Debonair project, and rejected because of being too expensive for tooling and production. Apparently this chassis with an EB60 body was sold to a garage (or a customer) in Devon where it was put together and looked after in Sidmouth before disappearing nobody knows where! The car was later found in a field in Essex.

The chassis has a backbone tubular lattice space frame. So far I haven't found any details of this chassis, and couldn't find any reference to this type of chassis in Tony Russell's book *Out In Front: the Leslie Ballamy Story*.

Could this be an early TVR chassis that was available with a 1172cc sidevalve engine? Early TVRs had a backbone lattice chassis. This type of chassis, although not perhaps as light as a full space frame chassis, would be stiffer than a ladder chassis and the big advantage over space frame would be low sill level, thus meaning doors could be fitted for easy access.

Historic Trials Training Day

I don't know if you are like me but I have got to an age that, when asked what I would like for Christmas or birthday, I have no idea, so usually opt for consumable things. Christmas 2013 was a bit different for me; my wife noticed that I kept on looking at an Historic Trials Training Day organised by the very successful trials competitor Ian Wright, and offered this to me as a Christmas present.

The training day date was set for the 18th January, but after what seemed like continuous rain and a lot of flooding in the south of England, I was concerned that it would have to be postponed. Fortunately Saturday the 18th was one of the few dry days, even though the ground was extremely slippery.

Ten people arrived to be instructed on all aspects of trials driving. We started with some theory including trials rules and regulations, and then on to how to get the cars as far along the track as possible without stopping. This involved:

- Reading the hill and choice of line.
 - How and when to use your "brain controlled traction control system", i.e. fiddle brakes.
 - Use of the brakes to help on tight turns and not relying on just the steering.
 - The art of 'Trickling' – when to back off the gas and stay off it.
 - Momentum.
 - How to exit the hill safely.
 - Tyre pressures and car preparation.
- ... and lots more that I may have forgotten.

After the theory came the practical. With four cars and instructors there was plenty of opportunity for all we students to have a go. The first thing was to walk the hill and choose the best line. I couldn't even walk up the slippery muddy hill so I didn't hold out much hope of these little Canon trials cars getting up them. After some expert tuition, all the students were able to complete the hills, although sometimes not always without stopping and taking a longer run at them. One of the trickiest things I found was getting the car to do a very tight turn, by locking the inside rear wheel with the fiddle brake and powering the outer wheel, whilst at the same time using both hands to turn the steering wheel (no power steering, of course).

I thoroughly enjoyed my training day and if the right car becomes available am very tempted to get one.

The cost for fibreglass repairs

After 50 years of wear and tear the condition of the fibreglass of most 1960s Specials bodies will require some restoration work. Fibreglass was a new product when the first Special bodies were being made, so it's quite understandable that some of the fibreglass build quality is not up to present day standards. Repairs to fire damage are normally not feasible. Frost and water damage, stone chips and gel cracks arising from local stress around door handles, locks, hinges and fractures can be repaired by the amateur motor mechanic with the right working environment and plenty of spare time. The repair materials are easily available and, in small quantities, not too expensive. However, because

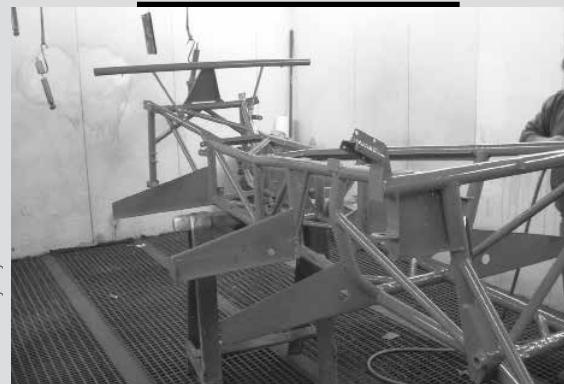


Photo 1. The mystery chassis



Photo 2. Trials training

of the amount of time to grind out crazed and cracked gel coat and then to laminate the area behind stress cracks, professional repairs are often uneconomical.

Club member Peter Campbell bought a Rochdale GT but received a nasty shock on being given the estimates for repairs from two fibreglass repairs specialists; so he went and bought a second complete car.

The second Rochdale was cheaper than one of the fibreglass repair estimates, and is running (just) and in much better condition all round. Peter is currently restoring the second Rochdale.



Photo 3. Rochdale no. 1



Photo 4. Rochdale no. 2

Letters & E-mails

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

E-mail: editor@fsoc.co.uk

Anglias and Prefects in Bedfordshire

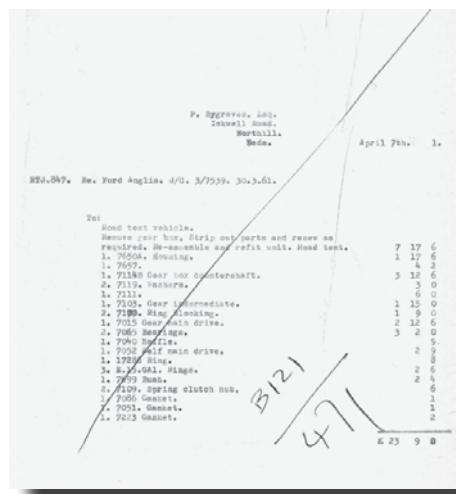
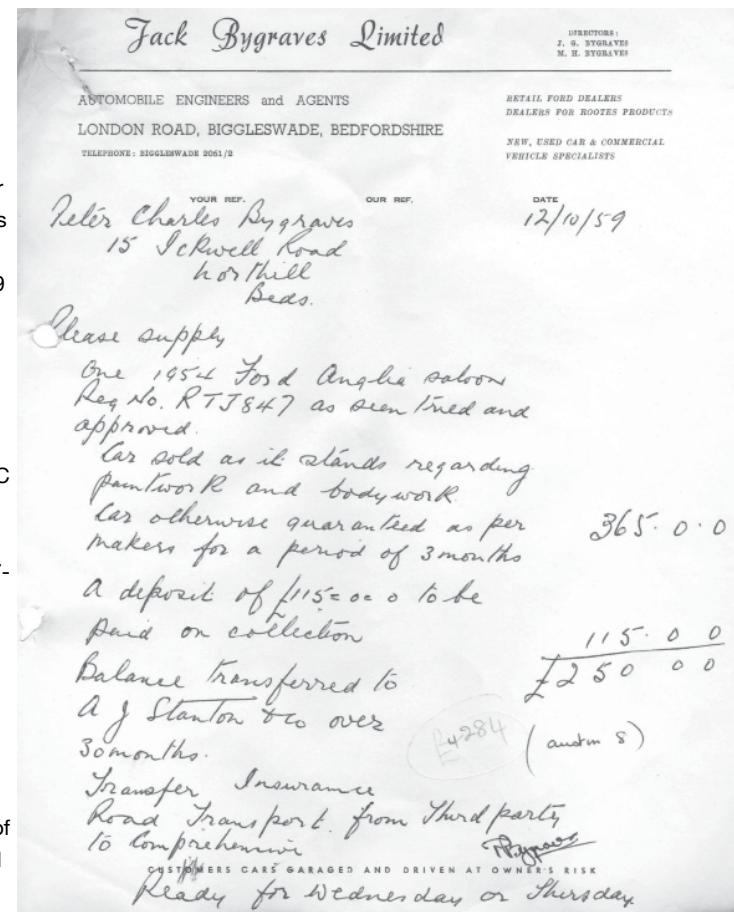
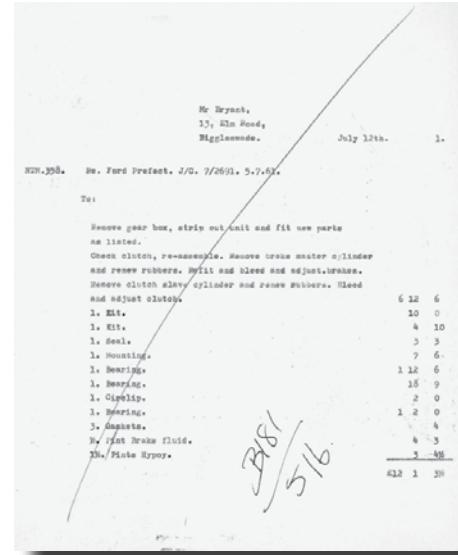
Dear Sidevalve,

In June 1954 Ford dealerships across the country were celebrating 50 years of Ford motoring and displaying their vehicles, such as the Ford Popular 103E, the Ford Anglia 100E and the 'new' Ford Prefect 100E in their showrooms. The 'new' Prefect was formally introduced in late June 1954, and some garages were showing its internal workings: could this have been the first time the majority of the general public had the chance to view and buy one? Although one Prefect was registered on 17th December 1953 with engine no. 100E0437, it could be that very few were registered between December 1953 and June 1954. What is interesting is that no Prefects were registered in Bedfordshire until the first week in July 1954, but a few were reserved in late June of this year. With photographs and general information between these dates being rare and with only two or three Prefects surviving from this year, any pre-October Prefects with an engine no. below 30,000 would be very rare indeed.

Bedfordshire had two main dealerships at the time: Beds Auto Car Co Ltd (north Beds) and the Luton Motor Car Co Ltd (south Beds). Both opened for business in 1919 and had their own blocks of registration numbers from around 1928-1974. In Luton (south), from January 1954 to December 1954 around 30 Anglias were registered and 30 Prefects were registered from July 1954 to December 1954, giving a total of 60. With Bedford (north) included the total would be around 120 to 130 Anglias and Prefects registered in Bedfordshire for the whole of 1954.

I have a sales invoice from 1959 showing a very early Anglia 100E with registration no. RTJ847 and engine no. 100E0325, which dates this car from around mid-1953, possibly first licenced in the Lancashire area. Peter Bygraves of Northill, Beds purchased this vehicle on 12th October 1959 from Jack Bygraves Garage of Biggleswade, Beds, who opened in 1954 and has been trading 60 years this year, still selling cars and servicing and repairing vehicles.

I also have two service and repair job sheets for RTJ847, one April 1961 and one June 1961 with the car still owned by Peter Bygraves. These job sheets had job cards attached originally, one being 3/7539 showing RTJ847 having a gearbox rebuild at Jack Bygraves Garage at a cost of £23-9-0. Unfortunately the job card for this does not survive, but J/S and J/C 6/2616 does survive and shows RTJ847 having two remould tyres fitted at £9-7-1: a lot of money then as the average weekly wage would be around £12. The J/C always had that little bit of extra information, for example the retail price of work done, the time taken for work done, signatures of employees who completed the work, and wages they



received for the work finished.

Another J/S and J/C No 7/2691 shows a Prefect 100E owned by Mr Bryant of Biggleswade with registration no. NTM358, first registered 12th October 1954 to Electrolux Co Ltd, Luton, and purchased from the Luton Motor Co, again having a gearbox rebuild at Jack Bygraves at a cost of £12-1-3½ but not as complex. NTM358 was the third of three Prefects registered in 1954 to Electrolux, the other two being NTM356 and NTM357.

One of the first Anglia 100Es in Bedfordshire, with registration no. MTM101 and engine no.

100E0343, was reserved at Luton Motor Co. on 18th December 1953 and first registered on 1st January 1954. Later in its life it had a reconditioned engine fitted, no. R1678, and ended its days at Luton in 1965. One of the very last 100Es registered in Bedfordshire was a Ford Popular with registration no. 733HMJ, first registered in Luton on 14th March 1963.

Yours,
Rick Cole



Fitting a radiator blind

Dear Sidevalve,

I have been looking for a car radiator blind for my Ford Popular 103E for three years and have been very fortunate in buying over 20 new, old stock Moray Rad blinds. I am offering some of these to FSOC members at the low price of £30 plus £8 postage. They are boxed, and have full written instructions, a well made 22 inch sprung blind, cable, spiral cable and copper sleeve, chain, wide sleeve to go through the dashboard and a bracket to affix to the parcel shelf plus screws etc.

As the radiator on my car is only 14 inches wide I had to cut the blind down, though this is not shown on the instruction sheets. This went really well and after I had removed the front grill and moved the horn forward it all went brilliantly. The blind works extremely well and is of high quality. I have a temp gauge (advisable) and a Delaney heater too. This blind will warm the engine up quickly, save fuel, preserve the engine for longer and enhance the heater's performance.

If you would like a blind, do give me a ring on 01684 561383 or 07769793658.

Yours,
Richard Southall



Yvon Precieux

Connecting Rods, Gudgeon Pins and Small-End Bushes

From 1932 to March 1935, the Model Y 8hp engine was furnished with the longest length conrod of all the small Sidevalve Fords. From April 1935, all further 8hp Fords used the larger bore 10hp gudgeon pin with lengths varying with the pistons to suit the 8hp engine. From 1932 to 1939, all 8hp and 10hp pistons used a single centre circlip with a corresponding groove in the middle of the gudgeon pin. All used a two part or split small-end bush. For service reasons, the centre type circlip for the 8hp engine was retained until 1944. From 1939-1962, all small Fords including the 100E were manufactured to use Seeger end circlips, although for the 8hp models, these clips were phased in from 1940. The 100E small-end bush can be used as a replacement bush for these post 39 engines only. These can be obtained from the Club stores.

Identifying wear

Wear can be detected by attempting to rock the piston on its connecting rod. If any rocking can be felt, the bush has passed its sell-by date. Some types of gudgeon pin in reference to piston make are more visible to the sides of the small-end (the fully floating conrod being free to slide along the pin). This sliding motion is normal and should not

be confused with the definite rocking motion that indicates wear.

Dismantling and installation

The use of circlip pliers to remove and install the circlips is strongly recommended as any other means can damage the piston. The circlip at each end of a post-39 gudgeon pin must be removed prior to the gudgeon pin being dismantled from the piston, whereas the pre-39 gudgeon pin requires the centre circlip to be removed after the gudgeon pin has been pushed out of the piston. Take care that both types of circlip are installed securely in their housing. A spring wire end type circlip variation to the more robust Seeger clip was used in the 1950s on the 103E and 100E engines.

Gudgeon pin

Removal, all engines 1935-62

Dismantling and installing pistons from their conrods should never be done cold, and gudgeon pins and bushes must never be hammered out as this can distort the piston. Always warm pistons by immersion in boiling hot water for at least one minute prior to removing or installing the gudgeon pin and

small-end bush. This is sufficient to expand the piston. After immersion of the piston in boiling hot water, a gentle but consistent pressure is all that is required to push out both types of gudgeon pin used, a hand press being the ideal tool. Always support the piston on the opposite boss to prevent distortion of the skirt when removing the pin from the other side. Another method is to withdraw the gudgeon

pin from the piston/conrod with a bolt/nut/washer/tube device. The bolt should have a head slightly smaller than the outside diameter of the bush. A piece of tube of internal diameter larger than the outside diameter of the bush is then used to allow the latter to pass into it unobstructed when the nut is tightened on the washer.

Installation, all engines from 1939/40-62

It is important to ensure the gudgeon pins are uniform along their length, otherwise the small-end bush will fit the ends but not the central portion. With gudgeon pins with end circlips, the same procedures and push fit method as above should be used for installation. As with any installation of conrod parts, where heat (boiling water) is applied, the piston on cooling may be found to grip the gudgeon pin rather tight. This is in order. It is recommended that plenty of colloidal graphite running-in compound is used when assembling gudgeon pins and connecting rods in pistons. This ensures lubrication until the normal means of lubricating the pin or the small-end bush begins to function.

Installation variation on engines from 1935-39/40

Installation of the gudgeon pin requires a special insert tool, Y-355 (a tapered two part pilot gudgeon pin), to input the centre circlip. Today this two-part tool is almost impossible to find. It is passed through the hollow gudgeon pin and screwed together. One end forms a taper which enters the retainer and evenly expands it until it just pushes the pin into the retainer groove of the piston. The new gudgeon pin follows right behind for the circlip to slip into position. However, you can make the tool up from a short length of old gudgeon pin by grinding a taper on the end and reducing the diameter slightly so that it slips easily through the bore in the piston but holds the centre circlip, expanded sufficient to install the new gudgeon pin behind. Anything else used can break the circlip or at least distort the centre spring clip retainer. (Even where piston pins are



Figure 1. When small-end bush is found to be slightly worn.



Figure 2. Honing out gudgeon pin bosses in piston in order to fit an oversize gudgeon pin. This is done when small-end bush is slightly worn and is honed out as in Figure 1.

retained by end circlips, this tool or a made-up pilot will be found to be of great use in lining up the connecting-rod small-end with the piston bosses.)

Installation, all engines from 1932-35

If one can find small-end bushes and circlips for the 1932-35 conrods and can make up a smaller version of the pilot tool via an undersize gudgeon pin to insert the centre circlip then follow the same removal and installation procedure as per installation 1935-39/40. Here much greater care has to be taken as, with a much smaller centre circlip/bush for piston assembly, these parts are easily damaged; hence Ford only exchanged complete rods and pistons during this period.

Small-end bush

Small-end bush 1935-62, end clips removal and fitting

This type of small-end bush is easy to remove and fit, being a press fit in the conrod. The

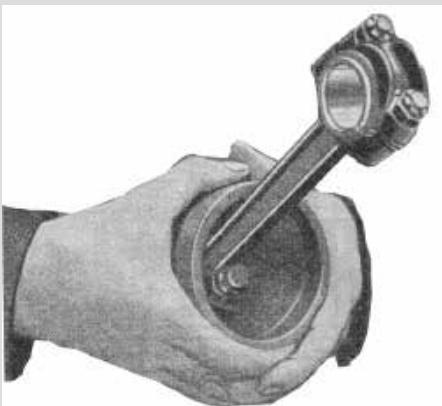


Figure 3. Testing the fit of the small-end bearing. The connecting rod should just drop under its own weight when held as shown.

same removal and installation procedures as for the gudgeon pin should be adhered to. They should never be hammered in or out, a steady pressure being sufficient with a simple hand press etc. being ideal, providing the opposite side of the conrod is supported at the pin bosses. Unless the correct tools or procedure are used, it is quite easy to damage a bush or rod. When fitting, care should be taken to align the oil holes of the bush relative to the conrod. Ideally a new bush should be burnished to size, with broaching being the best method for the best fit. However these days the only methods available will most likely be for the small-end bush to be reamed/honed out to size after installation, so if you do not have the tools or the inclination then entrust this job to your friendly engine re-conditioner. Take all the pistons and gudgeon pins and ask for each small-end bush to be machined to each specific gudgeon pin. The circlips can then be installed, after which each piston, pin and conrod should be kept together as an assembly.

Small-end bush 1935-39, centre clip removal and fitting

After pressing out the gudgeon pin, one will find removal of the split small-end bush is slightly complicated by the centre circlip. Removal is simple enough as the bush diameter is of

sufficient size to gain access inside via a pair of slim pliers. This requires a bit of patience as the small-end bush cannot be pushed out until the circlip in the centre is removed. Installation is a press fit with the circlip inserted in its central position.

Small-end bush 1932-35, centre clip removal and fitting:

Historically, new bushes for the Model Y (1932-35) were never supplied separately, as concerns were voiced by the Ford Motor Company regarding possible damage to the piston and split bush due to limited access to the smaller circlip and the centre housing on which it was sited. An exchange conrod was only available for these early 8hp Model Ys up to 1935. However, if the small-end bushes on these early conrods are just slightly worn (.002"), they can be honed rather than reamed out for an oversize gudgeon pin, if these can be located. (Honing provides a better surface than reaming and reduces the amount of bedding in.)

Reaming/honing/broaching

Small-end standard bushes supplied by the Club are of the 100E type but are available to be used on the earlier vehicles with post 39/40 engines. These are of a standard size and where applicable the piston/small-end bushes may need to be reamed or honed to fit. Broaching is better than honing and honing is better than reaming, as each provides for more accurate machining and, in the case of broaching, a better wear surface; but if a reamer is to be used, measure accurately prior to taking away metal.

| | Conrods (length) | Gudgeon pin (length) | Gudgeon pin (bore) | Small-end bush (centre/end) |
|-------------|------------------|----------------------|--------------------|-----------------------------|
| 8hp | | | | |
| 1932-35 | 6.500" – 6.520 | 2.03" | 0.5620" – 0.564" | Centre |
| 1935-40 | 6.436" – 6.440" | 2.03" | 0.6876" – 0.689 | Centre |
| 1940-53 | 6.436" – 6.440" | 1.91" | 0.6876" – 0.689 | End |
| 10hp | | | | |
| 1935-39 | 6.436" – 6.440" | 2.26" | 0.562" – 0.564" | Centre |
| 1939-59 | 6.436" – 6.440" | 2.18" | 0.6876" – 0.689 | End |
| 100E | 6.436" – 6.440" | 2.114-2.126" | 0.6876" – 0.689 | End |

Glen Woolway

Yoki & Me

Yoki and I first met in May 1971 when she was 12 and I was 13. Yoki is a 1958 Escort 100E. At the time she was missing an engine, as one of my father's means of making money was to break cars. One of the first things I did was to paint her in Woolworths household light blue gloss. I obtained an engine and gradually I also obtained better chrome items like new hub caps, as the original ones had rusted and someone had painted them black, along with a host of other things which I replaced over time.

At the age of 12 my father used to let me drive around the un-adopted roads in the local area in his Austin A35 van under his supervision. It was not long before I was driving my 100E up and down his building site. It did not mean much to my dad but to me it felt like I had won the pools.

Once I got Yoki home I heard about REPAINT. The tin said that to get the spray finish look, all you had to do was to apply the special primer and top coat with a brush. Even though I rubbed her down and applied red oxide first, all I ended up with was a hand painted top coated car – which at the time I thought looked great.

Before I put her on the road she went through a possible three engines, three gearboxes, two axles and much more. The first day I drove her out of the garage, on returning there was a nasty green light illuminated on the dash. How was I to know you could not put any big end cap to any crankshaft? A quick call to a local scrap yard landed me with a recon engine for £20. An hour later the engine was replaced.

Oh, how I can remember all the years I had her on the road, with the vaporisation in hot weather, the carb freezing in the cold weather ... The gearbox once started to sizzle so I put some Wynn's gear oil in it; the end result was the gearbox falling apart.

After several years I needed something a bit more luxurious and faster so I opted for a conservative 1300 deluxe MK 2 Cortina. Sometime later the friend of a friend from Canada needed a car while they were over here. I said I would sell her if they sold her back to me before they went back home. It was agreed and we shook hands. Off she drove with what I thought was her short time owner, but yes, you guessed it, they sold her to someone else.

However, by a chance in a million I spotted her



in someone's garage. I knocked on the door and explained how I was not meant to sell her. The lady had got it for her son when he passed his test and did not want to sell her. I left after giving her my name and address and said that if they ever want to sell, please contact me.

After a while, to my amazement, the young man knocked on my door and said his mum said he had got to get rid of the Escort. He had painted half the head lining black, ripped the rear bumpers out of the back panel, pulled the handbrake so hard it had broken the cable, burnt out three valves, and she generally looked a mess. For that privilege he wanted the same price as I sold her for. I said that a scrap yard may give you £15, so I will also give you £15. His mother wanted more. I then walked away. Over that night and the next day all I could think of was my poor car going to the scrap yard. So I went back and offered £20. The deal was done and Yoki was back where she belonged.

After replacing the valves she still wouldn't start, which I could not understand as by now I had got 100E engines started even when they had been in a lake. Eventually I noticed a fuel leak from the carb which was in fact paraffin. After draining the tank and putting petrol in the carb she sparked into life.

In my spare time I spent hours repairing Yoki. I finally sealed the paintwork and then gave her a spray finish with my spray gun as I had by this time bought a large compressor.

All this was completed in 1994. I decided to take her on a few shows, but alas due to a hot summer my lovely paint job all crazed, so I was left with no option other than

to strip her completely down and get the whole body shot blasted.

I had to make up a new rear panel, and make good any holes which had appeared. This was made easy by the skill I had earlier taught myself. After a lot of sweat and hard graft I completed all the welding, filling and primer in readiness for the top coats of paint. Between every couple of coats I did wet'n'dry with 1500 paper so I could get a nice flat surface to the paint, then with the final couple of coats I added some lacquer to the paint so I would get a high shine.

When all the painting was complete I finally paper polished the whole car bit by bit and gave it a good buff, which brought up a professional shine. (As you can see, with time and effort anyone can do it.)

Richard Greenaway started up a Kent group and I contacted him straightaway. At the first get-together were five keen Kent members which was the basis for, I am pleased to say, a healthy, ever growing group. This gave me the final push to get Yoki on the road again. During the last five years she has covered many miles, with trouble free motoring to shows and general enjoyment runs. She has also featured in BBC1's *Rock & Chips* TV series and won some prizes at shows. I have never been happier to have owned her as I am now. I am sure we all have our own stories: I hope you have enjoyed mine as much as I have writing about it.

