

Sidevalve News



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Features this issue

The 100E and its Continued Development

Anglia with the Lid Off

Sidevalve Spanners

Drive It Day Reports



Sidevalve News

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

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

Regional Contacts and Regional Groups

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

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

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

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

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

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

Dorset: Brian Winslow 07810 491698. E-mail: dorsetcontactfsoc@yahoo.co.uk. *New Regional Group. Please contact for information.*

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

Glos, Hereford and Worcs: Brian Bedford 01432 820004. E-mail: s.bedford45@btinternet.com. *The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm, third Thursday of the month.*

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

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

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

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

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

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

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

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

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

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

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

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Editorial

John Porter

Spares

Spare parts. We all need them at some point no matter how good our Sidevalves are. Regular maintenance will need plugs, points, condenser and fan belt for both models, with an oil filter thrown in for the 100E range. So, if you are servicing the car then order the basics first! Ideally you should keep them in stock or in the boot for the unexpected. If you are overhauling the brakes and you know the linings are worn, get new brake shoes first. This is especially the case if you get servicing repairs done by your local garage – they don't want the car in bits on the ramp for a week or so! If in doubt as to the parts you will need for regular jobs then contact your Technical Advisor. Please also bear in mind that Shirley Wood and Neil Patten are volunteers and have a day job so planning ahead helps everyone.

A recent question to a committee member was 'why does the club sell spares?' In the early days there were no commercial suppliers and it became apparent that the local motor factors were less than interested in ordering parts for the old Fords when stocks ran low. Dealers were clearing old stock so it was in the

interest of the members that the club bought these as they became available. Remanufacture came along as these 'rescued' spares started to run out. The FSOC has many drawings from Ford to ensure the right fit and importantly the quality of the spares being remanufactured. Also some members are not able or perhaps not confident enough to trawl the autojumbles and online auctions and prefer to order their parts from the club in the knowledge that the spares secretaries have their best interests at heart. It is important to remember that the club is in the spares business for the long-term and commercial opportunities outside the club are just that: when conditions get tough they may not be there!

Publicity

As you are no doubt aware, the club has been without a Publicity Officer since Geoff Hammond resigned to concentrate on the Coventry Group. If you are able to help us in this important area then please get in touch with Shirley Wood or John Porter to find out more.



Drive It Day photos from Brian Cranswick

Cover Photo

Ken Pine's 1960 107E, Conway yellow over white. "I have owned the car since 1976 and it's well known to Robin and Jennie Thake."



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Events

Brian Cranswick

The events season made a very good sunny start with many members driving out in their old Fords, enjoying some classic motoring on Drive It Day. Steve McKenna drove his recently purchased 103E all the way from Lancashire to Cambridgeshire to join up with the Drive It Day meet at Ramsey Rural Museum, Nr Huntingdon. Well done, Steve – your old Pop has certainly passed a reliability test with no problems at all on this long trip.



I hope that you can support these events this summer. Please contact me if you require any further details.

14th June. Luton Festival of Transport, Stockwood Park, Luton. Details from www.admin@cvpg.co.uk.

14th June. All Classic Fords are invited to the Cortina Show at Battlesbridge, Essex. All proceeds go to St Luke's Hospice of Basildon. For entry details email lhd1600e@googlemail.com or call Danny 07711 825438 or Nigel 07957 443488.



11th & 12th July. Ardingley Vintage Vehicle Show, Ardingley, West Sussex. Hampshire Group Club Stand – now fully booked.

19th July. Newby Hall Historic Vehicle Rally, Ripon. Club Stand. For details contact Nigel Hilling.

26th July. Old Ford Rally – this is a new event to replace the All Ford Show, to be

held at The Heritage Motor Centre, Gaydon Warwickshire. Possibly the largest display of classic Fords in the country: trade stands, autojumble and club displays including the FSOC – so we need loads of Sidevalves to support this event and also celebrate our Club's 40th anniversary. Further information from John Porter or entry forms can be obtained from the Events Dept, Heritage Motor Museum, Banbury Rd, Gaydon, Warks,



CV35 0BJ.

2nd August. FSOC Eastern Meet at BL/BMC rally, Ferry Meadows, Peterborough. Cars wanted for the club stand at this great venue, which is next to the Nene Valley



Railway. Contact Brian Cranswick to enter.

2nd August. Duxford Show, Duxford. Club stand. For details contact Andy Westwood, tel 01279 505456. Closing date for entries: 17th July.

16th August. Doncaster meet and run to celebrate the 50th year since the end of 103E production. Contact Nigel Hilling for details: also refer to the Yorkshire area report.

22nd August. Kirkstall Classic Car Show, in the grounds of Kirkstall Abbey, Leeds. Classic car rally event to raise funds for St Gemma's Hospice, Leeds. This year's event held in memory of the late John Charlton, a former FSOC technical adviser. Entry forms from the events co-ordinator or contact organiser Steve Waldenberg, 39 Winding Way, Leeds, LS17 7RG.

22nd & 23rd August. Ramsey 1940s weekend, RAF Upwood, Ramsey, Cambs. Classic cars are welcome to this established event. Contact Brian Cranswick to enter.



30th & 31st August. Hampshire Pageant of Motoring, Broadlands, Romsey, Hants. Club stand. To book in your car send a SAE to Mick Crouch, Hampshire Group.



5th & 6th September. Skylark Country Show, Skylark Garden Centre, A141 March, Cambs. This show is getting bigger every year. Club stand. Free entry. Contact Brian Cranswick.

19th September. Harvest Fair at Steeple Morden (Herts / Cambs border). Classic cars needed: details from club member David Heard 01992 413937 or email david.heard1@ntlworld.com.

27th September. Ramsey Rural Museum, Nr Huntingdon, Classic Vehicle Rally. Cars wanted for the club stand at this really nice venue. Contact Brian Cranswick to enter.

You can now view events via the club website.

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

Photos all by Brian Cranswick, from Drive It Day

Regional News

London South East

Stan Bilous

I shall give Babs a well earned rest and write this copy on her behalf.

On 19 April we and the Surrey group were invited to the Cobham Bus Museum for a special tour of the works, and to see the variety of buses as runners and 'under restoration' (a familiar term to many of us!). The great thing about this is that unlike many static museum collections this is a working enterprise, where many of the buses are used on all kinds of events and shows. They are all run by volunteers and are keen to have new members, so if you are interested, please contact them on 01932 868665 and they will tell you more.



We were able to look at all the vehicles, meet the volunteers and learn all about this wonderful part of our history! We ended with a trip out on an STL (the previous model to the famous double-deck RTs), which many of a certain age will be familiar with. Yvon of course will remember the 'B' type bus as used famously for WW1 troop carrying ... in fact he

Regional Contact

Dennis J Duggan

I was born in Leicester in 1947 and had an uneventful, happy childhood. I have a brother and sister. In 1959 I passed the 11+ and went to the City of Leicester Boys' Grammar School, leaving in 1964 after an undistinguished academic career.

I only had two 'O' levels (English and French) so my work possibilities were limited, and after a few interviews I found an office job with a firm of electrical wholesalers called Furse Wholesale Ltd.

Apart from a gap of one year in 1975/6, when I moved to a clerical job with the local council, I spent all my working life with the same company. Mostly I worked on the trade counter but did anything as the need arose.



was one of the drivers and is still recovering from an old war wound, but he keeps it under his hat (sorry — woolly hat!).



In 1976 I married Stephanie Lund. We have no children but do have a cat and dog.

I was fortunate to be able to take early retirement in 2002, aged 55, and as we no longer felt happy in Leicester we moved to Welshpool. That was a good decision and we have not regretted it.

My interests are cycling, reading, walking, collecting anything, classic cars and gardening.

Amongst other things I am a member of the Rotary Club of Welshpool, Horticultural Society, Welshpool Library Reading Group, Mid Wales Classic Vehicle Club and Morgan Sports Car Club. Until this year I was secretary of the Welshpool Festival of Transport. I am also vice-chairman of The Heulwen Trust, a charity operating two narrowboats for people with disabilities.

As we have recently sold our Ford Popular I have decided I will not be renewing my membership at the end of the year. However, I am staying on as caretaker for the Mid Wales & Borders Area Group until the end of the year or until a replacement comes forward. Luckily the Group does not currently have any members, apart from me!



Regional News

North London

Robin & Jennie Thake

This is the first report of the year due to technical problems (I e-mailed the earlier reports but somehow they never reached the editor's desk) – so here goes again.

In February I had a very enjoyable evening organised by the members of the North London Group on the occasion of my retirement from work. Thank you all for making it such a great surprise.

The show season started early this year with a show at the Colne Valley Railway where I am a volunteer working on restoring a Black 5 loco (a little larger than the Anglia but it's Black). We had a good turnout of eight cars. Train trips were free all day so there was plenty to do and I managed to take some of our group to the loco shed to view the engine I work on. The next week we were out again on Drive It Day with some of our members (Richard Healey, John Perren, John Brown, Trevor Seabridge and David Heard) going to Whitewebbs Museum in Enfield and the rest of us (Stuart Cecil, Andy Westwood and ourselves) going to Ramsey Rural Life Museum, an event organised by Brian Cranswick.

May Bank Holiday weekend we went on the Dacorum Run from Hemel Hempstead, doing a 45 mile road run around the Dacorum area and finishing up at the Shopping Centre at Hemel Hempstead. On the Monday we went on our annual trip to Rushden on a cool day with rain in the air all day. Leaving the event proved a bit of a challenge with all the vehicles leaving at the same time including traction engines, caravans, stall holders and the general public (we will not do Monday again!).

Our group have a full programme of events as usual this year including steam shows, air displays and museums, so if anybody wishes to join us then give me a ring; we usually try to meet up so there is no worry about finding the way and if there is a problem with a car we stay together to help.

On the restoration side, Andy Westwood's van has now gone to the sprayers. John Perren is doing some work on the 100E Prefect to get it back on the road so that he can use it for the holiday. He has polished the chrome parts after the plater stripped them and said it would be cheaper if John did all the cleaning and polishing (aching fingers are the order of the day). Stuart Cecil with my help has changed the suspension bushes on his 100E Pop, Terry Tomlin has rebuilt and fitted another engine in his 100E after the piston rings broke up (a common fault) and John Brown has had the engine out of his 100E Prefect to spray the engine bay.

Surrey

Angela Hume

Dear Sidevalvers,

Not much from me this month as Stan has kindly offered to write about the visit to the Bus Museum (see *South East London report*). We had a good run and lunch on Drive It Day to the Abinger Hatch pub for lunch. We all arrived without getting lost in the depths of Surrey Hills and were able to enjoy the Spring sun, although the wind was a bit chilly. Although my view was blocked by Stan's Model C, my paint was looking good in the sun!

A list of events is shown below. The October bi-annual rally is held in aid of funds for BEN, the automotive industry charity, providing care and support to employees and their dependants in times of need. It looks as if it could be a good run but whether or not it goes ahead will depend upon the number of people expressing an interest. It will start at Basingstoke for a light breakfast, then from 10.30 a 50 mile road run (non-competitive) will go through the country lanes of Berkshire, Surrey and Hampshire to the Milestone museum for lunch (museum entry included in entry fee). After lunch the route continues and ends at Brooklands Museum. In 2007 there were 62 entries. Let Angela know if you are interested and which date would be preferable.

Happy sidevalving!!

Babs

June 20th (Saturday evening 5-10pm), Brooklands Fete Champetre, Weybridge, Surrey. An event enjoyed by FSOC members who came last year. This year's event includes a Motor Show, demonstration & rides up Test Hill, Morgan centenary car cameo & 18 piece Jazz Band. £13 per person. www.brooklandsfete.com or book through Angela.

July 18th (Saturday), morning run approximately 10 miles around Surrey. Participants to meet late morning at Box Hill and do a fun run of around 10 miles, ending on Headley Heath for a picnic. For those who do not want to bring a picnic there is an established refreshment/light snacks bar at the largest of the two car parks on the heath. For more details contact Mike Jillians on 0208 335 3442 or michael.jillians@btinternet.com.

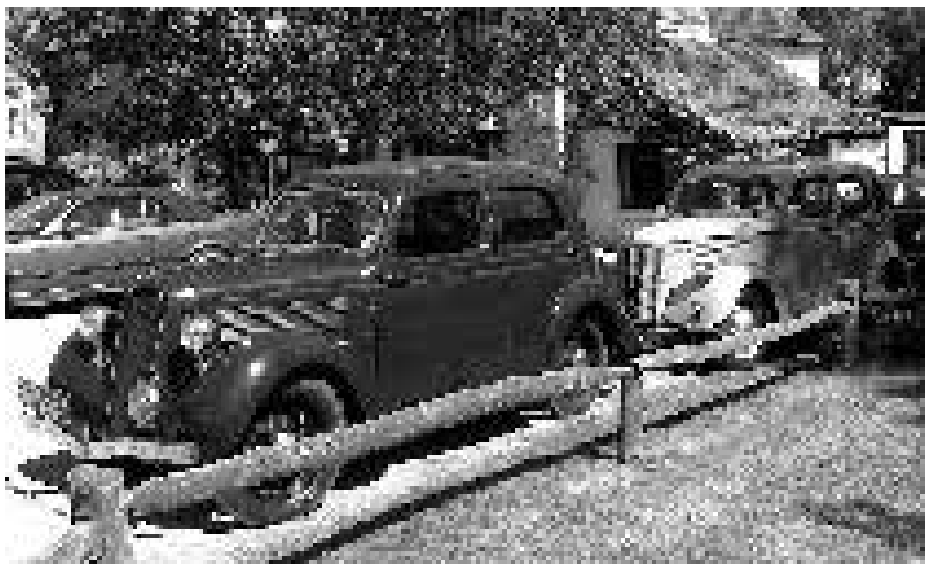
August 15th (Saturday), Capel Classic Car & Bike Show (1 day event). Booking forms now available. I will arrange for a FSOC space, as last year. Let me know if you are going. <http://www.capelcarshow.com/>

September 18/19/20 (Friday-Sunday), Goodwood Revival. Make your own arrangements but if enough people are interested we could meet up during one of the days. Admission to Goodwood only, Fri £33/ Sat £48 /Sun £48 or weekend £103. <http://www.goodwood.co.uk/tickets/Default.aspx>

October 11 (Sunday), Amberley Working Museum. Autumn Vintage Vehicle Show. 01798 831370. Booking forms to be sent out July / August. <http://www.amberleymuseum.co.uk/>

October 18 or 25th (Sunday), B2B Rally Bi-Annual event. This raises funds for BEN, the automotive industry charity providing care and support to employees and their dependants in times of need. If there is sufficient interest, the third rally will start in Berkshire and end at Brooklands Museum, Weybridge, a route of about 50 miles. The entry fee will be around £33 per vehicle (2 people). If anyone is interested please let Angela know and also which date is preferable.

It would be helpful if you can let me know if you are coming to any of the events so tables / vehicle spaces can be reserved. Phone 07884 184882 or email angelahhume@aol.com.



Drive It Day at the Abinger Hatch pub with Babs hemmed in by Stan's Model C.

Regional News

Essex

John Hull

The car show season is in full swing now and we have been enjoying our first outings this year. On Easter Sunday, 12th April, Mick, Dennis, Dave and Wendy had an enjoyable day at the Old Tyme Rallye at the Museum of Power near Maldon. This is a nice show with plenty to look at as well as the cars: the museum is very interesting and there are miniature train rides and various charity stalls.

On 19th April, Mick, Bob, Jean and I went to a show at the Colne Valley Railway at Castle Heddingham, a ninety mile round trip for us and a good test for our vehicles. We had an enjoyable time, there were some interesting cars and buses on show, and we had a ride on the steam railway and the miniature railway.

We had an enjoyable meeting at the Huntsman and Hounds on 5th May, with Dennis, Mick, Tony, Paul and Sue, Janice, Jean and I in attendance. Paul has been having trouble with his 100E: he can't seem to get it to run well and the spark plugs are very black. There were plenty of suggestions for things he can try, so hopefully by the time you read this, all will be well. Sue and Paul have also renovated their 100E's seats with new foam and stitching, and are very pleased with the result. Sue's fingers are still recovering! Paul has also sourced a good set of seats for his 103E, so this will take his renovation project a stage further.

We discussed our next outing to Battlesbridge Classic Car Show on 10th May, which several of us hoped to attend. Tony had problems with the water pump on his 100E but hoped to get it fixed in time to attend this show.

We also talked about the Enfield Pageant of Motoring, which lately seems blighted by bad weather: hopefully it will be better this year. Full report in the August issue of the magazine.

There are still lots of events in our area which we plan to attend during the rest of the summer. A list is attached, although more may be added later.

Sunday 21st June, Hatfield Heath Festival Car Show. Contact John White, 01279 730274.

Saturday and Sunday 11th/12th July, Essex Classic Motor Show, Barleylands Showground, Billericay. Contact Greenwood Exhibitions 01527 871150

Sunday 19th July, Cressing Temple Car and Motorcycle Show. See their website for entry form.

Sunday 26th July, London to Southend Classic Vehicle Run. Contact Roger Petheram, 14 Mountdale Gardens, Leigh-on-Sea SS94AU.

Cambs, Lincs & Norfolk

Brian Cranswick

Drive It Day

A splendid turnout of Fords all enjoyed a lovely sunny afternoon at The Ramsey Rural Museum. This was made up of 6 x 100Es, 1 x E83W, 1 x E04A, 1 x E494A and 4 x 103Es. We were also joined by 4 non-Fords including a rather nice WW2 Jeep. Unfortunately a number of members had car troubles and could not get these sorted in time for the meet.

The flat Fenland roads are very friendly to an old Sidevalve Ford with no hills to slow you down. The afternoon finished with a great little convoy of old cars driving through Ramsey. Many thanks to everyone who supported this event, especially to Steve



McKenna and his partner Ann driving all the way from Manchester in his 103E.

Thames van restoration

Derrick Windsor has just finished the restoration of his 300E van registration number 8329 CR, which he purchased brand new in June 1960 for £375 (below). He used this little van until the mid 70s. It was then stored until 2008 when it saw the light again.

Derrick carried out a complete overhaul in his workshop, finished off with new paint work by a local bodyshop. Judging by the photos Derrick has made a really fantastic job and his van it looks just like it did 49 years ago, when he collected it from a Ford garage in Southampton.



No more to report at this time: please contact me if you can support any of our events.

Sunday 9th August, Classic Car Show, Navestock Village Hall. Contact Tony Porter 07979 994678 or 01277 373770.

Sunday 16th August, It's Showtime in aid of Little Havens Childrens' Hospice, Purleigh, Essex. Contact Tony Turner 01621 852336 or Linda Simmons 01621 850176.

Sunday 16th August, Battlesbridge Classic Ford Show. Contact 01268 769000.

Sunday 27th September, Battlesbridge Grand Motorbilia Day. Contact 01268 769000.

You can also contact me for further info on the above events.

Coventry

Geoff Hammond

Drive It Day, 26 April

A nice sunny dry day, ideal for a spin around the Warwickshire countryside. Three members met at the Queens head and enjoyed a 30 mile drive taking in a pit stop for a walk round a garden centre and then on to lunch in Western under Weatherly. You may notice a lovely Sunbeam amongst the trio. Brian, who owns the said car, has just bought a 100E Squire and will be running it round soon.



Regional News

Kent

Richard and Trish Greenaway

First of all may I thank all of the Kent members who returned the forms which we sent out. From these we will be able to sort out who is interested in attending certain events i.e. shows, road runs, meetings etc. Although we had a good response in the amount returned to us there are still a few who we haven't heard back from: if you are one of the few who hasn't yet returned yours we would still like to hear from you, likewise if you weren't on our original list and you weren't sent a form then please contact us (details on page 2) and we will send one out.

It was always our intention to attend the first show of the year in our corner of the country. This took place at Chatham Dockyard over the Easter weekend, so although not fully finished we decided to take our 100E (Patrick) along on the Monday for his first show. Although there was only one other Sidevalve in attendance (Leslie Harris in his 494A Anglia), I understand from Les that on the previous day Stan Bilous and a couple of other Sidevalves were at the show. One unfortunate Kent member who had booked in for both days had to pull out due to car problems. So, had we all turned up on the same day there would have been six in attendance. Hopefully with better planning in the future we should be able to put on a better show of Sidevalves.

On to our first official gathering. In conversation with Glen, a fellow Kent member, three weeks before Drive It Day we thought it would be good to take our two cars out on the 26th. As it was Glen's first trip out in his 100E escort since 1994 and Patrick had only done about 100 miles in the last 35 years, we thought we better keep it reasonably short, so we decided to have a run from Maidstone to Ightham Mote and back. Despite the short notice we also decided to contact a dozen or so members who had shown an interest in going out on Drive It Day.

The day arrived and luckily for us it was beautiful and sunny. Five cars gathered at

Mote Park in readiness for our first official road run: William & Mary Headde in their 103E Popular, who only managed to get it ready the night before; John Farrer in his converted 300E Thames Van; Mike, Jane & baby Grace Hamilton in their recently purchased E493A Prefect; Glen & Tina Woolway in their 100E Escort; and us in our 100E Prefect. We had a lovely run, trundling through the Kent countryside and arriving at Ightham Mote where we all enjoyed a picnic lunch in the glorious sunshine. One other member, Gary Haward, joined us at this point in his rather special E83W Fordson Thames Van. As we had all managed to park up together we decided after lunch to go over and take some photos and we couldn't believe how much interest people were showing in the six vehicles, particularly the E83W. After a couple of hours and many photos later we ventured back to Maidstone, still with the sun shining. What more could we have asked for on our first run out? A big thank you to the five that turned up. Hope you all had a great day and here's looking forward to the next one, hopefully with a bit more warning next time.

Our next outing took place at Merton Vintage Show in Canterbury. We attended on the Sunday where we were joined by Andy Main in his 100E Anglia and John & Carol Gower in their 103E Popular. Although the weather wasn't brilliant it did stay dry with plenty of sunshine, just a little nippy in the wind. On walking around the show we met up with another ex FSOC member in his 100E Anglia. After talking to him he seemed very interested in rejoining the club now that there is a Kent group. Towards the end of the day the three of us went around the arena where John and ourselves collected our first brass plaques, only for Andy to tell us he'd been collecting for twenty odd years. We guess Linda must be fed up with cleaning brass by now!

We've decided to delay our monthly meetings until the autumn as it seems that several people are busy throughout the summer months with shows, holidays etc. Hopefully by the autumn we will have met up with quite a few of you anyway around the shows. Although we have already made contact with quite a few members it would be nice to be able

to get to know you all, so remember we are only a phone/email call away. The purpose of the group is to get to know one another so we can share tips, ideas, make new friends etc.

The first meeting is planned for Wednesday 16 September in or around the Maidstone area: venue to be published in the next edition or check it out on the FSOC website if you wish to find out before August.

Finally, can we give Glen a personal thank you for all the support he's given us, not only with the car but also his ideas, keenness and general enthusiasm towards getting the Kent group off the ground.

Below is a list of shows and events that we will be attending throughout the year. If you are interested in joining us please contact us to let us know which shows you are attending. This way we can arrange to meet up beforehand so we can then display a nice group of Sidevalves.

Saturday June 13, Wrotham Steam Show.

Sunday June 14, Rare Breeds Centre, Woodchurch.

Sunday June 21, The Friars Rally and Summer Fayre (Maidstone).

Sunday July 12, Darling Buds of May Classic Car Show (Bethersden).

Sunday July 19, Senlac Classic Car Show & Country Craft Fayre (Bodiam Castle).

Sunday August 2, Lingfield Steam & Country Show.

Sunday August 9, Autorama (Tunbridge Wells).

Sunday August 30, Festival of Transport (Hellingly).

Monday August 31, Old Timers Rally (Folkstone).

Sunday September 6, Shoreham Heavy Horse Show.

Sunday September 13, Laughton Country Show.

Sunday September 27, Bearsted Classic Car Show (Near Maidstone).

We are also planning a couple more road runs later in the year, the first to take place on:

Sunday June 28, Trip round the Isle of Sheppey. Starting at Riverside Country Park, Lower Rainham, ending up with a pub lunch at The Aviator on the Isle of Sheppey.

Sunday September 20, Trip round the Kent countryside south of Maidstone. More details in next issue.

If you require any information i.e. times, contact details, entry forms etc, please phone/email us. Happy motoring from us both.



Ightham Mote on our road run on Drive It Day.

Regional News

Yorkshire

Nigel Hilling

Popular 50th Anniversary

Briggs Motor Bodies set up in a former railway wagon works in Carr Hill, Doncaster during WW2, making aircraft parts after being relocated from a bomb damaged Essex. They remained in Doncaster after the war and produced bodies for several manufacturers including Jowett. In 1953 their biggest customer, Ford, took over Briggs and within two years production of the Upright Popular switched completely to Doncaster. The plant also produced Escorts, Squires and Thames Vans. The last Upright Popular rolled off the line on 14th August 1959.

To celebrate this 50th anniversary the Yorkshire regional group are organising a road run on Sunday 16th August to Doncaster. This will include a drive past what is left of the Ford factory, and also Arkwright's shop from *Open All Hours* which is close by. We shall be stopping at the Doncaster Air Museum and finishing at the Museum in the centre of Doncaster which houses an example of a Doncaster Pop.

If there is enough interest we shall start the run from two different points, one near Wakefield and one to the south of Sheffield, converging at the Air Museum before continuing to the other locations. Please contact me by phone or e-mail if you are interested in taking part and I will furnish full details when finalised.

Events

The season will be in full swing by the time you read this and let's hope the weather is kind this year. The Hope Motor Show on the evening of Monday 22nd June attracts a good selection of motor sport and classic entries in a field behind a pub. A few of us will then be heading down to Alveston for the AGM on the 27th June. July sees us with an FSOC stand at Newby Hall on the 19th and there are events on every weekend that may have a Sidevalve presence including



Wortley Hall (5th), Doncaster College (12th) and Ripon Racecourse (26th).

I have also been recommended a small show at Clapham near Ingleton in North Yorkshire on Saturday 25th July – I can get more details if anyone is interested.

Tadcaster Classic Show

This is one of the first events of the season and took place in the John Smiths Brewery Car Park on 26th April. There was a good Sidevalve presence dominated by Uprights (bottom left) but also included a 107E and an Altair Special, one of the few ever produced (below). We made a few new contacts and as a result had 18 attendees at the Black Bull on the following regular Tuesday meeting.



One of the few Altair Specials.

Land's End Trial

I have been trialling Stan the Anglia for twelve years and have never missed any of the MCCs 3 classic trials in that time. I have had numerous different passengers during this period, most of whom drop off to sleep during the night runs and often during the next day as well. Prior to getting Stan I used to passenger for Kevin Upson in Eric the Anglia and whilst often tired I rarely remember dozing off. So I thought for the Land's End Trial at Easter I would give Stan a rest and passenger for David Child in his Pop and see whether I could stay awake. We set off late Friday morning for our start point, Popham near Basingstoke and after a rest period continued to the midnight breakfast halt at Bridgewater Rugby Club before heading for the various hills on the route through north Devon and north Cornwall. We had mixed results on the hills but finished with no major problems late on Saturday afternoon before driving back up to Okehampton for a well needed night's rest. Did I fall asleep? No! so my future passengers will get some grief when they do!

The photo above shows David's son James in another Pop at the top of the last section, Bluehills 2, in Cornwall. He, like us, had to be towed out after failing the section shown in the photo below.



A good turnout of Sidevalves at Tadcaster Classic Show on Drive It Day.



Regional News

Gloucester, Hereford & Worcester

Brian Bedford

As you will be aware from last month's magazine I have stepped into the shoes of John Pole as the Regional contact. With the good wishes of John Duckenfield, John himself plus the current regional members, I start with enthusiasm and a good heart in undertaking this position

To introduce myself, I have been a FSOC member for over three years and am now into the last year of my working life. I currently own three classic vehicles: a 1937 Model Y named Henri, a 1952 Prefect E493A who is Herbert and a 1931 Austin Seven named Brum Brum. We still have some space available at home and whilst I have a very supportive wife, Sue, it will need to be something special if I do increase our collection! I am also a member of some local clubs, namely, the Leominster Vintage Club, Hereford Historic Transport Society and PVEC (Herbert).

Our region is large with some members having to travel over 40 miles to attend the monthly meetings. We currently have a hard core of eight enthusiastic members and it is my intention to give details of these members and their vehicles in future reports. So the search will be on to find new members. For example, we do not have any member with a 100E vehicle. I'm also looking to speak with Ivor Bryant to split the Gloucester area geographically as Ivor's region currently covers part of this area. We will also look towards Monmouthshire for members. A further aim is to represent and promote the FSOC at local shows with a club stand and here I will need some help with obtaining club identification

Regional Report

John Duckenfield

After the euphoria of recent months regarding the formation of new Regional Groups, it's down to earth with a bump! There has not been a single response from anyone living in the North East, South Wales, Northern Ireland, Central Scotland, the East Midlands or anywhere else for that matter. Sad really, but hardly surprising, for there have been previous requests that have also been 'unproductive'.

Kent

Still, it's not all depressing news for there have been some developments in other areas. Richard and Trish Greenaway in Kent have had a really positive response to their efforts to re-establish a group there. Despite awful weather on the night, the meeting they had planned went ahead and proved extremely worthwhile. They have also written to as many members as possible and the response has been encouraging. Although the new group has not at the time of writing (early May) arranged any Club stands at shows, Richard and Trish are planning to do so and would be delighted if members in the area would join them. Their contact details are on page 2.

East Lancs

Similarly, in East Lancs there has also been progress. The first meeting of the Regional Group has been planned and a venue found. Godfrey Hands has been unavailable for

much of April and May which has made it difficult for members in the area to contact him. Please accept our apologies for any inconvenience or frustration caused. He has, however asked me to make sure that members know that meetings are to be held *starting in June, the third Wednesday in the month, at The Duke of Buccleugh pub in the centre of Waterfoot, between Bacup and Rawtenstall, 7.30pm for 8.00pm.*

The pub has a car park and beer garden at the rear of the premises. There is also a large bar where the group can meet. When it does, members may decide to try and find a more convenient venue for future meetings. All members are very welcome as indeed are the friends of members – especially those thinking of joining the Club!

Dorset

I have not yet received a progress report from Brian Winslow in Dorset, so if you are interested in finding out more about this new Regional Group, please get in touch with him to express your interest. His contact details can be found on page 2.

If you live in an area where there is no Regional Group and you wish there was, why not have a go at starting one? Being a Regional Contact can be as time consuming as you want to make it and the rewards are considerable – for you, the members in your area and the Club as a whole. To find out more, simply get in touch with me or one of the Regional Contacts and we'll tell you honestly what it involves.



regalia etc.

The first group outing we attended was the Coleford Town Show on 13th April, Easter Monday, but here things did not go to plan. We arrived as a group of four vehicles only to be

split up due to siting arrangements on the day. We had fine weather with a great collection of vehicles which included over ten clubs with allocated positions – a pointer for the future! The photo shows the attendees: myself, Len Shorthouse, John Pole and Dave Prosser who

does have a 1955 103E but on this occasion brought along his 1938 Vauxhall.

Len Shorthouse and his wife Muriel, with his Ford Popular, together with Sue and I with my Model Y, attended the Wheel Nuts Motor Show at St Rose's School Stroud in April. This very special school caters for children with severe physical and complex disabilities. There were over 300 vehicles in attendance. An excellent day out and I strongly recommend other FSOC members from other regions to attend this show next year, 9th May 2010.

If you would like to come along to our meetings, 7.30pm on the third Thursday of the month at The Farmers Arms, Birts St., Birtsmorton, Worcestershire, we'd be delighted to see you or, if you want to find out more about the shows we will be going to, please get in touch.

Regional News

Merseyside

Joe Wheatley

Sunday 19 April – Riverside Steam & Vintage Rally – Banks Nr Southport

This new event had the best weather at any show for a long time! A very good turn out of 15 or more steam engines, over 70 cars and innumerable tractors, stationary engines and commercials. A very good collection of stalls catering for most tastes: I came home with a willow pattern dish and a very comprehensive set of combination spanners.

Dave Rothwell arrived in his amazing original 1938 Singer. He was parked near the MG club who persuaded him to go home and return with a rare 4 seater MG T-something. (We let him off as he had brought his E493A on the Saturday.) I also met a gentleman with a 100E Prefect and another member, Jimmy Gee who was in his 123E Anglia Super but also has an E493A which he is getting back on the road.

I also met a few people who knew my dad, a father and son with a beautiful Allard and Alan Rogerson who was in a Model T but was restoring a WW2 Ford Staff car. All in all a very good start to the season!

Sunday 26 April – Drive It Day – Tottington High School, Bury

Our Drive It Day was essentially a school fair with a car show in the playground as part of the fun. An interesting mix of vehicles with the Bury Police Car Owners (6 police cars from Moggie 1000 to 2.8i Capri) and a contingent from the Bury Military Vehicle owners, mostly Land Rovers but a few jeeps and trucks thrown in. There were at least 35 more 'normal' cars there of which we provided nine: Bernard Ellicott (100E Pop), Mike Brocklehurst (E493A), Ken Riley (107E), Tony Woostenhulme (103E), Rodney Peters (103E), Neil Turner (100E Prefect), Ian Sidebotham (103E), Dave Rothwell (100E/107E Prefect, newly completed) and Freddy, my E493A.

Sadly the real-ale bar was not in evidence this year but all vehicle exhibitors received a voucher for a free butty or cake and a cup of tea from the

canteen – a small 'thank you' from the organisers. Much appreciated, especially as many shows now expect exhibitors to pay for the privilege of making a show for them. I think we may well attend next year!

Monday 4 May – Culcheth Community Day – Club Stand

This was the third year that I had attempted to put on a little car show as part of our village fete. Last year the green was waterlogged because of the monsoon like spring so we all had to squeeze into a small car park in one corner. This year the rainfall had been much lower so the field was dry and firm. We only suffered a few showers before 11.00 and another burst at about 15.00 which brought things to a premature close.

Despite the poor forecast we managed to attract 26 cars, 11 from the club of which 9 were Sidevalves: three 100Es (Bernard Ellicott, Frank Wells, Neil Turner), three E493As (Freddy, Mike Brocklehurst, Dave Rothwell), two 103Es (Chris Toombs, Ian Sidebotham) and Brian Winstanley in his 107E (BOA). Dave Broad brought his Chevrolet pick-up (now sold and replaced with a Mk 1 Zephyr), Bill Moore his 105E and instead of his 100E Prefect Bill Collins arrived in his Mk II Jaguar 3.4.

We are well supported by the Mk II Consul, Zephyr & Zodiac club who brought four Mk IIs of various denominations: two Vauxhalls (Cresta & Velox Estate), 109E and 105E (with modern Vauxhall engine!). Local exotica included a Hudson Hornet and Cadillac Fleetwood Brougham (both made our Sidevalves look tiny), Ford Model B based hotrod driven by previous owner Glynn Jones but now the property of your previous NW FSOC contact Frank Hays and a beautiful, early VW Karmann Ghia owned by another Culcheth resident, Neil Gilbody. Steve Marran brought his stunning Beardmore Taxi.

I think everybody enjoyed themselves at the various stalls and refreshment places. Certainly the Parish Council were appreciative of our efforts, giving each attendee a certificate and a framed certificate for Mike Brocklehurst as his E493A was deemed 'Car of the show' by the lady mayoress. (Passing over the Beardmore taxi, which I thought was a little unfair!)

Sunday 10 May – Wirral Classic Car Club, Thurstaston (Wirral)

This event was in Thurstaston Park which forms part of the Wirral coastal path so we had plenty of visitors out for a walk or cycle. Nice view of the Dee estuary too. A bit of drizzle in the morning but dry all afternoon.

The Wirral CCC brought along 40 members' cars; there were a group of six or eight from the Wirral MG Owners; and about 10 non-members of whom I was one. I did manage to meet two FSOC members. Morris Nevin was there with his red 300E van, which I thought I recognised. Sure enough it was the one previously owned by Bert Stewart who brought it to several events back in 2003/4. I certainly have a picture of it at the 'National' I organised back in 2003. Bert had moved down south last year but sadly passed away at the end of 2008. Morris bought the van when Bert's house was sold and has had it painted and tidied up. It now looks very nice and is a credit to him. One small thing that confused me: Morris says the van is a 1956 model and it has the small rear windows but the dash is the late Prefect / Pop type with the clocks in the binnacle ahead of the wheel and a straight dash rail. I thought a '56 should have a 'long dash' with a dash rail curved over it? Any ideas?

Long standing member Ian Lee (E494A Anglia) admitted that he was not driving it at the moment because of abuse from other motorists who would not know a trafficator if one came up and hit them on the nose. He was interested in fitting the sort of 6V motorcycle indicators that I have on Freddy. I got them from www.vehicle-wiring-products.eu. Worth a call?

To my surprise Freddy and I got the prize in the best non-member category which capped off another very pleasant day out.

Monday 11 May – Meeting – Bottle & Glass

A good turnout with ten or so regulars. On arrival I spotted a very nice black 103E in the car park, next to Dave Broad's Mk 1 Zephyr, which was recently bought from Dave Rothwell who had swapped it for a Super Two SV Special. It belonged to Steve and Ann McKenna from Bury. A long time Sidevalve enthusiast, Steve 'retired' *Continued on page 12*



Merseyside

Continued from page 11

in 1994, selling his Pop and all spares. However the bug would not go away so he bought the Pop a few months ago. He and Sue have already journeyed to Peterborough in it so we hope they will join us at lots of other outings this summer. Welcome back to the FSOC family!

I must just mention some of Dave Rothwell's recent acquisitions: very original low mileage 100E Prefect (I think?), Pompadour Blue 100E Prefect with very tidy 107E conversion and a rough but complete 100E Escort. If anybody out there is looking for a 100E, please drop me an email!

Events List for 2009

Not all of these have been confirmed as yet, and some of them clash. I have however included them all so you can see what the options are. If anyone needs application forms or more details please contact me. I will not be attending Astle Park because I'm on holiday.

Sat 13–Sun 14 June: North Rode Vintage Rally?

Sun 21 June: Ashton under Lyne – static car show with TVVCCC.

Sat 27–Sun 28 June: Kelsall Steam Fair.

Sat 4–Sun 5 July: St Helens Festival & Car Show.

Sun 5 July: Shaw & Crompton Vehicle Rally (Nr Oldham).

Sat 11–Sun 12 July: Cheshire Steam Fair, Tabley House, Knutsford.

Sun 12 July: Oldham – static car show with TVVCCC.

Sun 19 July: Fleetwood Transport Festival ("Tram Sunday").

Sun 26 July: Audlum Car Show (Nr Nantwich) – Shame it clashes!

Sat 1–Sun 2 Aug: Hebden Bridge Vintage Weekend (£4 charge).

Sat 15–Sun 16 Aug: Astle Park Steam Fair.

Sat 22–Sun 23 Aug: Tatton Park – Club Stand.

Sun 6 Sept: West Lancs Festival of Transport – Leisure Lakes, Mere Brow.

Sat 12–Sun 13 Sept: Malpas Yesteryear Rally.

Sun 13 Sept: Uppermill (Nr Oldham) – Car Shows with TVVCCC.

Sat 19–Sun 20 Sept: Birkenhead Park Festival of Transport.

Sun 20 Sept: Port Sunlight Car Show with TVVCCC (£4 charge).

Sat 26 & Sun 27 Sept: Fair Organ & Vintage Rally, Victoria Park, Widnes.

Bristol and West

Ivor Bryant

For the last few issues we have not submitted a report.

The Bristol Classic car show in February was postponed due to snow until the May Day Bank Holiday weekend. This gave a three day show rather than the usual two days and better weather. It did have its downsides, though. We needed staff for the extra day and there were other events going on which you don't get in February.

However we put on a good show, setting up on the Friday afternoon. Four cars arrived as arranged but we struggled to get them in the allotted space. My fault as I usually check but assumed four cars would fit.

We had on show Robert Maidment's Anglia on the front right. Robert is new to the club, having obtained the car late last year. On the front left was Dave Perry's Anglia. Philip Wookey brought his two door model Y and Robert Palmer his 100E. Dave won a prize for his Anglia, runner up for the best restored car in its class. That brought an even wider smile than usual to Dave.

We had 3 new members join on the Saturday and 3 more on the Sunday. Monday was relatively quiet, many of the autojumble and trade stands having left for other events. Thanks are extended to those who exhibited and those who helped on the stand.

We failed to arrange an event for Drive It Day generally due to lack of support and other commitments. Next event will be Bank Holiday Monday at Berkeley Castle when we are expecting a gathering of Sidevalves from our group and the Gloucester group.

The AGM is on our patch this year with a 40 mile road run after, some on the flat and some more challenging on the southern side of the Cotswolds and Berkeley Vale.

I may have sold a rough Popular to a member of BriSCA Heritage for classic stock car racing, too rough to restore but too good to throw away ... we'll see.

I have been contacted by a local garden machinery engineer for some odds and ends. He's rebuilding a Pattisson roller and found me from the club website. He had little idea of what the machine was made up from and noticed Ford on the manifold casting. This will be a useful contact for putting my Pattisson roller back together.

Peter Williams has reported on the generator: we have some compression, a good spark from the magneto and should have it running soon.

Peter and myself have booked in for the Old Ford Rally.

Photos show the club stand and the BriSCA stand.



Pre-War Register

Yvon Precieux

01475 529267, 6-9pm

Registrar's Comments

I am now available via email: prewregister@yahoo.co.uk. The telephone number above is still valid for contact. I do have lots of work dealing with two registers so please use wisely.

This year, 2009, we have a good year of celebrations and last issue I should have also included the 75th anniversary of the Model C. To celebrate this particular model I will be highlighting the Model C in a series of articles starting with this issue. However I do find it hard to believe after so many years writing about the Model C that the Model C's pre-war engine is still being wrongly identified with the same output and the same compression ratio of the later post-war 10hp units, and that we are still getting queries on unleaded petrol? It's good to know that the FSOC did their homework many years back on all these issues. For those of you with the early 10hp model who may wish to know how many Cs as opposed to CXs exist, well, at the last count, looking at surviving vehicles there are some 67 in number around in this country. Outside the UK, this brings the total towards the 90 mark. CXs account for well over 150. Both are not bad figures for a 1930s Ford that was prone to rust and had quite complicated bodywork.

My C van is still on a Sorn. I have replaced the broken rear axle, renewed the windscreen glass and renewed the engine lower water manifold gaskets. Being out in all weathers has taken its toll on the bodywork and I am in the process of sanding down the bodywork prior to repainting. I hope to have Henry back on the road by the summer.

Project Number 20

The Model C-20, deluxe 10hp Ford was officially unveiled at the Ford Dealers' convention, Norbreck Hydro, Blackpool on 17th September 1934. Sir Percival Perry KBE, the chairman of the Ford Motor Company, Dagenham, announced the new model at the low price of £135 for the single entrance car and £145 for the double entrance. The new car was well received by the executives of the dealerships and a telegram was sent by A.R. Smith, the general manager at Dagenham to Charles E. Sorenson at Dearborn. This detailed that at the convention, the dealers had acclaimed the car a winner; that all executives who had driven the 10hp car were enthusiastic about its wonderful performance, its speed, acceleration, steering and road holding qualities, and that in all respects it was far ahead of the competition and would prove a great success. Sorenson's reply was that when he last viewed the sample bodies at Briggs, the model had the earmarks of a beautiful car and ultimately would receive a V8 engine? On

reflection, had the V8 engine been utilised, it would have been installed in the CX rather than the C and major work would have been required both on the gearbox, axle and certainly the brakes.

When the 10hp Model C car was introduced, its gearing was as follows: top: 5.5:1, intermediate: 10.76:1, low: 18.72:1 with reverse 24.48:1. However by June 1935 this had been changed to top 5.5:1, intermediate: 9.71:1, low: 16.88:1 and reverse 22.08:1. The Ford Motor company also appeared to be nonplussed in deciding the tyre pressures and oil capacity as again initially the tyre pressure was identified as 35lbs pressure and oil capacity 5 pints. From May 1935 these had been reduced to tyre pressure 30lbs and 4½ pints. The latter was probably oil loss due to the higher compression ratio of the engine and crankcase ventilation would have produced fumes in the car.

On the Model C, the Ford script was not seen on the hub caps and some early chassis were devoid of the starting handle guide on the cross member. The interior was also improved upon and during the C's early lifetime, the seats were redesigned to give increased comfort and provide better accessibility both for the driver and passengers. The front seat squabs were reduced at the front by some three quarters of an inch, the back of which was reduced by some one and a half inches, increasing the rear footwell area by the same amount. Larger reductions were made to the rear seat with two inches trimmed off the top of the seat squab with the rear portion tilted further back by a similar amount. A substantial number of the Model Cs had Cooper Wallace speedometers with no line marked at 30mph. Also the clock fitted could be found either positioned in the middle top area of the windscreen with a sun visor on the driver's side or just on its own above the driver's part of the screen. Usually, with the latter a cranked gear stick was used with the gearstick directional indicator and with the former a straight stick. Colours initially were Maroon, Blue with blue cloth or leather, Cordoba grey with red or blue cloth or leather. Black came with trim of green, red or blue cloth and leather. A sunshine roof was also available at an extra cost of £5.10s.

With its compound curves to accentuate the desired streamlining requirements that Ford and other vehicle manufacturers had identified as the current way forward for vehicles to look, the Model C did not take off as well as the Model Y. It sold because of its performance, the 10 engine being the more profound influence on sales. The engine, chassis and bodywork were all to give Ford a few minor headaches, though nowhere near as troublesome as the axle fiasco with the Model Y. Certainly the diminutive 8 starter was insufficient for the 10 engine: the chassis and bodywork were expensive to manufacture economically and the latter drew in water, dust and eventually oil fumes. Some customers found the shape too

bulbous, hence the name 'barrel' Ford due to its external shape that tapered from the waist up. Most were very pleased with the car as transport but as the car was reduced through rust and wear (and unlike the Model Y, where sentiments were higher), the majority were pleased to be rid of it. (I regret to say this was the attitude for many years after and I'll reprint the comments Brian Sewell wrote about when as a boy he rode in a Model C.) It was only in the 1980s that the C and CX's rarity began to rise from the ashes. Its direct association with American design, the Model Y, being the first 10hp to be built by Ford and its marked difference to all the later Fords, much aided the numbers that survive today. (Photo 1: John



Photo 1

Keenan)

New Members

A welcome to David Barry, West Sussex, 7W Tourer, and to Gary McCormack of the Wirral with his 7Y saloon. The pre-war register can assist with many of the questions asked about specification and mechanicals. With all members I would recommend a parts book and a workshop manual prior to contemplating a rebuild, and the Club store is stocked with many of the parts (mechanical) that you may require. I am available on the phone should there be an urgent request for information.

The West Essex Car Club

This snippet (photo 2, courtesy *East Anglian Daily Times*) was sent through to me by Ian Maddams and shows a Mr R. Butler in his homemade car at Fersfield in June 1951. The car may not be exclusively pre-war but the chassis could be Model Y, as from the rear can clearly be seen a Model Y axle. Leigh Treveil from Diss has asked if anyone out there can provide any further detail on the Club, the



Photo 2

builder, R. Butler and the car?
Continued on page 14

Pre-War Register contd



Photo 3

Member's Profile

Ian MacDonald from Stornoway, Isle of Lewis, purchased BGU 511 in October 2001 from Paul Beck (photos 3 and 4). Located initially in the Cambridge area, there is no other information on the car. It is a different colour and the car is devoid of any documentation. However what was interesting about the car is that it is purported to be one of the cream coloured Model Ys provided to dealers for travel to the Ford Dealership Convention, Blackpool. If this is so then this truly is a rare beast and further investigation into some of the newspaper archives in the Cambridge area may assist in identifying the registration and dealership concerned. The DVLA are quite strict on the rules but if I were you, Ian, I would scour these old newspapers scrupulously for photos and details of the car. That might give impetus to obtaining the original registration. Certainly if all the information can be corroborated, the car would be an important vehicle historically. The car is complete even down to the luggage rack. On luggage racks, there were two types available: the one shown in photo 4 is the thin rod type. The second type is of a more substantial and robust gauge that could take much heavier luggage. Both types are illustrated in Dave Turner's book *Ford Popular and the Small Sidevalve Fords*.

The British Designs – A Retrospective Appreciation

The subject of aerodynamic design still attracted considerable attention and did not start to deviate until the late 30s with the Second World War killing it off. Although many may not believe it today, the 7W and the E93A in 1937 and 1938 continued the streamlined designs from the Model C and Model Y, but to a more sophisticated designated configuration of flatter sides,

sloping back and narrowed frontal area. This new design was universal and more practical economically for manufacturing bodywork on a mass scale, and many British manufacturers including Dagenham took the design on board. If you look at cars of the late 30s, all followed this type of body construction. The previous Ford model, the Model C/CX, although more gracefully styled from an exterior point of view, could be found to be cramped in seating accommodation due to the tapering of the body from the waist upwards, whereas the new generation of streamlined British Ford designed cars, the 7W and E93A with their 9¼ inches additional interior and overall length, gave driver and passengers more comfort, better leg room and better still, a streamlined yet covered luggage area with access from the outside.

After the war, interest in aerodynamics declined because design had moved on. Also

Photo 4



the buying of cars had wandered down to the working class who demanded a car with room for family and a larger area for luggage. So designer fundamentals had to be sacrificed for the greater good. This is probably the era when Old Fords became everyone's car to be established in history. All the Ford small Sidevalve models have some merit of importance in the manner in which they were designed for manufacture. Our Fords did what was asked of them in the era they were born: the fact that so many are still doing sterling service some 50, 60 and 70 years later is something that should be admired.

The 7Y Van at the Albert Hall

When the Model Y van was introduced, it was only to be expected that its successor the 7Y would take its place. The first 7Y van appeared at the Albert Hall in October 1937 and from the front end was clearly 7Y. However, from the door back, its business end was sheet steel on a wooden frame with similar manufacture to the rear doors, the roof remaining with the fabric and wood struts. The new van weighed less than 12 cwt, offered 52 cubic feet of load space and soon found a niche in the market. Special bodies abounded with a Utilecon conversion at the 1938 Smithfield show. An unusual step was the use of blinds for the rear doors, its fully trimmed interior (leathercloth) and linoleum covering for the floor. Had there been a settee and a couple of cushions this probably would have conjured up the ideal passion wagon for Stan Bilous, our intrepid South East London area contact, but thinking again, maybe not, especially as also included was a folding seat that formed part of the floor. A gown van produced by Bonallack and Son of East London was another conversion and we are lucky to have such a vehicle on the register, albeit still under restoration.



June 2009 Spares & Regalia Lists, Pop Shopper and Order Forms

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

Note that all prices for 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.....	£17.75
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.25
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.95
Reprint Workshop Manual for 100E and 300E.....	£25.05
Reprint Parts Manual for 100E and 300E.....	£20.10
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.75
The John Howe Book of Cartoons.....	£5.99
Ford Motor Cars, 1945- 64.....	£8.75
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£20.95

Stickers

Running In Instruction Sticker (Upright).....	£0.92
Running In Instruction Sticker (100E).....	£0.92
Window Sticker-FSOC design.....	£0.85
Silver Jubilee Window Sticker.....	£0.65
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each.....	£1.20
FSOC 30th Anniversary Sticker.....	£0.65
FSOC 40th Anniversary Sticker.....	£0.90

Magazines

Binder for Club Magazines (holds 2 years).....	£8.25
Following back copies of Sidevalve News available.....	£0.99
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£35.00
100E-2035	Front shoe return spring kit.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£23.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
/ 02062-B	Hydraulic flexi hose.....	£13.25
E0A-2078	Master cylinder.....	£72.00
100E-2140	Master cylinder repair kit.....	£8.50
E66-Z-1	Dust cover wheel cylinder.....	£0.95

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E-2119-B	Compensator (hand brake cable).....	£5.20

2009 February, April

Leaflets

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

Models

Ceramic Cream Model of 103E Popular.....	£5.30
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

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

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.75
<i>Racing Green in SM/Med</i>	
<i>Burgundy and Navy in Med/XXL; Jade MED</i>	
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/L/XL/XXL; Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£14.50
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

Model designs.....	£9.25
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL; Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£8.50
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED</i>	

Other Regalia

Licence Disc Holder.....	£0.85
Blue FSOC Mug.....	£4.50
FSOC 40th Anniversary Beer Glass.....	£19.95
FSOC 40th Anniversary Beer Tankard.....	£22.00
Tea Towel, All models design.....	£4.25
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.15
Pack of two dusters.....	£4.00
Pack of three dusters.....	£5.95
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£29.95
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.50

Steering and Front Suspension

E55-DB1	Top suspension mount.....	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DB8.....	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£190.00
100E-1190	Hub seal 0.983".....	£7.00
105E-1190	Hub seal 1".....	£7.00
Y-1202	Hub bearing inner 0.983".....	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member).....	£7.00

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

100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£27.50
100E-3289/90-B	Pair track rod ends	£22.00
100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
	Front suspension bush kit - 4 x E-10-DB- and 8 x 3063	£25.00

Rear Axle

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

Exhaust

100E 5225/5255	Clamp (silencer outlet pipe)	£1.35
	Van silencer-mild steel.....	£20.00

Engine Parts

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

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only	£4.00
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit	£7.00
E74-7580-A	Release bearing.....	£10.00
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£9.00
100E-7052	Front oil seal	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
EOA-7107-A	Ring synchroniser blocking	£5.00
100E-7111	Counter shaft.....	£10.50
100E-7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.28
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£44.50
100E-17286	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E	£3.80
100E-8115	Radiator drain tap (not original)	£3.50
100E-8260A	Early top radiator hose, 100E only	£15.40
100E-8260B	Late top radiator hose, 100E only.....	£6.90
100E-8275	Water inlet tube	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (exchange £10 surcharge *)	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat	£5.50
EOTA-8620-C	Fan belt, 100E only.....	£6.00

Fuel System

	Fuel pump with spacer (no primer).....	£43.50
	Petrol filler grommet.....	£12.50
100E-9276	Gasket (fuel tank sender).....	£1.00
100E-9288	Flexible fuel pipe	£14.50
100E-9437	Hot spot gasket	£1.95
100E-9627-A	Rubber (air cleaner).....	£5.95
100E-9959	Gasket carburettor float chamber	£1.45

Ignition System

	Emergency Breakdown Kit (round type distributor only).....	£45.50
	Set 100E ignition leads	£14.95
7V-12098	Nut H.T. lead distributor cap (set of 5)	£3.00
	Distributor only (rebuilt-exchange £10 surcharge)	£50.00
	Distributor cap (D type).....	£25.00
100E-12116	Distributor cap (round type)	£14.75
105E-12116	Contact set (D type distributor only).....	£6.50
100E-12199	Contact set (round type distributor only)	£6.60
EOTA-12199-C	Rotor arm	£3.25
100E-12200	Condenser (D type distributor only).....	£6.50
100E-12300-B	Condenser (round type distributor only)	£6.50
105E-12300-A	Spark plug	£3.00
100E-12405-T		

Electrical

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

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£21.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
100E-7043504	Boot handle rubber escutcheon seal (Anglia / Popular).....	£3.95
100E-7303110	Front screen rubber	£29.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle	£8.95

107E Specific Items

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

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

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.00
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W)	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W)	£160.00
YE-2019A } CE-2019B } 7W-2019 }	Brake Shoes (set of 4-all models- exchange £10 surcharge)	£49.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035	Spring (brake retracting) not E83W	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£5.80
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£10.10
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order)	£11.75
	Brake pedal return spring	£5.75
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£60.95
YE-2793	Spring (handbrake lever pawl)	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£19.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.06

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W)	£38.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50
E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.85
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans)	£53.50
	King Pin Set, complete (E83W)	£59.00
E83W-33111	Arm (steering gear) fits models 1937 to 1949.....	£20.00
7W-3590-A	Front axle A-frame Bush (fits all models).....	£5.30
Y-3446	Horn Button and Nut (Y model).....	£5.75
YE-3616B	Shackle Bush (metalastic type)	
E93A-4020	saloons and 5cwt vans 1946 onwards.....	£7.60
E493A 4050	Retainer (rear axle shaft grease)	£7.25
Y-4217	Bolt (diff gear case).....	£3.25
18-4217	Bolt (diff gear case)	£4.00
E93A-4607	Pin (Drive Shaft).....	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£2.49
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.95
	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
	Front Shock Absorber Link to fit E83W	£25.00
	Rear Shock Absorber Link to fit E83W	£25.00
	Shock absorber (specify which one required)	£85.00
	Front wheel bearings (wheel), specify model.....	£56.00
	Front wheel bearings (per axle set), specify model.....	£110.00
	Suspension Buffer (fits all models except Model Y)	£15.95

Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system	£105.00
	E83W stainless steel exhaust system.....	£99.50
	E93A-5230/Prefect and 7W stainless steel exhaust system	£150.00
E04A-5255-B	Clamp (inlet pipe to manifold)	£15.00

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and
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E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670 }	Oil Filter Unions (pair) (fits all engines).....	£12.95
E98T-18672 }	Oil filter.....	£35.00
Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount)	£8.75
	Front Engine Mounting bolt	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
E93A-6270	Timing Chain	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.95
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set)	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines)	£19.50
Y-6520	Valve Cover (fits all engines)	£7.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£4.95
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£4.05
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.10
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.75
YE-6623	Oil Pump Screen (fits all engines).....	£9.75
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
	E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040")	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.040")	£38.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020")	£15.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935-1953)	£45.00
	10hp manifold gasket.....	£7.25
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket	£15.00
YE-24052C	Studs (Cylinder head) set.....	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only)	£70.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£11.75
Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£30.75
	Gearbox Mount Upper (not Model Y or Model C models)	£9.95
	Gearbox Mount complete, per side	£20.95
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp)	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
7W-7050	Retainer (main drive gear bearing).....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly	£2.99
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
Y-7069	Washer main shaft intermediate gear thrust	£3.00
E04A-7070	Retaining Ring (snap ring)	£1.50
YE-7071B	Washer intermediate gear thrust washer.....	£7.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7086	Gearbox rear gasket	£4.50
Y-7090	Universal Joint.....	£30.00
103E-7114	Counter Gear (10hp)	£46.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.28
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7223	Gearbox lid gasket	£4.50
Y-7523	Clutch return spring	£5.30
7W-7533	Clutch linkage clevis pin	£2.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£25.00
7W-7561	Clutch Release Bearing Hub-All models	£19.50
YE-7563B	Clutch Cover-All models, except E83W (exchange - send with order)	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order)	£66.00
E74-7580A	Clutch release bearing-All models	£10.50
E70-7600-A	Clutch Pilot Bearing	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter	£19.95
Y-5102	Large selection of used gearboxes available	

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

(collection only).....		£30.00	YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.62
Cooling System			CE-13101	Spring (headlamp focusing).....	£0.70
Water Pump Repair Kit.....		£32.00	E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£4.95	103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
Y-8109	Radiator cap (brass screw type).....	£6.95	103E-13408B	103E Plate (Rear Lamp Base) (pair)	£41.50
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.65	103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.95
	Radiator Hose (moulded-E83W-state top/bottom).....	£10.50	103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	Radiator Hose (moulded-bottom).....	£10.70		103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
	Radiator Hose (moulded-top, state type of radiator cap and model).....	£11.60	ET6-13465	E493A refurbished number plate lamp.....	£70.00
YE-8606B	Fan Blade (11").....	£5.90		Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£1.95
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£7.90	40E-13466	Panel bulb 6V 3W.....	£1.70
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£7.50	78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.40
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.99	BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.60
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.99	E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.50
			CE-13740A	Toggle Switch (panel lamp).....	£2.60
			38193-57	Headlamp mounting bolts plus nuts (each)	£8.99
			E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
				Rebuilt bulkhead cutout (exchange only).....	£24.65
Fuel System			Rubber Grommets and Seals		
	Fuel Pump with spacer (no primer).....	£42.90	E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
	Fuel Pump repair kit	£27.45	7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..	£4.30
E04A-9080	103E/E494A Petrol Filler Grommet	£12.95		E83W Bonnet Corner Pads (Pair).....	£8.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet	£10.85		E83W Bonnet Corner Pads (Full set).....	£12.95
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35	81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
YE-9355	Fuel Pump Cover (all models).....	£1.97	81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65		Grommet-gearbox cover.....	£4.50
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50		Set of three grommets-gearbox cover.....	£12.00
YE-9374	Gasket (fuel pump to cylinder).....	£0.95	CE-171515A	Grommet (windscreen wiper).....	£3.50
7W-9425	Inlet Manifold (10hp)	£17.00	E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair)	£16.95
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£3.10	E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£24.95
YE-9448	8hp manifold gasket.....	£7.50	E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
	Rebuilt 8 hp Carburettor (exchange-send with order)	£80.00		Opening windscreen rubber for E83W.....	£18.95
Y-9447	Rebuilt 10 hp Carburettor (exchange-send with order)	£80.00	E83W-111172	Blind Grommet (fits under 103E/E494A bonnet)	£0.62
CE-9447	8hp Gasket (carburettor to inlet manifold).....	£1.25	40-700546A	Door post rubber bumper (one per door post 1937 onwards).....	£2.40
YE-9502	Carburettor Gasket Kit.....	£7.95	48-702610A	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
YE - 9555	Carburettor Float (all models)	£4.50		Boot T Handle Escutcheon rubber seal	£3.95
YE-9660	Connector (Starter Valve) Assembly).....	£5.00		E83W Door Rubber seal (enough for both doors)	£15.95
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95		Opening windscreen rubber for Prefect and 5cwt van	£15.50
Ignition System				Front screen rubber for 103E/E494A/E04A.....	£14.50
	Emergency breakdown kit.....	£45.00		Weatherstrip door bottom (per ft) all saloons 1937 onwards...£2.75	
	Set E93A ignition leads	£14.95		Roof weatherstrip (per foot) All models except Y and C.....	£1.99
E83W 12024A	6V Ignition Coil (All models-not original)	£38.75		Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00	Miscellaneous Body Fittings		
YE-12116B	Distributor Cap (All models 1935 onwards)	£13.00	E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.60
YE-12135B	Oiler (screw-in type) All models 1935-1955.....	£1.65	103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.80
YE-12185B	Toggle (All models 1935 onwards)	£0.62	E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.75
YE - 12191B	Spring (distributor weight) no 1 - light	£2.85	E83W-8215-A	E83W Grille Badge Mount.....	£19.00
YE-12199B	Contact Set (All models 1935 onwards).....	£6.60	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..	£5.90
YE-12200C	Rotor (All models 1935 onwards)	£3.25	YE-16750B	Bonnet Clip (Y model)	£19.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy	£1.28	103E-17261 / 2-B	Speedo Cable (state model)	£19.85
YE-12300B	Condenser (All models 1935 onwards)	£8.60	C46412AR	Dovetail (female).....	£4.25
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.00	E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£49.60
Electrical System				Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
	Dynamo-2 brush, early type (exchange-send with order)	£87.50	E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order)	£110.00	E493A-7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)	£87.50	E93A-7043500	Locking Boot Handle, chrome plated, with keys	£12.25
E93A-10043	Kit (2 brush dynamo brush).....	£4.50	C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
EY-10043	Kit (3 brush dynamo brush).....	£4.50	7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
YE-10094	Bearing (generator drive end) assembly.....	£5.95	BE-964280-H	Window Winder Handle	£4.95
YE-10160	Felt (dynamo drive end bearing).....	£0.65	7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)...	£4.90
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only	£24.95	Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£110.00	C-949967C	Striker Plate (C and CX, 1934-1936).....	£3.80
YE-11001C	8hp starter motor (exchange-send with order).....	£110.00		Bootlid Script Badge (Popular, Prefect and Anglia)	£14.75
EY-11057	Starter motor brush set, 8hp 2 brush.....	£4.75		E83W wing mirror	£15.00
E93A-11057	Starter motor brush set, 10hp 4 brush.....	£9.50		Reconditioned window regulator (please return old unit with order).....	£45.00
7W-11359	Spring (starter pinion retaining)	£0.82		Radiator Muffs (E93A Prefect only)	£26.60
BE-11450	Starter Switch.....	£18.00			
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75			
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.99			
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.75			
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75			
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00			

These price lists supersede any previous price lists. Prices charged will be those ruling at the date of despatch. Note that all prices include postage and packing for members in the **United Kingdom only**. Other members should check the cost of postage with the spares or regalia officers before ordering. Manufacturers part numbers are used for identification purposes only and do not necessarily indicate the source of supply or manufacture.

Spares and regalia are available to Ford Sidevalve Owners Club members for their own personal use only.

Many secondhand parts and a limited number of old stock of certain items are also available. Send a SAE with your list of specific requirements for more information as the stock is always changing.

All spares and regalia are available by Mail Order only from the appropriate officer. Cheque with order. Please use the order form provided. All cheques must be payable in Sterling on a London Bank to Ford Sidevalve Owners' Club Limited. Minimum order £10.00. Do not make payments direct to the Club's bank as this causes delay.

There is no telephone number available for the sale of regalia, 100E, 107E or Upright spares. You are therefore advised to order in good time to allow for delivery and any necessary correspondence. Goods should normally be delivered in the UK and most of Europe within 28 days.

A number of members are failing to return exchange units to the Club for reconditioning and therefore it has become necessary to insist that old units are sent with order. Note that exchange units must be suitable for reconditioning.

Parts ordered incorrectly and returned to the Club will be subject to a 15% surcharge to cover the cost of postage and packing.

Currently, if a spares parcel gets lost in the post, Parcel Force will only refund £20. Therefore if your order exceeds £20 and is less than £100, please add a further £1.00 to cover postal insurance. If your order exceeds £100 and is less than £200, please add a further £2.25 to cover postal insurance. If your order exceeds £200, please add a further £3.50 to cover postal insurance. Failure to do this will result in orders not being insured and the Club will not stand the loss.

Photocopies of the order form are acceptable if a member does not want to damage their magazine.

Name _____ Membership No _____

Address _____

Post Code _____ Telephone _____ Date _____

Model No _____ Year _____ Engine Capacity _____

Quantity	Part No. or size (clothing orders)	Item Description	Item cost £ p	Total £ p
Total				
If total exceeds £20 and less than £100 add a further £1.00 for postal insurance, UK only				
If total exceeds £100 and less than £250 add a further £2.25 for postal insurance, UK only				
If total exceeds £250 add a further £3.50 for postal insurance, UK only				
Final Total				

Other parts required _____

UK Members

The Club accepts UK Sterling cheques and British Postal Orders for orders of £10 or more, made payable to The Ford Sidevalve Owners' Club Ltd.

Overseas Members

For overseas members we recommend payment by credit card, but will accept a Sterling cheque payable to The Ford Sidevalve Owners' Club Ltd. drawn on a London bank. Cheques such as these can be obtained from your local bank.

DO NOT make payments direct to the Club's bank as this causes delay

Card Holder Name _____	Card No. _____
Card Holder Address _____	Expiry Date _____
_____	Maestro Issue No. _____
_____	Last 3 digits of security code _____
Signature _____	Date _____

Please send this completed order form, with cheque, Post Order or credit card details to:

for 8 & 10hp Spares and Regalia:

8 & 10hp Spares,
Ford Sidevalve Owners Club Ltd,
PO Box 1172,
Abingdon S.O.
OX14 5WA

or for 100E or 107E Spares:

100E/107E Spares,
Ford Sidevalve Owners Club Ltd,
Badgers Keep
Verwood Road
Wimborne
Dorset BH21 8LJ

Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War

1938 7W two-door for sale. Taxed, MoT'd and in regular use. Good, older restoration. I would like £4200 for it but I would be open to trade or part exchange it for a 1937-54 Fordson 5cwt van, on the road or as a project, or parts. Email: ncrypt10n@aol.com

1937 Ford 7Y. Black with red interior. Fully restored and very sound. 10hp engine runs and drives really nicely. 'Living Willed' to me but I'm into Hot Rods but this one is way too good to rod, and just sits in a lock-up which seems a shame! Family owned since 1968. Will be sold with 12 months' MoT. Photos available on request. £2850. North Somerset. (Non-member) Tel: Andy on 01373 464742. Email: hotrod36@blueyonder.co.uk

103E

1953 103E Popular. 70% completed restoration project. Converted to 12 volts. Stainless steel exhaust. Needs a respray, a bit of chromework and the seats recovering. A death in the family forces sale. Sensible offers only please. Mid-Wales. (Non-member) Tel: Phil on 01974 821574 Email: weed1@dircon.co.uk

1954 103E Popular. Regretful sale of my Ford Pop. Bought at Earl's Court show. Great near original condition. Working 'wing' indicators and interior in good condition. Was bought for £4000 but will accept a near offer. Used for shows but living abroad means I must sell this lovely car. Great runner and kept nice and dry in underground garage. London. Tel: Julian on 07812 840743 Email: hakesassociates@gmail.com

100E

1956 Ford Anglia 100E. Cream. Three bar grille. Good condition. Taxed and MoT August 2009. £1100. Staffordshire. Tel: Ken Marshall on 01283 541079 Email: marshall@copperstream.co.uk

1956 Prefect. Taxed and tested until April 2010. VGC. No welding. Full history. New front window rubber. Five new tyres. £1800. Redcar, North Yorks. Tel: E. Thornton on 01642 497618

Commercials

1944 Ford 10Hp E83W. Refurbished barn find. Small amount of work required to complete. Originally bought by a Bristol man and used for oil deliveries to local farms and villages during the war. Last taxed in 1966. Original log book and documentation. Mileage approx 13,000 and believed to be correct. Many thousands spent on parts and work but too numerous to list. Number plate valued at £1700. Vehicle will be MoT'd. Viewings welcome by appointment. South West – Bath. (Non-member). Tel: Des on 07774 711153. Email: uplandway@tiscali.co.uk

Specials

1959 Ashley Convertible project. All parts except engine. Been dry stored for the last 20 years. Bromley, Kent. (Non-member) Tel: J. Moore on 07985 406765 Email: jmoore121@btinternet.com

Wanted

Fuel pump for E93A engine. Intended for 1950s OTA tractor but any 10hp fuel pump with primer considered. Egham, Surrey. Tel: Mr Huxley on 01932 564168. Email: ejhuxley@btinternet.com

E93A engine. Preferably reconditioned and wanted for immediate use. I have the carb and manifolds. Derbyshire. Tel: John on 01629 583192. Email: jandjmas-tin@aol.com

Floor panels & set of instruments for 103E South Coast. Tel: Michael Saunders on 01794 323408. Email: sondar@postmaster.co.uk

Fordson van or similar. Midlands. (Non-member) Tel: Kevin Green on 07860 462246 Email: kgreenjoinry@tiscali.co.uk

100E for restoration. Anything considered within reason. I can collect from most areas of the UK. Ireland. (Non-member) Tel: Kieran on 00353 (0)87 9163578. Email: hsautofab@gmail.com

10hp engine for E83W. I am looking for a rebuilt/reconditioned engine to fit my E83W. Must be good and reliable. Cash waiting for the right engine and I can collect from anywhere in the UK. Nantwich, Cheshire. (Non-member) Tel: Dave on 01270 611894 Email: dave@minisidewalk.co.uk

Headlight trim rings for Upright Anglia. Chrome or painted versions. Worcestershire. (Non-member) Tel: Barry Timms on 07929 640692. Email: nsrapro@yahoo.co.uk

Red Ford Pop 103E driver's seat Must be in very good condition and in the original colour red trim. Would consider both front seats, if available. Nr. Chelmsford, Essex. Tel: Ray Gibson on 01245 22199. Email: eforelle@br47.fsnet.co.uk

Spares for Sale

Various 103E Popular 6 volt electrical parts for sale due to 12 volt upgrade, also a reconditioned starter motor for the Ford Eight model, plus a few other 103E and E83W bits and bobs. Chelmsford, Essex. Tel: Ray Gibson on 01245 222199. Email: eforelle@br47.fsnet.co.uk

Various spares for 100E Thames, Squire and Saloons Steering, clutch, gearboxes and interior parts etc. Staffordshire. Tel: Ken Marshall on 01283 541079 Email: marshall@copperstream.co.uk

Fuel pump heatshield kits. See article by David Manterfield in April edition of Sidevalve News. £13.50 plus £2.50 p&p. To obtain kit, send cheque made out to D. Manterfield and send to 34 Standon Drive, Sheffield S9 1PL. Tel: David Manterfield on 0114 2490255 Email: d.manterfield@btinternet.com

Complete Ford 10 engine. Was fitted to MG J2 and was in good running order when removed from car 18 months ago. Also available are two new head gaskets, other miscellaneous gaskets and a copy of Cassell book of the Ford Popular. East Anglia. (Non-member) Tel: Peter Thomas on 01493 730528. Email: thomas.pr@btinternet.com

Various Model Y parts. Complete cowl with screen and vent, both wind in and out perfectly. Pair of doors complete with glass (winders need work). Bonnet with sides, all hinges work perfectly. Grill – requires work at the bottom. Complete rear panel. Couple of garnish mouldings. Couple of steering rods. West Yorkshire. (Non-member) Tel: Bryan Holdsworth on 07917 666483. Email: btjoe90@aol.com

10hp engine. Fully reconditioned. Unleaded with double water outlet. £1250. Other 8 and 10hp engines at different prices. Petrol pump (reconditioned) £25. Suffolk. Tel: T. Brandon on 01449 711837

Various E493A parts. 1953 E493A front £40, good chrome. Suspension units, set of four, £80. Two sets replaced recently with club units £95 each. Very good number plate light, hub caps and ramps. East Anglia. Tel: Mr Capps on 01945 464892

Y & C spares. 1936-37 Ford Model Y hardwood roof kit made by the Y & C Register, new and unused. £130. Also, pair of 1936-37 headlamp glasses, new, made by Y & C Register. £20. Delivery extra. North Scotland. Tel: Roddy on 01851 704240. Email: fordsonmad@msn.com

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

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



Sidevalve News

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

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

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

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

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

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

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

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

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

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

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The Ford Sidevalve Owners' Club Ltd
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E83W Register

Yvon Precieux

01475 529267, 6-9pm

Registrar's Comments

As with the pre-war register, I am now available via email, prewregister@yahoo.co.uk. The telephone number remains valid for contact and I repeat, I do have lots of paperwork dealing with two registers so please use wisely.

The register is continuing to gain pace and for newer members I would ask what you would like to see in these pages. The register exists to assist in the restoration of and help with any queries related to your vehicle. Besides the register we have further technical advisers and of course our stores for parts required. There are also contact groups around the country and we do have members with much expertise who are very willing to assist others. So you are not alone even if you are out in the sticks. As registrar I am not fickle enough to demand that restorations be to the highest standards, but I do demand that all vehicles on the road comply with the legal road requirements and insurance requirements. Dents, superficial or minor rust, hand painted, different colouring and old upholstery are not a problem to me. In fact we have trucks that were once vans found in a dilapidated or semi derelict state. It is better to see a van, truck or gown van on the road in a rougher but roadworthy condition than to hear of a pristine vehicle trussed up in a garage for years on end.

New Members

We welcome to our fold Derek Powell, 1952 10cwt van and Prefect E493A (one for Andy), and Jon Appleby of North London with his 1953 Fordson. In time I would be pleased to receive further detail of your vehicles including photo for inclusion in these pages and for keeping club records up to date.

Ice Cream Vans

The records show that at least three were being restored well before I took over this register. Could owners of these vehicles give me an update as I am preparing a future article and rather than supply old photos to illustrate, it would be nice to include details of how they look now!

Roll Call

Having just counted the registers held for these vehicles, I am now able to update the information on numbers that are around at the moment. These are as follows: vans 230; builders trucks 150; flat beds 25; steel 20; ice cream vans 10; Pattisson 5; woodies / shooting brake 12; fire tenders / breakdown trucks 3;



Photos 1 and 2

canteen vans 6; and special bodied, gown vans, pantechicon etc 8.

The Police Van

An interesting vehicle, the police van in photos 1 and 2 was photographed in the seventies by Bruce Palmer and was seen around in South London. Registered XMM 357, it was eventually parked up as shown and then disappeared.

Photo 3



Does it still exist and who was the body builder? If you look closely at one of the horizontal, long side windows, you will see a crack. Was this done by one of its passengers on being taking to court or was this done by vandals? If the latter, that may have been its demise or indeed it may have been put under cover for protection. E83W vans were also used by the tunnel police for the Mersey tunnel, I do have a black and white photo of such a van with the 1951 registration FBA 174 and coloured blue, owned by J Blake of Liverpool.

A Woody E83W

To continue the theme of Ian's article last issue, I include this nicely restored version (photo 3). Alas, no history or information and this one is not on our register. It was snapped by John Skinner, Worthing in August 1999 at Loseley Park. The front area including the wings is coloured black with varnished wood at the

E83W Register contd

sides and white painted roof. Any detail, chassis number etc would be appreciated. Information on the coachbuilders can be obscure. There is the 'Car O Van' conversion and Garners also prepared some interesting conversions.

Anthony Hoists and the Steel E83W Pick Up

In April Tony Beadle, automotive writer and photographer, wrote to me in reference the detail mentioned in these pages earlier. Tony is writing a history of vehicle manufacturing in Hillingdon, London and has given permission for me to provide some further information on this innovative company.

Part of the Steel Barrel, Scammells and Associated Engineers Ltd group that was set up in the 1930s, for many years Anthony Hoists was based in Minerva Road, North Acton, London NW10. The company moved into what it described as 'larger and more up-to-date factory premises' at South Ruislip in August 1948. The main business activity in the period leading up to the relocation was the production of lorry bodies and tipping gears that were fitted to various makes of chassis. For example, at the 1937 Commercial Vehicle Show an Anthony Hoists all-steel body and vertical hoist were exhibited on a 4-ton Oldsmobile truck. However, at the 1948 show held at Earls Court in October, Anthony Hoists was one of the first two companies that introduced hydraulically operated tailboard lifts to road transport operators. Show reports indicate that demonstrations of these 'revolutionary items of equipment' created quite a stir amongst the crowds of onlookers. In the 1960 edition of SMMT Register of the Motor Industry, Anthony Hoists was listed as a goods and utility body builder, also a supplier of motor accessories. It is believed that, in common with the rest of the companies in the Steel Barrel, Scammells and Associated Engineers group, activity at the South Ruislip plant ceased not long after the takeover by York Trailers in 1965. (Tony's book will be published soon. Details of this including cost will be identified in these pages when received.)

The E83W Pick Up and Its Competition

The all steel E83W Thames pick up body and the builders truck had many competitors in the mid fifties. Austin, Morris, Bedford, Reliant, Trojan, Seddon, Standard, Commer, Volkswagen and Land Rover. Today you would probably only recognise Land Rover: that now has gone beyond recognition, although the older vehicles are plodding away on the African continent. In the 50s the E83W was competing with 5 to 30cwt trucks and payloads of up to 3,360lbs. Today the number of E83W trucks that have survived are well above the survival rate of its then identified competitors. After the war and into the mid fifties, contractors purchased the E83W because apart from Standard and Reliant, its total price then was just £436.14s.7d.

(This included purchase tax.) However the Standard truck could only carry 6cwt and the Reliant 3-wheeler even less. Further advantages with the E83W could be seen in the load space, which sometimes was not that much less than that of the much larger trucks, its turning circle and its very dependable mechanics. To give you some idea of the competition, illustrated are the other trucks. You may still see the Reliant 3 wheeler around, but have you seen the Bedford 10-12cwt, the Trojan all metal pick up or indeed the Standard 6cwt?

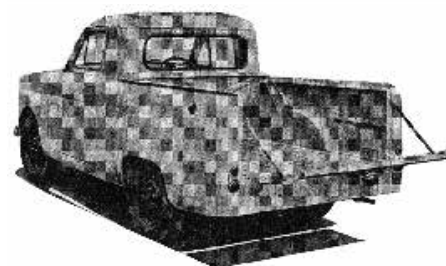
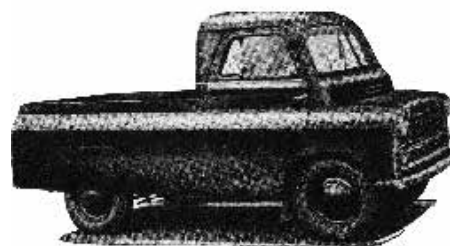
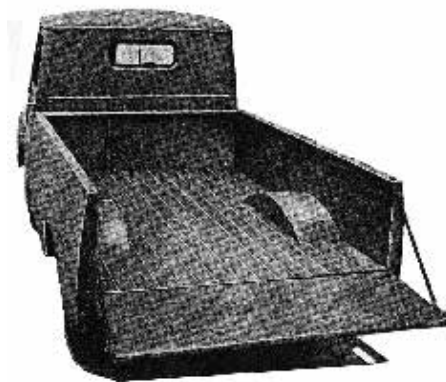
The First E83W Engine

When the first E83W rolled off the production line, the engine installed was number 125686. This would have been a 7W type engine, still with the double outlet and with the engine number stamped on the plate just above the centre of the block on the opposite side to what we see on the manifold side of newer or later engines. The earliest vehicle that was known was scrapped. This was a modified van with chassis number 127306 but due to its condition it was used for spares. The next earliest we have is chassis number 201177 owned by Charles Ridd, a 1939 van converted into a builder truck. By this time I would have expected the latest engine to have been installed. Any detail on earlier E83Ws would be appreciated. I will give details of the newest E83W in the next issue.

That Canadian Food Van

Good to see the article from Les in the last issue. This particular E83W is significant as many years back its future was bleak. Food Van No 1 after the war was shipped back to America to take its place in the Ford museum. Its future seemed to be assured but in the late 70s/ early 80s, Ford's policy on museum vehicles changed and the still dilapidated food van was auctioned off. Purchased by a vehicle enthusiast from Inkster, Michigan, it was left in an open yard and eventually sold on, possibly then purchased by the Canadian museum?

Apparently there is much information on the NAAFI that can be gleaned from a brochure that was sent out to all Ford dealers after the war. Does anyone still retain a copy? All in all some 450 NAAFI food vans were made available to local authorities to assist in the war effort. All vehicles were maintained and restored free of charge by local dealers, staffed by WRVS and given full breakdown cover by the AA. The original batch of 23 was funded by Henry and Edsel Ford. However the rest was paid for by the people of the many tiny islands that were then colonial, now Commonwealth, who too small to supply men for the war effort supplied monies to convert and supply canteen vans for Britain. Food Vans were not only provided for Britain: 12 were supplied to Belgium and 6 to Luxembourg. This canteen type of body was seen on the 7W and 7Y chassis, so Les's query as to a used vehicle converted to a food van would appear quite valid. The engine is correct



Top-bottom: Austin, Bedford, Bedford 10-12cwt, Standard 6cwt, Reliant

with a combination of pre-war ancillary items. The cylinder head is the only type that has no platform or spigot. The special bracket that was used to mount the dynamo came out in late 1940 but was discarded after the platform cylinder head was produced.

100E Register

Robert Goodland

It is great to be able to get back out and finally have a little daylight to work in! I have finally regained a bit of enthusiasm for the work needed on the cars. I am looking forward to having a really good tidy up in the garage and getting my Prefect ready for the MOT. I have got it moving and more or less back together but there are a few welding repairs that I must make. The engine was started last week, and considering it had not been started for well over a year, I was very pleased that it started after 4 or 5 attempts. I am starting to put the car back together and then hoping to get some cosmetic work done on it following the MOT. I am hoping to get it looking pretty smart without spending too much of a fortune on it! I have a metal sun visor for it but I took it off to de-rust the inside. I was also given some driving lamps which need cleaning up and painting. They are pretty old: one of the lenses is marked 'Butlers' – the same as the rear lenses on most 100E type vehicles, so they are period accessories!

It was great to hear from Mr Alan Garratt, who has a lovely 1955 Prefect deluxe in Lichfield green. The car really does look splendid with the auxiliary driving lamps and sun visor. I do love these period accessories! The car is called Lurch and was bought by Mr Garratt in a sorry state for £30. He had to trailer it home but it was bought as a project for himself and his son. It took seven years to bring the car up to the current high standard. The car is now concours and won third in its class at the Yeovil Festival of Transport in 1993. It has since been to many shows and on many runs.



Lurch

Lansdowne Models of Bath, clearly impressed by Lurch, contacted Mr Garratt and asked if they could produce a model of the vehicle. This model was produced last year. The model is 1:43 scale and is fitted with Lurch's registration, SLJ 980. If you are interested, this model is available for purchase along with many others at their site in Bath. This is interesting as I have several Vanguard models of 100E type cars, but these all seem to be 2-door saloon cars. The Vanguard models are pretty good but they have orange indicator lenses at the front and only come in standard post '57 (Anglia) form, judging by

the lights at the back. A four door 100E model would be nice, as would a deluxe one, not to mention estate cars and vans! I had considered modifying a 2-door model to make a 4-door one, but that is as far as I got with it!

Mr Garratt has all of the MOTs and all relevant paperwork for Lurch. When he did the restoration he compiled a book which documented everything. This included replacing the inner and outer sills on both sides. It sounds like a brave restoration but he now has a fantastic looking car which he can be truly proud of!

It is always great to hear from other people with 100Es. It also saves you having to be bored to tears each time by my personal 100E antics! You know how to get in touch. E-mail me some photographs of your cars! I used to worry that my car was a bit scruffy but that does not matter – they were made to be used and enjoyed. Whether your car is perfect, awaiting work or in the process of being repaired, let me know! Your experiences could help other Sidevalvers out there with similar issues.

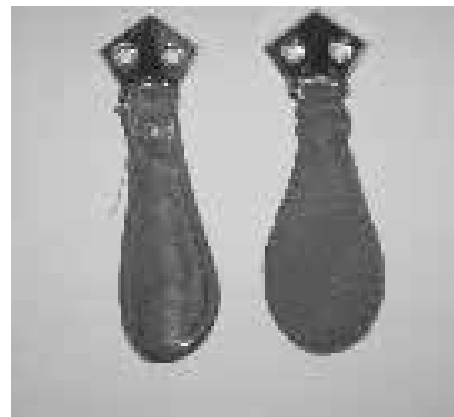
Trimming

The 100E is a sturdy car, which I consider to still be a practical and capable vehicle. However, there are a few bits which inevitably get worn or damaged after about 50 years. Many owners make practical modifications to accommodate this. I always like to try to make something in keeping with but hopefully of a more substantial nature than the original part. As an example, the door pulls on the Prefect.

I remember when my father had a Prefect, years ago, he made new door pulls from leather. The original door pulls had disintegrated to a state where they were no longer useable. The replacements he made outlasted the car and are now on his current Prefect. I decided to make some for my Prefect, partly influenced by walking past an upholstery shop in Sheffield. There was a basket of leather off-cuts in various colours, priced from 20p to 50p. I think I spent less than £2 to purchase several pieces of grey and some buff leather pieces. They were good, soft leather and ideal for the purpose.

Even soft leather is hard to work with and stitch; either you have an industrial sewing machine, a punch, or very sore thumbs. I had an idea, though. This involved making a CAD drawing of a surviving original door pull and cutting it on the laser cutter at work. I was able to flip my design so I could even include accurate holes to help with the stitching. I used a running stitch and then doubled back on myself to complete the job. The fob was attached to the metal plate by means of a fold-over top with leather binding. I tied the leather through the holes first, before overwrapping it and finally sealing it with some clear all purpose adhesive. Pictured above is my door pull, along with the only surviving original, for comparison. The binding is a little different

and the edges are not enclosed, yet I think that I have produced a quality article which is in keeping with the patina that the car has already acquired.



Pulls, old and new

On a similar note, how many of you are driving around with sore backs? 100E seats get to a stage where the foam rubber inside deteriorates to a sticky orange powder. When this happens, your back is resting on the springs that stretch across the seat back frame. It is awful after a few miles! When my parents came up to stay recently, I took the seats out of one of the 100Es and we took the covers off to investigate. The squab was still in a comfortable condition, so we left it well alone. The clips prise off with a screwdriver (just be careful not to tear your seat covers in the process). I would recommend that you do this outside, or put some newspaper down – this stuff is horrid! After hoovering out the seat cover, my mother decided that a quilt would be the best thing to re-pad the seat with. A 13.5 tog rating quilt/duvet was bought from Asda for the princely sum of £6 and a strip cut from it. This was stitched over the back frame and between the springs to secure it. The seat cover was then refitted and the clips put back on. The seats are now comfortable and usable again – no more sore backs! I still have half a quilt left if anyone else fancies giving it a go.



The seat frame

107E Register

Robert Goodland

If you remember, last time I left you with a picture of my Prefect in a very sorry looking state. With all the trim removed, it looked like it was ready for the banger races! I investigated the cost of a respray, then I drove the car over. All of the trim component parts were removed from the car and I took the windscreens out, too. The window surrounds were taken off, along with the door cards, door handles, the number plates and the light fittings. I left the car in the capable hands of Pete the painter and I went home. The next week, I had a call from Pete to say that the car was ready and to come and have a look. It looked so much better than before! He had spent a good deal of time filling and smoothing the back wings where there were depressions in the bodywork. The new two tone paint looked great – but the only time I could put it back to a drivable state was the following Saturday.



At the spray shop

I started early on Saturday, at about 7am. I picked up my friend Howard on the way and we started to put the car back together. Certain bits were easy, like the bumpers and number plates. The difficult part was going to be refitting the front screen. Dave Manterfield kindly popped over to help us with this, and it was a good job too! Refitting the bright inserts proved a frustrating job, but necessary to keep the screen in on the way back home. By the end, I was getting tired, hungry and frustrated. It is easy to slip with the screwdriver at this point and you have to be careful that you don't damage the new finish too badly!

I drove the car back without the back screen fitted. It was like driving a shed – all the spray dust, tools and unfitted trim items littered the interior. The seats were borrowed from the 100E and the passenger seat was missing. It seemed to go well, though – perhaps the shiny new paint affected the wind resistance! Dave drove my daily car back home for me, and on the way back we popped into a glazing place and found the name of someone who may be able to help refitting the screens. I had bought new rubbers but we refitted the front screen with the old one initially, as it was already formed to shape. The car then sat in the garage for about two weeks.

Tony Archer, a trimmer from Huddersfield, was doing my seats. So, early one Saturday morning I set off to pick them up. I arrived at 7am and I was already his third visitor that



Reassembly ...

morning! Tony specialises in motorbike seats but has been trimming cars since 1971. He had done a beautiful job on my initially tired looking seats, absolutely transforming them! In their original condition they were useable but pretty scruffy. The squab on the driver's seat had sunk significantly – Tony said it had been stuffed with all sorts, including old socks. There was a long tear in the passenger seat cushion where the material had become brittle and the foam had disintegrated. The grey parts of the seat had discoloured to an unsightly brown: Tony said that there was some sort of adhesive behind these parts, which had bled through.

The seats now looked great, felt great and smelt of fresh vinyl! Most of you will know that these seats are different to 100E seats: they are sprung differently, making them more comfortable! According to Tony they are similar to the type used in a Mk 1 Cortina. Upon arriving back home, I got the Prefect out of the garage as my friend Mike was coming over to help with the reassembly. The windscreen man, Clive, was also coming over, but he was delayed due to several Friday night break-ins that required emergency glazing.

I had spent quite a bit of money on new door seals, so we fitted them carefully, with some



New seats!

contact adhesive in the groove to help them stay on the lip around the door. I scrubbed all the carpets out on the drive with 1001 carpet cleaner. We hoovered all of the muck and the spray and filler dust from the car, then worked on fitting the windscreens once our man arrived. Mike and Clive had left by 3pm, so I worked on until it was nearly dark. I scrubbed the door cards with an ammonia based cleaner to get the grime out before refitting and putting all the handles back on – which took a while! Refitting the window surrounds was easier after loosening the quarter light fixings. I had fortunately not lost too many parts! I had the seats in by nightfall and only put the car away when I could no longer see what I was doing.

Hopefully, you can see what has been done from some of the pictures included. This is the first time I have ever tried to get things done 'properly' and the car now looks a lot better! I have made a rear parcel shelf to conceal some speakers carefully; I have welded some brackets onto the bumper irons in order to pick up the driving lamps; and I have made an MDF cradle and fitted a radio under the glove box in a reasonably inconspicuous fashion! I am hoping that this is going to be a tidy car that I can use and enjoy. We will see!



The finished result

Anglia, Prefect & Pop Register

Andy Main

Registrar's Comments

Drivers have so many distractions now to contend with without the latest now inflicted by my local council, and perhaps yours? Drivers are more likely to have an accident when surrounded by and distracted by advertising hoardings termed 'visual clutter'. Some researchers say there should be a ban on advertising on busy roads and around junctions. My council first advertised for sponsorship and roundabouts now feature advertising hoardings about three times the height of a street sign. If I wrote and complained I expect council spin would be that the sponsorship was reducing my council tax bill or that it made more money available for the roads department in these tough economic times.

Hopefully this year we will have drier weather, especially in the summer, than the last two years so that we can enjoy taking our Sidevalves out for a spin. With the proposed lowering of the speed limit on some roads from 60mph down to 50mph we will have a better chance for us of motoring at 'the limit'.

It appears that some rally organisers don't always understand that older vehicles do not travel at fast speeds, usually avoid using motorways, and may experience mechanical problems. At a recent local rally an old car arrived after the entrance deadline on the back of a recovery vehicle after breaking down en route. The recovery vehicle was not allowed to enter the show and unload, I expect due to insurance and health and safety issues of a moving vehicle. However the show featured a steam and car parade later.

Since holidaying days in a Sidevalve I have always kept a number of the 'consumable spares' in the boot, just in case, as a garage/accessory shop/Halfords will be of little assistance when the time comes. The yearly MOT is perhaps like a visit to the dentist: things appear okay but hopefully nothing is found to warrant more money being spent than expected. Prior to the 100E Anglia's MOT everything was checked so with the usual trepidation I drove it into the garage for the test. The two testers are both classic car enthusiasts so that is a bonus.

On entering the MOT bay one of the testers turned on the lights and they worked okay but the other tester was still occupied with another task so the lights were switched off. A minute or so passed and the other tester was now available, the lights were turned on again but this time one of the headlights was out. Following a 'technical thud of the hand' and still not working, one failure already. Luckily this was the only failure and whilst the rest of the test was being undertaken I had found a new bulb from the consumable spares box. It was fitted and the pass certificate was issued.

The minimum consumable spares I always carry:

- Radiator cap
- Top and bottom hoses
- Fan belt
- Contact set
- Rotor
- Condenser
- Set of spark plugs
- Bulbs

Available from Club stores at a cost of around £50.

Identifying the Different Models and Other Trivia

Newer owners of Ford Sidevalves of the post-war Upright model, namely the Prefect, Anglia, Popular and 5cwt van, may wonder how the method of identifying the model by the codes came about.

The first letter denotes the country of origin: A = Australia. E = England

Next on pre-war vehicles the first number indicates the year in which the model was introduced. 9 = 1939. The Anglia, Prefect and 5cwt van commenced production pre-war. On post-war vehicles it is the first two numbers that denote the year in which the model was introduced: 49 = 1949.

The next number denotes the engine size: 4 = 8hp (933cc). 3 = 10hp (1172cc).

The final letter indicates the body type: A = passenger. C = commercial.

However there are anomalies in the system, especially when it comes to export models, and those produced overseas have different model designations but follow the same basic identification theme.

So what models could be on the register?

The first anomaly is the E04A Anglia with production starting in November 1939 but with a code 0 to indicate the year 1940. Would many people realise this? So why it was not coded an E94A, or was the model launched early? The 5cwt van version was introduced in 1940 as the E04C. The wheelbase for the Anglia and the 5cwt van is 90 inches. The Anglia has larger doors than the 5cwt van.

The E93A Prefect production started in October 1938, so why not an E83A? This may have confused matters further as the 10cwt commercial was first produced in March 1938 with an E83W code, the W code indicating semi-forward control. The Prefect is on the longer wheelbase than the Anglia/5cwt van at 94 inches. Having four doors they are smaller than the two door Anglia. All three models had fixed ventilators.

Civilian production of the E93A Prefect ceased in July 1940 and the E04A Anglia in August 1941. Both models resumed civilian production in June 1945 with a large number of modifications, no doubt due to the experience gained in wartime conditions.

On the Anglia the most important of these was the use of 10inch diameter brakes at the front and rear. On the Prefect the wheels were reduced from 17inch to 16inch. In October 1947 the Prefect had a new grille badge and grille slats chrome plated whilst the Anglia gained a new radiator grille in December. In November 1947 both models had the floor and chassis adapted to take mechanical jacks operating through holes in the floor.

The E04C 5cwt van production resumed in April 1945 with smaller headlights and no bulbous glass, and the rearview mirror was mounted lower on the driver's door. In October 1946 the fuel tank was moved from rear of the chassis to nearside and the filler cap moved to left side panel, aft of the door. A year later in October 1947 swivelling scuttle vents were fitted and the wiper was relocated to the header rail on those fitted with opening windscreens. Export versions with left hand drive had the spare wheel mounted on the right hand door and coded E04C-F whilst those fitted with the 10hp engine and featuring the three panel 7W type grille were coded E03C-F/A for the North American market.

In 1948 all three models were replaced. The E04A became the E494A Anglia, the E04C became the E494C 5cwt van marketed as the Fordson, and the E93A became the E493A Prefect, all keeping to the original wheelbases.

On the new E494A Anglia, which was basically the old E04A, the radiator grille was changed to two separate grille apertures, each with seven vertical bars, whilst the bonnet sides carried a separate panel of horizontal louvres identical to those used on the pre-war 7Y and all subsequent 5cwt vans. The export Anglia was fitted with separate sidelights and 10hp engine and coded E4930A/B.

The E494C Fordson 5cwt van was offered in a chassis form for other companies to build their own body and Briggs Motor Bodies produced an estate car conversion. In September 1952 it was renamed 'Thames'. A few Fordson/Thames 5cwt vans have been converted to pick-up, usually due to the poor condition of the original body. Fewer 5cwt vans survive than their bigger brother the 10cwt. The 10hp export version was coded E4930C/B.

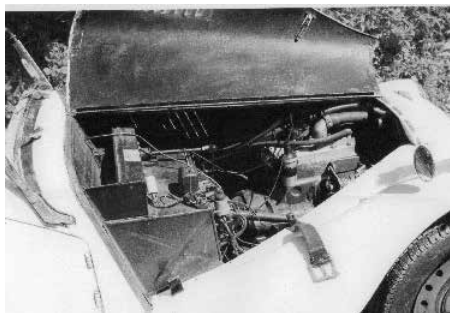
Until now all front headlights had been mounted above the wing but with the introduction of the E493A Prefect the headlights were mounted into the wing. The dashboards on the later E93A and the E493A Prefects were the same and all had opening windscreens. The new Prefect was not increased in price so it remained the lowest priced four door saloon

Continued on page 29

Specials Register

Rob Daniels

Welcome to four new members this month. John Head owns an F Type Morgan; Dudley Perrin owns a Falcon; Roger Little (who lives not too far from me in the Midlands) owns a Buckler Mk5, the condition of which is described as a box of bits and which was first registered in County Londonderry; and Keith Rogerson owns this very nice Morgan 4/4 S11 from 1958. We occasionally hear about the early F Type Morgans in these pages, but Keith's car is one of the few remaining 'modern' style Morgans that still has its original 100E engine, as can be seen in the pictures below.



Speedex Sirocco

Gordon Roscoe sent me this interesting article on the build of his Ford Special.

"At 16 I wanted a motorbike. Father, Grandfather and Uncle had all had accidents on two wheels and I was effectively banned from having one. Instead my parents suggested buying an old car and doing it up in time to start driving on my 17th birthday.

The Post Office savings book could only run to a very tired 1934 Ford 8 which was driven to the front garden where it expired – never to move under its own power again. At this stage my engineering skills were limited to model aeroplane kits, soap-box carts and general carpentry.

Over the next twelve months the old Ford was dismantled down to the last nut and bolt, and with the help of knowledgeable friends who were cutting their teeth on Austin 7s, pre-war MGs and the like, we discovered that my purchase, although it taught me a great deal, was really not fit as a base for my future dream.

Soon after this the family moved about half a mile to a house where I was lucky enough

to have a garage to work in. The usable bits of the old car were shipped in and with a parental loan – only ever partly repaid – a Halifax chassis (3" tubular ladder with strange 1/3 split axle front suspension) became the basis of the new special.

Further development involved many trips to scrap yards, often on a bike. There was one



occasion where the owner of the yard took pity on my attempts to secure a front axle, complete with hubs, to the crossbar, and took the bike, axle and its idiot buyer home in his vintage Bentley. Can you imagine that happening today? Any new parts were sourced from Super Accessories in Bromley or Dees of Croydon.

My toolkit at this stage comprised bicycle spanners, a set of open-ended A.F.s, several box spanners, one ring spanner and a single speed 1/4" chuck electric drill, together with files and a brace and bit and hammers. A socket set, torque wrench and welding gear were unimaginable luxuries to be borrowed when needed.

The chassis gradually took shape, delayed by A-Levels, girlfriends and constant cash flow problems. The last of my life's savings were transformed into a Sirocco body shell. The joy when it arrived was tempered by its cabbage green colour and the subsequent discovery, after the wheel arches were bonded on, that one side was longer than the other.

I now understand why one saw so many



adverts for 'incomplete restoration projects – just needs finishing' but was too broke or too stupid to stop.

The body was eventually secured to the chassis and a somewhat newer engine taken from an abandoned Ford 10 was installed. This had been rebuilt and fitted with twin S.U.'s (unearthed from different scrap yards) on a

twin inlet with four branch exhaust and fired up at the first attempt.

The interior was quite a challenge because even sitting on the floor, my head was firmly jammed against the roof. After re-shaping the driver's seat and lowering it to beneath chassis tube level it was possible to sit in modest comfort but it was then necessary to make an extension boss to bring the steering wheel back to a manageable position. It had taken about four years to get to this stage.

The driving position now suited a lanky 6'4" but the corresponding passenger seat position gave so much leg room that a suitcase in the foot well was needed to stop my new 5'6" girl friend (now my wife for forty years) from sliding forward when the brakes were put on.

The finished car was quite waterproof and



well trimmed, thanks to Rover, Jaguar, Austin and Ford parts. With the aid of a borrowed spray gun and a lot of wasted paint it became British Racing Green.

It passed its insurance road test at the



second attempt (it wouldn't go fast enough the first time) and subsequently covered nearly 10,000 miles before being sold after 6 years' work at a considerable loss.

Memories that stand out are: having to constantly hold it in second gear; arriving late with filthy hands at social gatherings after some engineering mishap; having to turn out of slow traffic jams and race up and down side roads to help the inefficient cross flow radiator cool the engine down; and driving with only one wiper blade – the motor wasn't powerful enough for both, very scary for the passenger!

The project was carried out with no real engineering skill, an excellent Haynes manual and a great deal of trial and error. I have no desire to buy a classic car and go through all that again, the marriage might not stand it this time, but the shape of that car and the lessons it taught have always remained an influence.

We have always been drawn to the sloping roof line moving on via a Volvo Amazon, through Audi Coupes to the current Mercedes.

I hope this may strike the odd chord and look forward to seeing some of the Special survivors at one of the shows."

Rob: Gordon's car is slightly different to the other Sirocco's I have seen, either in the flesh or in pictures, in that the rear screen is not of the wraparound variety of the others, but appears to be another front screen used in a redesigned rear frame. Although only two dozen of these cars were made it seems to have been continuously developed or changed during its production life.

Shirley's number

Dave Marshall has had problems with the DVLA trying to retain his Shirley's registration number for the last ten years. The main problem is that he had no documentation at all for the car and despite all his and my efforts he has had to resort to an age related number. I am pleased to say that this was attained this month, so let's hope Dave can finally have some summer fun in the Shirley this year.



My own Shirley has been out a few times this year, the only rally of which was the Kit Car Show at Stoneleigh in May. There were no other Ford Ten cars there at all apart from the Chairman's Siva on the Monday. Very little to interest me, apart from a very early and original Bond Equipe. One of the trade stands at this show was Autotune of Rishton, Lancs and thanks to Ian Maddams for prompting me to mention that one of Autotune's products is the Gemini. This is a modern copy of the Falcon Mk2 and although now mounted to a spaceframe and using Ford Escort running gear, or virtually any other make you can mention, the body tub is basically unchanged, so spares are available to owners of Falcon Mk2s. These are both doors and bonnet with any bulge to suite your engine, plus, as of two years ago, they are now also able to supply original style boot lids. Pictured above is my own Falcon Competition which is in need of a new bonnet and maybe a spaceframe.



If any Falcon owner is needing new panels for their car, Autotune can be contacted on 01254 886 819. In fact Anthony Taylor, the owner, has told me that they will convert one of their spaceframes to take Ford Sidevalve running gear for as little as £1000: this includes modifying your axles, adding new engine mounting points, front and rear axle and gearbox and body mountings etc. The big advantage of this is that you can fit a four speed gearbox (or five if you wish): it will take a modern pedal box, so you can convert to hydraulics easily, and it will take coil over shockers and rack and pinion steering as standard. The spaceframe can also be adapted to suit most fibreglass bodies and there is an Ashley 1172 fixed head that comes to the Specials Day with one of these frames.

Anglia, Prefect & Pop Register

Continued from page 27

in the UK. The export left hand drive with separate sidelights was coded E493A-F. Those for assembly in Copenhagen, Denmark had bucket seats whilst those for America and South Africa had front bench seats. All three models were now fitted with opening ventilator flaps.

Production of the E493A Prefect ceased in September and the E494A Anglia in October 1953. The E494C Thames 5cwt van followed in July 1954.

Whilst Fords were introducing the 100E Anglia in October 1953 the fourteen year old Anglia was relaunched as the 103E Popular. The 8hp engine had given way to the larger 10hp and to cut costs the imitation walnut bakelite dashboard was replaced by a simple steel fascia as fitted to the 5cwt van, silver painted bumpers replaced chrome bumpers, and out went the overriders and chrome centres on the hubcaps. Also removed was the chrome around the side bonnet louvres, the wooden floor separating the luggage from the spare wheel, whilst the boot lid lock was replaced by a carriage key. Smaller headlights were fitted whilst the parcel shelf, one wiper and the vacuum tank were removed

and so were the trafficators! The 103E Popular cost £391 and the EnFo accessory catalogue listed 27 items to bring your Popular up to the Anglia specification and more, which would have cost more than the Anglia it replaced.

Early production Populars are fitted with the three-spoke steering wheel and tipping backed Anglia front seats. In August 1955 production along with the 100E Squire/Escort estate cars was transferred from Dagenham to the Briggs factory at Doncaster. An external body change came in April 1956 when the front opening ventilation flap was replaced by a fixed vent as fitted originally to the E04A Anglia.

An interesting development occurred at Doncaster with the production of a commercial variant, a pick-up having a rear section which featured the lower side panels of the old E83W. Two are known to have been constructed with one surviving and was not developed further.

The export left hand drive Popular was coded 104E. Production ceased in August 1959: the last of the 'sit up and beg' Sidevalves.

In Australia they sold Dagenham built and Australian built models – a subject for a future article.

Register 25 Years Ago – Sidevalve News June 1984

Four reproduction copies of original Ford publicity brochures were offered:

- (1) Cheaper Motoring – This Is It (103E, 1955)
- (2) The World's Lowest Priced Car (12 pages for 103E, 1957)
- (3) 10hp Engines (pre-war, 14 pages of specifications)
- (4) 8hp engines (similar to above, 12 pages)

Please note these four brochures are now out of print.

There was a short article on an Australian Popular utility and a two page article was reprinted from *Ford Times* of November/December 1949: 'London – Paris in 5 Hours 40 Minutes', undertaken in OTW 813, a 1949 E494A Anglia.

Specialist Applications Register

Peter Williams

I thought it might be nice to introduce our road-going members to those among us who play with more exotic machinery. Three members have Sidevalve-powered boats and here are some details of two of them and their pride and joys.

Silent Tide

Brian and Grace Sharman from Kettering in Northamptonshire have owned their Freeman 4-berth 22 foot cabin cruiser *Silent Tide* for 25 years. Its home base is on the river Nene at Peterborough where they also have a holiday chalet which makes it a complete getaway solution. Over the years they have cruised to virtually every part of the inland waterways of East Anglia. They have even ventured out onto the Wash with a passage to Boston. The 7'6" beam means that they can't quite get through the lock at Northampton to get access to the main narrow canal network.



Silent Tide and Grace.



Avocet.

The boat is 100E powered with a cooling system that draws water from the river, which means keeping a watchful eye on the intake filter to avoid overheating. The engine has proved to be very reliable, needing only a de-coke and new valve springs about 6 years ago.

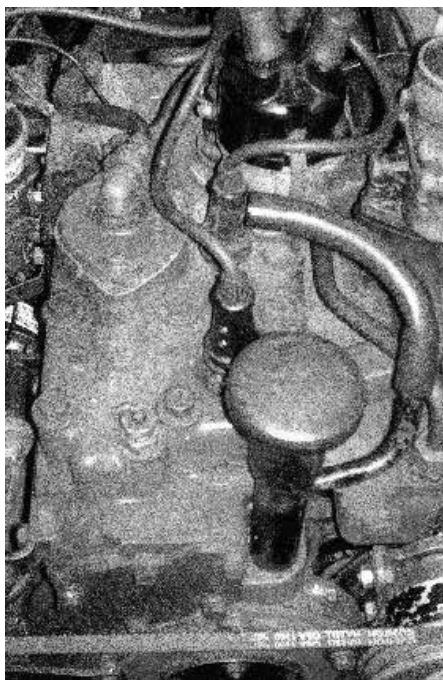
Freeman cruisers were at the luxury end of the market. The first one was built in 1957 and by 1963 over 6000 of the Mk I 22ft had been supplied. Over that period they were fitted with E93A, 100E and 105E engines. The company, based in Wolvey, Leicestershire, went on to make bigger and more powerful boats until they closed in 1983.

Avocet

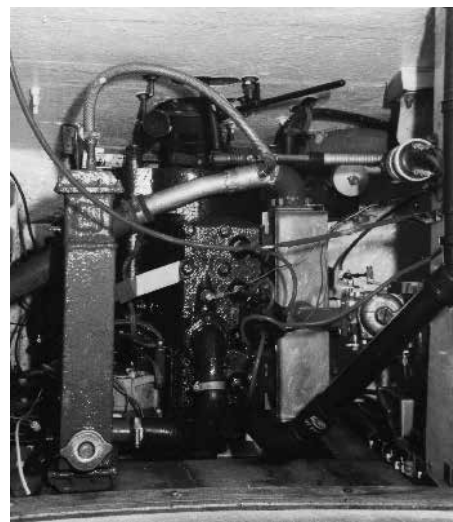
A boat that sounds as if it should fly is *Avocet*, a 24ft, 4-berth Dolphin cabin cruiser built by the unlikely-sounding Brooklands Aviation Ltd in a factory near Northampton. This was a company that was originally

involved in aviation and was, indeed, based at Brooklands until 1946. During WWII they were major sub-contractors to Vickers repairing Wellington bombers, but when Vickers took over the whole Brooklands site the company moved to factories at Sywell and Moulton in Northamptonshire where they continued repairing aeroplanes but also building boats.

Avocet is thought to be the last Dolphin hull which was purchased off the stand at the Southampton boat show in 1976 by a Dr Simkin, a retired marine engineer. He fitted it out with a 1961 100E engine coupled to an Enfield Outdrive propulsion unit. John and Brenda Rowbottom have owned *Avocet* since 1990 and normally keep it at Ripon Motor Boat Club in Yorkshire. In the narrow confines of a boat engine room John found that vaporisation was a problem. He has overcome this by changing to a Stromberg carburettor on a special manifold.



Silent Tide's engine



Avocet's engine

Tales of BLC

Jim Norman

Occasionally something comes along completely unexpectedly to cause major changes – such as a tax demand. Often they are unwelcome, but the one which happened to BLC and me was very welcome indeed.

The major complaint I have had with the car was excessive noise. 107Es are usually fairly quiet but in this case what was emanating from the diff was, not to put too

fine a point on it, somewhat above annoying and quite tiring. The problem is, 4.429:1 diffs are hard to find, so there is a corresponding cost if one turns up – somewhere around the £150 mark.

So when I read an advert for 107E parts, including engine, gearbox, prop shaft and complete rear axle, all for about half of what a diff alone would normally cost, I bagged it straight away. I hitched up the trailer to the Prefect and headed off to Leicester, collected

the parts and returned home. The diff, although an unknown quantity, was extricated from the axle casing (you can do this easily on a 107E), thoroughly cleaned and painted, and fitted to BLC's axle.

What a difference! This new one is virtually silent and the car is now so much more pleasant to drive, it's hard to believe she's the same one.

This was proved over the May Day bank holiday: firstly a run down to Cleobury

From the Archives

Peter Williams

We continue our trawl through the collection of old copies of *Practical Motorist*. We finished last time in 1957 and carry on from that point.

Early Rochdale Advert

In August 1957 Rochdale Motor Panels & Engineering Ltd were advertising their GT body (illustration 1). The small print goes:

This Gran Turismo Type Bodyshell is designed to bolt to a Ford 8/10 chassis 7'6" wheelbase without additional brackets or supports. NOT a shell to adapt to your Ford but a complete body designed specially to fit. Easily fixed by the average enthusiast. Supplied with hinged and locked doors and bonnet, wheel arches, bulkhead, battery box, part floor section, dashboard and glove compartments, radiator grille and windows all round including door fly and drop windows. Price £140 ex works. Also available: open sports model for Ford 8/10. Price £100 Choice of 3 bodysells to adapt to a variety of chassis. Prices from £47.10.

FIBREGLASS FORD 8/10 CONVERSION
THE ROCSDALE TYPE G.T.
 This Gran Turismo Type Bodyshell is designed to bolt to a Ford 8/10 chassis 7'6" wheelbase without additional brackets or supports.
 NOT a shell to adapt to your Ford but a complete body designed specially to fit. Easily fixed by the average enthusiast.
 Supplied with hinged and locked doors and bonnet, wheel arches, bulkhead, battery box, part floor section, dashboard and glove compartments, radiator grille and windows all round including door fly and drop windows.
 Price £140 ex works
 Also available:
 Open sports model for Ford 8/10. Price £100.
 Choice of three bodysells to adapt to a variety of chassis.
 Prices from £47.10.
 G.A.C. for further details.
ROCHDALE MOTOR PANELS & ENGINEERING LTD.
 HUDSON STREET, ROCSDALE Telephone: 47233

Illustration 1

September, 1957 PRACTICAL MOTORIST AND MOTOR CYCLIST 209
Fitting a MORRIS s: M Gearbox to the FORD 10 Engine
 A Simple 4-speed Gearbox Conversion
 By S. A. GIRLING

Illustration 2

Fitting a 4-speed Gearbox

Also in September 1957 an article was published explaining how to mate a 4-speed gearbox from a Morris series 'M' to a Ford 10 hp engine (illustration 2). This was only suitable for special builders where a non-Ford back axle and a normal open prop shaft was used. It was not a job to be undertaken lightly. The bell housing was sawn off a scrap Ford gearbox to retain the Ford clutch. This was then joined to the Morris box by using a slice sawn off the back of the Morris bell housing. All this required quite complex machining work which the author thought might cost about £3.

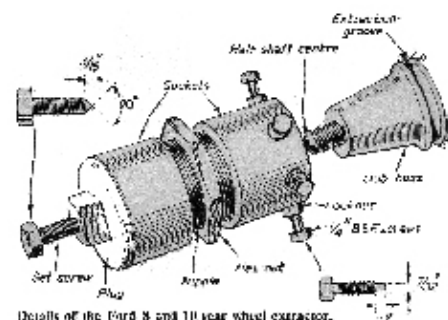


Illustration 3

Getting Rid of Those Fumes

We have all seen various methods of stopping fumes from a worn engine from getting into the passenger area. If you thought that some of the anti-fume plumbing looked more professional than others it probably was indeed a professional job. This advert (illustration 4) appeared in October 1957 from Spun Metals of Newport in Monmouthshire. It wasn't just Fords that had a problem: in the small print it is announced that models are also available for Standard 8 and 10 hp o.h.v. and 12hp Sidevalve, Morris 8 series E and Vauxhall Wyvern.

K.O. FUME
 The Professional Way
 fit on "810" Now!
 Patent No. 729094
 All small heavily loaded power units give off a proportion of partially burnt products of combustion via the oil filler by the process of engine breathing.
 Much of this fume is carried back into the body of the car by the slipstream.
 The "810" prevents this and gives fume-free motoring—a boon to drivers and passengers alike!
 The "810" will fit all 8 h.p. Fords 1933-1953, 10 h.p. Ford Cars and Vans 1937-1953, 10 h.p. Popular, New Anglia & New Prefect.
 There is a Unit No. 1620 to fit the Consul and Zephyr.
 Manufactured by SPUN METALS (NEWPORT) LTD., ST. VINCENT WORKS, 144, DURHAM ROAD, NEWPORT, MON.
 Tel.: 31123
 RETAIL PRICE 25/-
 Postage 1/6
 The Mk. II "810" Fume Eliminator Unit.
 Obtainable from your local dealer; in case of difficulty write the Manufacturer.
 Also available for Standard 8 & 10 h.p. o.h.v. & 12 h.p. side valve, Morris 8 series "E" & Vauxhall Wyvern.

Illustration 4

Home Made Hub Extractor

In September 1957 a Mr Flude submitted details for making a rear hub extractor to avoid the high cost of the official special tool. His idea, as illustrated (illustration 2), used 1½ inch galvanised plumbing fittings. The design used six, ¼BSF bolts to engage in the groove in the hub and a ¾ whit. Set screw to provide the pull.

Mortimer to attend the Stanier Mogul Fund's Committee meeting at Kidderminster (no, I don't get out of these things!), followed the next day by a quick run down to Hay-on-Wye for yet more books, before returning home. The car had just been fully cleaned and looked her best, which I hope the photos show. But not only does she look well, I have reached the point where absolutely everything is working exactly as it should – no mean feat with a 48 year old car which covered over 19,500 miles between MoTs last year!



Outside our favourite B&B at Cleobury Mortimer following the run from Hay-on-Wye, 3rd May 2009.



We stopped off at Cleo Hill for a little photography – and to admire the view!

Letters and E-mails

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**E-mail:
editor@fsoc.co.uk**

Licensing Laws

Dear Sidevalve,

May I through the Letters page clarify and allay any fears members may have concerning their driving licences. The matter was raised twice in the April edition of *Sidevalve News*, firstly by my good friend Joe Wheatley on the editorial page and again by Yvon Precieux in his Pre-War Register report.

I retired recently from the Driving Standards Agency as a driving examiner. As it was the UK driving examiners who were used as guinea pigs in the pilot scheme for the two part licence back in 1998, their licences were the first to come up for renewal last year. Renewal is required to update licence holders' photographs and to confirm existing information. I am sure that if you can find a photo of yourself taken ten years ago and then look in the mirror, you will see why!

Regrettably the general public have got it into their heads that the photocard part of the new licence is *the* licence, as it seems to be the most acceptable form of identification with its photograph and details of classes of vehicles driven and the fact that it fits neatly into wallets and purses. The counterpart or paper licence is forgotten or lost or put somewhere so safe that it cannot be found. When first issued the two parts came in a plastic wallet with a small pocket for the photocard and instructions that they should be kept together, but I doubt very much whether anyone has followed this advice. This is where confusion arises as it is on the counterpart that the meat of the licence is contained, in particular the instructions for changing addresses. The main cause for people's licences expiring without their knowledge is they have failed to advise the DVLA of a change of address because notifications for renewal are sent out about a month before expiry to the address on file. The moral is to check the address on your licence now. If the paper counterpart has been lost then application form D1 obtainable at main post offices will have to be completed, as

Menu Driven

Dear Sidevalve,

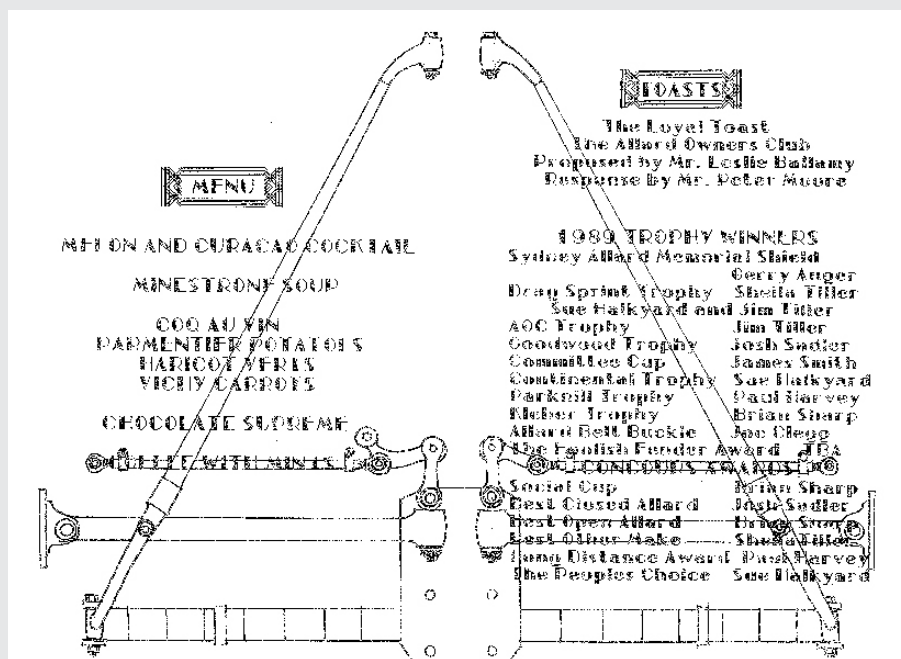
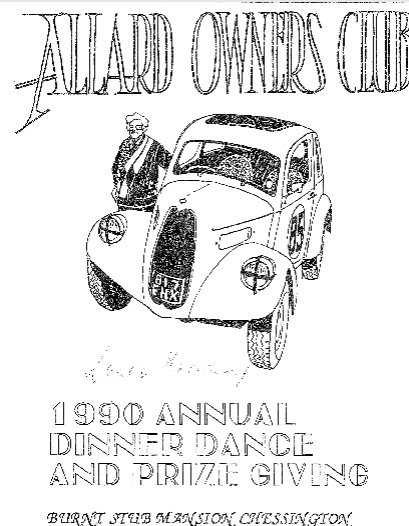
In 1990, the year before he passed away at his drawing board, Leslie Ballamy was Guest of Honour at the annual dinner dance and prize giving of the Allard Owners Club. A special programme for the evening was produced and Leslie saved a copy.

The cover features a delightful drawing of the legendary 100mph Popular, 817FHX, with Leslie sporting his trademark mop of unruly hair standing beside it. Inside the card are the menu, toasts and 1989 trophy winners superimposed over a drawing of the L.M.B. divided axle suspension.

This is indeed a collector's item, and sincere thanks to Mike Knapman and Jim Tiller of the Allard Owners Club for their kind permission to reproduce the programme in *Sidevalve News*.

Yours sincerely,

Tony Russell



change of addresses can only be effected on production of both parts of the licence.

For holders of the old style paper licence (and there are several versions in existence), regrettably changes cannot be made to these licences and full application will have to be made for the new style, again using application pack D1. As yet there is no necessity for the old style of licences to be exchanged for the photocard until expiry at age 70 providing the information contained therein is correct. All licences expire at age 70, whichever type,

notification being sent to licence holders well before the date when a declaration of health will have to be completed. At present this is still a self declaration – please tell the truth! – although legislation could be introduced to modify this. Further information can be found on the DVLA helpline or, for those who have access to the internet thingy, the web site.

Yours sincerely,

Mike Brocklehurst

Problems? What Problems?

Dear Sidevalve,

It was good to read in the April edition that Rob Goodland is making progress with his cars. I realise that what I'm now writing is probably a month out of date, but some of it might be useful.

Engine Mountings

I have a collection of mountings in a similar condition; they do go! I doubt though that they were the direct cause of the throttle arm's being bent; more likely that someone bent it deliberately as the lowered engine would cause the pedal's height to rise to an uncomfortable level. Raising the engine back to where it should be would then lower the pedal to a point where it ran out of movement before the carburettor butterfly was fully open. Rob mentions a 1500cc engine: the block height of these was 5/8" above the others with the same problem. On fitting the big engine, Rob had to bend the throttle arm upwards to allow for this.

Engine Size

I can't say what engine Rob has in the car, but then again, neither can he! The 109E 6015 number is absolutely meaningless as this block can be fitted out for 997cc, 1198cc or 1342cc. The only way to know what Rob has is to measure the piston stroke. Remove the spark plugs and drop a long, thin screwdriver down one of the holes. Slowly rotate the engine using a spanner on the front pulley nut; as the piston descends, the screwdriver will follow. Turn until it is at its lowest point, then mark the blade where it enters the hole. Now slowly rotate the crankshaft, being careful that the screwdriver doesn't become trapped, until it reaches its highest point and again mark the blade. The distance between the two marks is near enough the stroke. For a 997 engine it is 48.41mm; 1198 is 58.17mm; and 1342 is 65.07mm.

Fuel Vaporisation

This is unusual on the 107E but we read so much about it with Sidevalves. Unfortunately it tends to be given as the reason for every problem: it's vaporised so there's no point looking for anything else. Very often, there is another cause.

Although the fuel line over the front of the cylinder head looks like a potential problem, in my experience these don't arise. I did experience troubles with BOA after a prolonged period of idling; this would be followed by misfiring and lack of power for a few hundred yards, just like vaporisation. I have to say that not once did she actually stop though. In the end, the problem was the lift pump. It was very worn, so much of the movement of the arm which bore on the camshaft was wasted and the diaphragm was moving only a small part of what it should have been. A new pump cured it completely.

Electric Fan

I had one of these on BOA for some time as she did tend to overheat in traffic, and this completely cured it. But this was yet another case of curing the symptom rather than the problem, which was that the radiator was partially blocked. Eventually I had the radiator recored and, although the electric fan was still there, I never had to use it again. BLC had one when I first bought her but I took it off. She too will sit for any length of time in traffic without any signs of overheating. Basically, I think Rob would be wasting his time fitting one.

Yours,

Jim Norman

Children of the Revolutions

Dear Sidevalve,

Further to Ian Maddams's and Jim Norman's letters in previous months on the subject of E83W top speed and axle ratio, the sums go something like this; rolling radius of rear wheels 13.975 inches which gives a rolling circumference of 87.81 inches which equates to 721.55 turns per mile. When the engine is turning at 1000rpm in top gear the rear axle ratio of 6.83 means that the wheels turn at $1000/6.83 = 146.41$ rpm or 8784.6 revs per hour which, when divided by the turns per mile figure of 721.55, gives 12.175mph.

Whilst there is no theoretical maximum speed for an E93A engine the power is normally quoted as 30bhp at 4000rpm. From my experience you would not rev an E93A much above that speed (unless wearing ear plugs and someone else was paying for the repairs) so the top speed can be taken as $12.175 \times 4 = 48.7$ mph. If it is assumed that 3000rpm will result in a much longer engine life then the top speed should be restricted to 36.5mph.

In the case of Noddy (my E83W pick-up) which has been upgraded to a 100E engine the max safe revs go up to 4500, which equates to nearly 55mph. I can't quite manage that because Noddy is also fitted with 175 R16 radial tyres which have a smaller rolling radius.

It should be noted that there is no significant difference between the 16 inch and 18 inch wheels. The overall diameter of a 600 x 16 tyre ($16 + 6 + 6$) is almost identical to a 500 x 18 ($18 + 5 + 5$). Can anyone come up with a plausible reason for the normally very frugal Ford Motor Company to offer two completely different wheel/tyre combinations? They are both rated at the same carrying capacity and, as explained above, don't affect the overall gearing.

Regards,

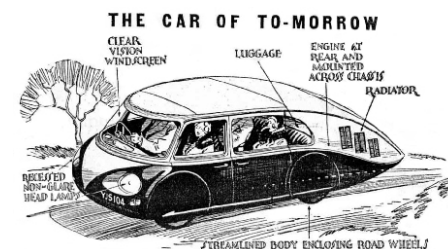
Peter Williams

Cloudy Crystal Ball

Dear Sidevalve,

The last issue, as always, contained many interesting items, and one was the 'futuristic' car shown at the top of page 12. Predicting the shape of cars to come has always been a popular pastime and most include an element of Dan Dare about them. At first glance, the one depicted might seem to be in this category, and I agree with Yvon: it holds no appeal for me. The tear drop shape was considered very avant garde back then, but hasn't stood the test of time; its obvious aerodynamic attributes don't actually work in practice.

But for all that, this car has more in common with modern design than a quick glance might reveal. Firstly, the windscreen is one-piece with a very pronounced curve. It is also situated quite far forward, so that what would normally be a very short bonnet continues downwards as an extension of it, rather than as a long, almost horizontal and definitely separate appendage. Recessed into this panel are the headlamps, and they are not the usual circular type but are covered by lenses moulded to the panel's shape, and so are an integral part of the design. The bumper too is built into the bodywork, and apparently colour coded, instead of a detached piece mounted on visible brackets, and is therefore part of the overall shape.



The body itself is advanced for the time, being full width without separate mudguards; these latter were still on Morris Minors built in 1972! The 'suicide' rear doors would not pass today's safety requirements, while the wheel fairings were tried but never caught on, even in reduced form à la Mark II Jaguar. The 'Engine ... mounted across chassis', or transversely in modern parlance, is now also the norm, although it didn't for the most part emigrate to the rear. A very odd feature of this design is the apparent placing of the engine behind the luggage space (which must therefore be difficult to access), where its weight would act as a pendulum on bends, leading to pronounced oversteer. Placing the weight of a radiator full of water behind that could only worsen the effect.

But the crystal ball couldn't get everything right, and even with these few errors, this car has more in common with those of seventy years later than the artist might have dared hope!

Yours sincerely,

Jim Norman

The 100E and its Continued Development

Jim Norman

In its just under nine year production run the 100E can be seen to have gone through four major stages. In between there were numerous smaller modifications which can make parts acquisition problematical for the modern day restorer and historian.

The car started life as the two-door Anglia in October 1953 and was soon followed by the four-door Prefect. Very early issues were the rather weak bonnet hinges which had to have reinforcing fillets inserted; the inner door handle mounted out of reach in a rearward position; and, on the Prefect, a boot handle whose operation involved rotating a rather sharp 'spear' downwards, ready to skewer the head of anyone who raised it while placing luggage in the boot! Another change to the Prefect was the lowering mechanism of the rear doors' windows: they received these in October 1954, displacing the previous simple block glued to the glass to move them up and down. These were very fairly quickly corrected, but the various magazines' road testers all commented on brake fade of the rather small seven inch diameter drums, so from January 1955 the diameter was increased to eight inches. A further change came in February 1957, when the rear wheel cylinders and handbrake operating levers were changed. (If fitting later ones, it is vital to replace everything to suit.)

From October 1955 both models became available in Deluxe format, the previous ones being slightly detrimmed to offer a 'Standard' option. Both in Deluxe form received much more chrome plating: the Anglia now having chromed headlamp shrouds and bumpers – it had already received chrome front and rear screen mouldings, and rear ash trays and a second sun visor. Both received waistline mouldings 13/16" wide for Deluxe only, while Standard models lost the chromed screen mouldings. Both Deluxe types got the famous large oval dash with the instruments in two circular clocks, while the Standard models retained the half-moon clusters over the steering column. The rear lamp units were replaced by others with a separate amber lens at the top for the indicators and a red lens below an intervening circular reflector; previously there was only the upper lens, although red, doing service in all capacities.

The big changes and the major facelifts really came in October 1957. Some of the improvements had appeared over the course of the previous year: the fluted bumpers gave way to the plain, thinner type. The Anglia now had a mesh grille, chrome plated for deluxe while the Prefect retained the vertical bars, now also chromed and without the separate surround moulding. The rear lamps were again changed, now having rectangular reflectors while the indicator lenses finished part way up the housing instead of continuing to a point at the top. The waistline mouldings were narrowed down to 5/8" width and both models had their bonnet ornaments replaced by a simple V badge (even

then, the Prefect's aeroplane model was a cause for concern in accidents to pedestrians). The front wings also gained V-shaped badges.

The three things which really set these cars apart from their predecessors were the much larger rear screen (25% larger according to Ford); the cloth headlining was replaced with a white vinyl one (this came, albeit with a different pattern of vinyl, before the 1957 facelift); and the instruments cluster was completely revamped. This was now a bakelite moulding, usually but not always in the same colour as the body shell, containing yet again two circular clocks, although not the same pattern as previously. Likewise, the control knobs were new, white for Standard (again, not the same shape as those used before) and grey and of yet another different shape for Deluxe. Further and for the Deluxe only, below the dash rail was a housing in body colour containing a glove box in front of the passenger. The Standard model made do with a simple but huge parcel shelf. The seating was also changed, although whether or not it was an improvement is a debatable point. The rear seat squab was made thicker and this in turn meant that its mounting base had to be lowered. These modifications very much modernised the car; in its original manifestation it was definitely a car for the fifties, but now it was ready to go through into the sixties.

The final changes came in October 1959 when, strictly speaking, the model should have been phased out with the arrival of the 105E. It wasn't: it would continue as a down-graded two door car, now named the Popular and available in Standard and Deluxe forms. It was in reality the old Anglia but with many 'extras' removed; the Standard model was the cheapest car on the market and it showed. Compared to the Anglia, the Standard form had lost but the Deluxe retained chromed grille; bonnet V badge; boot locking handle (on the Standard car, the boot was opened by a carriage key, the hole covered by a hinged flap); fixed instead of opening quarter lights; parcel shelf; ash trays; oil pressure warning lamp (this light became the indicator warning lamp, the usual space above and between the instruments being blanked off);

air filter; compressed card floor covering; door pulls; vinyl door and rear trim panels. In 1960 the 'dimple' hub caps gave way to domed ones with a raised rim.

There were numerous other, minor changes far too numerous to list, but there were also some quite major mechanical ones at various times. Due to these vehicles' ages, the dates of these are no longer relevant as newer parts will have been fitted to earlier cars and vice-versa. But there are a few different jet sizes in the carburettor and three different types of air filter (the large, pancake one was an oil-bath type and for export only; the dry type for the domestic market carries, confusingly, the same part number throughout. It was changed from a cylindrical to a rectangular one, from about 1957 but no date is given in the parts book). Around 1960 the distributor went from a 'D' shape to circular, and used different points and condenser. The engine was also modified, having its four crankshaft thrust washers reduced to two in February 1957, the upper rear main oils seal retainer also being deleted. Presumably these modifications were not successful and in April 1958 all were returned.

The gearbox also had some work done to it, first and second gear ratios being lowered to allow the car to pick up in second from almost a standstill, so removing the need to double declutch and change down into first while moving. However successful this might have been, it knocked over 10 mph off the maximum speed in second and added a good six seconds to the 0-60 mph figure!

The rear axle too was changed, this being the cut of the bevel gears on the inboard ends of the half shafts and their corresponding planet gears. Also, early circular-tube track control arms were replaced from October 1956 by the forged type. The early ones cannot be reconditioned, later ones can. From October 1959 the electrical system used Lucas (spade) connectors far more, on the dynamo, coil, etc., and the inner front wheel bearings internal diameter was increased to one inch. This involved a change of struts, hubs and grease seals, too.



Revised Ford 100E Prefect for October 1957 showing the larger rear screen and new rear lighting clusters (Ford Publicity Photograph).

Anglia with the Lid Off

Adapted from *The Autocar*,

5th December 1958

Modifications at Home to Provide an Open Car

Mr C.R. Parks of Brighton has modified a standard Ford Anglia chassis-body to make it an open car and into it he has fitted an older, 8 hp Ford Y-type engine. After 10,000 miles of use of the car in its revised form, he tells us that he is delighted with its behaviour, and road holding and cornering are superb. His reinforcement of the body has proved adequate: the doors, which almost invariably give first evidence of any lack of rigidity, have not dropped at all as they close firmly and do not rattle.

Modifications to the engine have proved fully satisfactory, and though the car is driven hard it is giving 43mpg. Summing up, Mr Parks remarks, 'It has been well worth all the hard work and time I have put into it,' and that time was close upon two years.

Of course, such an ambitious project is possible only to someone who has extensive knowledge and experience of major reconstruction of a car, and it was no surprise to learn that Mr Parks is by trade a panel beater and body specialist.

The work began when Mr Parks bought the wrecked, engineless body of the current Anglia type. The roof was crushed in, the near-side rear badly damaged, the windscreen pillars far out of alignment and there was a 3" twist in the body chassis from front to rear. This was restored to correct alignment, dents removed and loaded with lead where necessary, and doors with winding windows fitted.

Unit construction bodies gain much of their rigidity from the roof structure, so Mr Parks



A neat hood replaces the sheet steel roof.

before cutting away the roof of his Anglia built in substantial reinforcement below the waist-line. One-piece plates of 1/8" steel were electrically welded inside the body, round the door apertures, over the rear wheel arches and also at the front. In addition, 4"-wide plates of 1/8" steel were welded along the floor, forming an angle with the lower edge of the main plate and U-channels also welded as braces under the floor to stop sidewhip. It was then that the roof was cut away by hacksaw and the remaining stubs cleaned up and filled to make them merge with the body line.

Mr Parks had in hand a reconditioned Model Y 8hp Ford engine and this required modification to fit it in his Anglia. First the sump was remodelled like that of the current 100E to clear the front suspension member and track rod. Engine bearers were made from 1/8" inch plate, the dynamo was moved to the side of the engine block to clear the bonnet, and a fan pulley and ball-race housing fitted by brackets on the head.

At the rear, considerable modifications were needed. A length of the old Model Y torque tube and prop shaft was fitted in similar fashion to the extended shaft of the 100E gear box. The propeller shaft was shortened and a spline from an old rear axle pinion welded into the shaft. The rear of the torque tube picks up



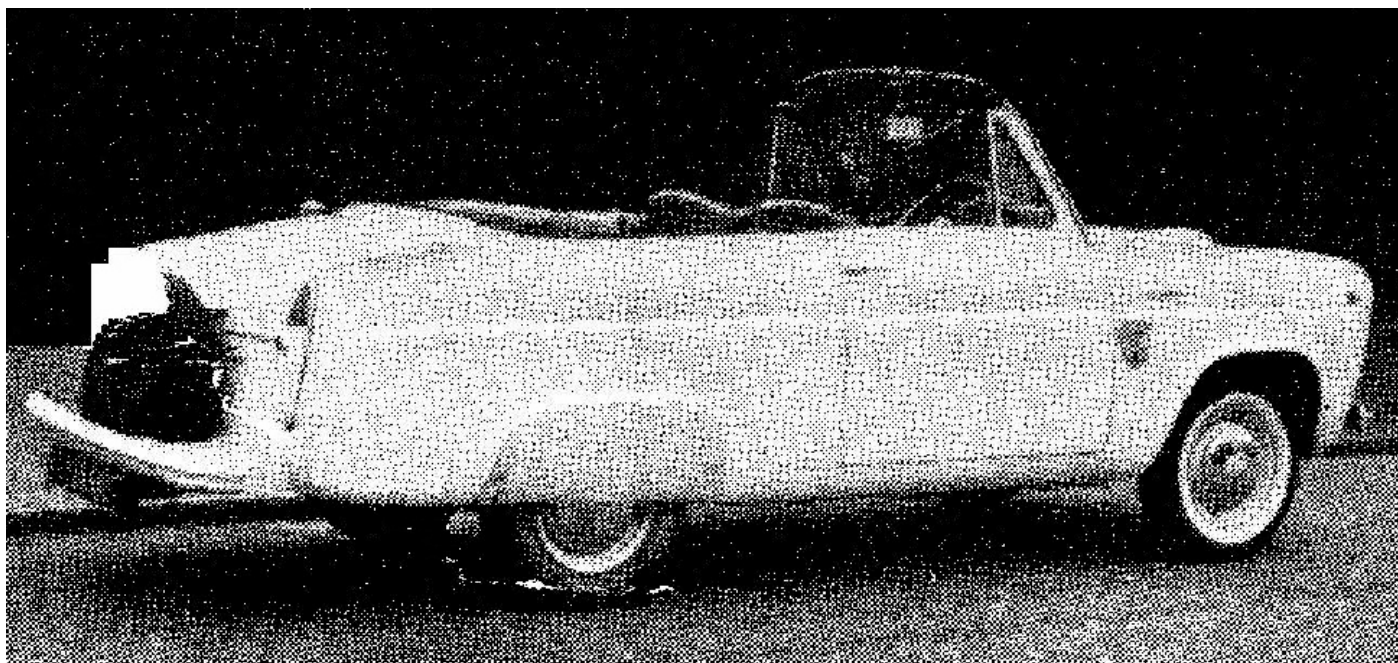
The engine room, recognisably Ford, though there are many modifications out of view below the driving compartment.

on the normal 100E mounting. The old Model Y speedometer was retained, mating with the 100E cable and cover. The spline fitted to the shortened propeller shaft took a 100E flange joint and retaining and washer which in turn picked up on the main propeller in 100E fashion.

All the interior trim was made at home from 3/16 hardboard covered with a good, grained Rexine. Mrs Park, who is as great an enthusiast for the car as her husband, had a great part in this work. The trim was carried around to cover the inner face of the windscreen surround. Later, rear wheel covers were added and the spare wheel mounted outside.

One snag arose when the engine was run for the first time – at 55mph oil leaked from the clutch housing. It was found that the modified sump gave a high oil level and the rear web of the crank was throwing lubricant up the rear main bearing oil return pipe which had been shortened to clear the sump. The cure was to lengthen the oil return pipe to carry it down the side of the sump to below the oil pump skirt.

All the work was done in a home garage, 18ft by 10ft. Equipment included welding plant and the usual small tools such as many keen motorists use.



Rear wheel enclosure and exterior mounting of the spare wheel add to the 'one off' characteristics of this very special Anglia.

Sidevalve Spanners

John Porter

So, what do you need to keep your Sidevalve healthy? Spanners, sockets and screwdrivers, but what sizes? The Sidevalve Fords were the first affordable cars and commercials to use a unified range of nuts and bolts. Previously English vehicles used mainly Whitworth fixings as used on horsedrawn vehicles and were in Imperial measurements. Some cars, as late as the Morris Minor, used a mixture of the Unified and Imperial ranges of sizes –which did complicate the toolbox. The garage-man of yesteryear had to contend with Whitworth, BSF, BA, BSP, BSC, UNC, UNF plus some of the pipework and cycle sizes!

Fortunately, it is surprising how few spanners are needed to pull your precious Ford to pieces and, hopefully, put it back together again.

- 1/4 & 5/16 used on the really fiddly bits and the famous twin SU carburettors on your special

- 3/8 – the contact set and ignition 'low tension' lead
- 7/16 – various small fixings including the brake actuator to back plate nut
- 1/2 – dynamo bolts, sump, clutch cover, timing cover and wing bolts
- 9/16 – track rod ends and shock absorbers,
- 5/8 – engine mount centre bolts
- 11/16 – not really used but common on other classics
- 3/4 – wheel nuts
- 15/16 – rear brake drums.

These combination spanners (A) are the most versatile and the ring end is the most effective, used in preference to the open end.

An AF socket set (B) is also a useful addition with the above sizes included, usually 7/16 to 1 inch in the popular home mechanic sets, together with a ratchet, extensions, universal

joint, sparkplug socket and a 'T' bar for some leverage.

Screwdrivers – all you need is a medium pair of straight edge and Phillips (C).

To set your contact set and plug gap you will need a set of AF feeler gauges (D).

A wirebrush to clean sparkplugs and threads (E).

To adjust the brakes use the right tool which is a square ring spanner (F).

If you look hard, you might find an AF-based complete toolkit (G) which is easy to carry in your Sidevalve and everything fits in a neat case.

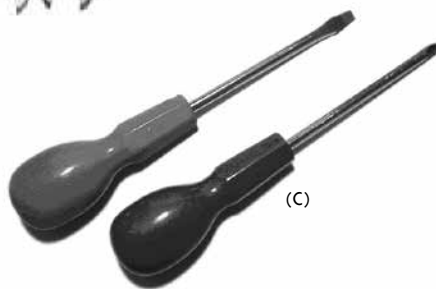
Good quality tools have never been more available at competitive prices so don't buy the cheapest. Regard your tools as an investment for the future smooth running classic. Don't forget to invest in the relevant Ford workshop manual from the FSOC.



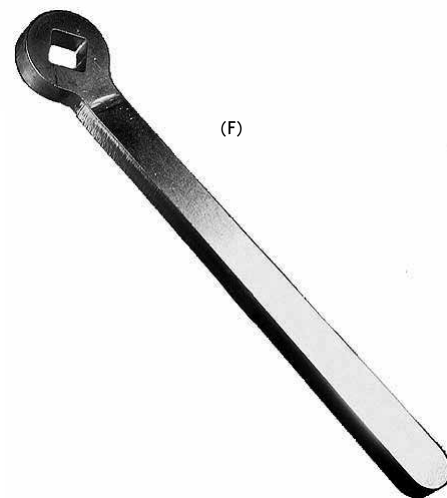
(A)



(E)



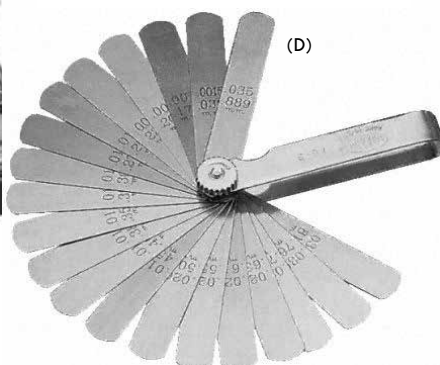
(C)



(F)



(B)



(D)



(G)