

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Basic Electrics for the Sidevalver – Part 2

Ethanol in Petrol | Adjusting the Brakes

Club Body Panels Deal | Popular Electric Perils



www.fsoc.co.uk



ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:

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FSOC Web Site:

www.fsoc.co.uk

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

Copy deadline is the tenth of the month preceding publication.

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Cover photo by John Duckenfield: outside Aidsfield Stores (Goathland). See 'Southerners Head North', p. 30.

John Porter

Editorial

Another season has ended and our cars will be put to bed again for the bad weather ahead. I have to say that the amount of salt being used these days seems to get in everywhere. My trailer's indicator failed to work the other day and I thought it was just a bulb but no, the metal parts had corroded to a pile of red dust. These were new light units 18 months before and the salt water had got in and done its worst. It probably depends on where you live and how much salt gets put down but it really makes you think about the odd little run out in the winter to keep your sidevalve's important little places oiled. Where I lived in the Midlands, the country lanes were never salted so that I could always go out to play in the ice and snow... Now living in Weston-super-Mare in the South West that will not be so easy, I think, but the quantity of salt used on the main roads may not be the same as in the Midlands – I shall have to wait and see.

Picking a dry day in the winter should minimise the amount of salt thrown up and if you do get wet conditions then a good hose down and a drain off before the safety of the garage is the best way to get rid of the salt spray. Fortunately, we don't have too much chrome on our cars but it is a good idea to protect these vulnerable parts with at least a protective spray or ideally something like petroleum jelly. Ford had the good sense to use a fair amount of stainless steel trim on the 100E/107E ranges which must be a godsend.

Changing the oil (and filter if you have one fitted) is good practice before you put your car away. While the oil is draining, you should test your engine anti-freeze with a suitable hydrometer (still available in good motor factors or online). You could even try waterless engine coolant if you're worried about corrosion. Talking of corrosion, it is wise to keep antifreeze in all year round as modern products have at least a two year life.

After you've finished that final run out, a good wash and protective wax are best done before you put the car away. Cleaning your car before you put it to bed should ensure that there is no salt or road debris clinging to your bodywork.

Hoover the interior so that the mice do not find your last picnic remnants. You should also clean and 'feed' your leather to stop it drying out (those of you lucky enough to have a leather interior).

Something that I would recommend is silica gel that comes in a large sachet available on a famous auction site! The silica gel pack will absorb moisture, helping to avoid your interior becoming musty or mouldy whilst the car is parked up. Some have a marker that goes red when saturated and you just put the pack in the oven to dry it out.

Don't leave the handbrake pulled on when you store your car over the winter, as it can seize on. Instead, chock the wheels or at least leave it in first gear. I have read that some like to stick a rolled sock up the exhaust pipe to keep rodents out – but I will leave that to you.

At least every month that the car is laid up, remove the cover, and having topped up the battery (battery conditioner anyone?) start the engine. Starting the engine will ensure that oil is circulated where it needs to be, and that nothing remains dry. Get the engine up to temperature, which can take about 15-20 minutes, and then



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drive backwards and forwards if you have space. Try to make sure that the tyres end up in different parts of their circumference before shutting off the engine as this will help to protect your tyres. Don't start the car while it is under the cover or when the garage door is closed – this

is obvious and often forgotten. So put the car in the garage front first so that the exhaust points out of the open garage door. While outside and it is not raining, wind the windows down while you have the cover off – this will help the fresh air to get inside and avoid any musty smells.

Mike Brocklehurst

Insurance – Are You Covered?

Members asked in the recent survey whether the club had an insurance scheme specific to our cars. At present we do not, although we have a relationship with Footman James and if you are considering a change of insurers then a call to them may prove beneficial.

I had cause recently to obtain quotations for cover for my Squire as my renewal premium from my existing insurer – who I had been with since 1997 when I first purchased my previous vehicle, an upright Prefect – was fast approaching what I was paying for my everyday car. I managed to obtain satisfactory cover for under £100 which seems to be the going rate. I have always maintained agreed value cover as hopefully this would avoid a whole load of negotiations should the unthinkable happen. As expected, I had to forward a collection of photographs taken of various parts of the car which I thought would be the end of the story. I was surprised therefore

to get a call from the assessors questioning the figure I was requesting for cover as they felt I was undervaluing the replacement value of the car. It occurred to me that this was just a ploy to ask for an increase in premium, but to my surprise this was not the case – merely part of the company's customer service package. They told me that their records indicated that the majority of owners do not cover their cars for a realistic replacement figure: they only check the premium requested and if this is satisfactory then that is as far as they go.

I would urge everyone to check the cover they have as I suspect many of you may still be insured for the same amount you had years ago. From my experience it would seem worthwhile, and if you are not sure as to value, please consult any of the enthusiast classic car magazines as they invariably have a guide based on condition etc.



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Brian Cranswick

Events

Not much to report at this time, as another season very rapidly draws out to a close for another year. I hope you enjoyed attending the shows.

My 103E has just started to make a horrible rattling sound from the engine! Not sure exactly what it is yet, will need to get this sorted ... could be rather expensive! Outcome to be

reported in the December magazine?

Below are just a few of the events for 2016. For a more comprehensive, up-to-date list, please refer to the events page on the club website / or speak to your local area contact.

23rd October, Carole Nash Resto Show, Stoneleigh Park, Coventry. Club stand. Details from Colin Pudge.

23rd October, Kent group end of season gathering, Offham. Details from Richard Greenaway.

11th, 12th & 13th November, The NEC Classic Car Show, Birmingham. Club stand. Details from Colin Pudge.

Gerald Pollard & Steve McKenna

Julian Ashworth – A Progress Report

Most members in the North of England, mainly Yorkshire and Lancashire, but many more nationwide will know Julian and the fact that he suffered a severe stroke on the 17th of July when arriving at Gaydon for the Ford Rally. Fortunately he was with friends, particularly Steve McKenna, and was taken to hospital in Coventry where he stayed for a few weeks before being transferred to hospital in Bury. He is now on Ward J4 at the North Manchester General Hospital.

In addition to this and the fact that he had a laryngectomy about eight years ago he has suffered an infection due to a feeding tube being inserted. Despite his problems, Steve and I found him to be quite chirpy when we visited on Friday 2nd September. He sent his brother Adrian off to get his phone charged so he could check his texts etc. This left the three of us to talk sidevalve matters with Steve, bringing us up to date re his latest Model Y acquisition and progress on the Huddersfield E83W now rising from dilapidation. All in all we had a good hour together.

There is no doubt however that Julian is very poorly and recovery means a long haul. Adrian says how moved he and his brothers are by the members of the club who have visited, shown care and supported Julian, and members in the Midlands who regularly visited him whilst



Above: Julian in the Isle of Man with Norman Wisdom – May 30th

in Coventry despite perhaps not knowing him personally.

Julian's three brothers, Nigel, Adrian and Jonathan, hope that as many of us as possible

are able to pay a visit as this will help keep up his spirit over what must be long days.

If you can, try to get along to see him as this will only help him in his recovery efforts

Robin & Jennie Thake

Three Counties

July carried on with the busy show season, with our annual trip to Hollowell Steam Rally where a good selection of cars were on display. We attended the Highland Gathering at Harpenden, where there are Scottish games, dancing and pipe bands to entertain us all day. For the first time the sidevalves outnumbered the rest of the classics on display. On leaving the show Ken had a condenser failure but fortunately David was on hand to help with a replacement. The next week it was the long trip to the All Ford Rally at Gaydon. The weather was good, making the 200 mile round trip an enjoyable drive and a chance to meet up with fellow Ford owners. Midweek in July and August we went to three shows with the theme of Classics on the Common or in a Walled Garden. These shows are getting more and more popular with up to 1200 cars in attendance on a

Wednesday evening at each event.

During August we went to a show that we had not attended before at the Epping and Ongar Railway. This line originally was an overground line with underground trains. After a mix-up on the admin side, Ken had a panicked phone call to ask if we would display our cars at Ongar because the show field at North Weald would be full. We arrived at Ongar and were not happy with where we were supposed to display as it meant looking at a steel fence and parking on an asphalt car park, so we took a chance and drove back to North Weald where there was plenty of room and lots of cars, trains and buses to enjoy.

On August Bank Holiday weekend we had two shows to go to. The first was at Little Gransden Airshow where we enjoyed an afternoon of continuous flying including

the Flying Fortress (Sally B) and the Catalina flying boat. On the Monday we went to the Buckinghamshire Railway at Quainton which we had missed for the previous two years due to bad weather. This year it was fine and sunny so more cars and motorbikes than usual turned up to enjoy the plenty of steam train rides and to look round the museum and engine shed to see the progress of the locomotive and carriage being restored.

The show season is drawing to an end with five more shows for our group to look forward to.

My gripe for the month is that some shows – for example the air display we went to – were fully booked very quickly but the number of modern cars in a classic car display area was surprising and it was evident that the public were not interested in them.

John Duckenfield

Regional Report

Regional Contacts' Annual Meeting

By the time this is published the annual Regional Contacts' Meeting should have been held at Coventry Transport Museum. This regular meeting of like-minded enthusiasts, who make such a great contribution to the club, lets Regional Contacts from all over the country informally meet each other, discuss as a group matters of common interest, and collectively offer constructive suggestions to committee as well as occasionally expressing matters of general concern. It really is a healthy and purposeful meeting that makes a most meaningful contribution to the affairs of the FSOC.

Conversely, it is also a valued sounding board for club officials. It lets them meet and seek the opinions of those on the ground, in direct contact with members. Indeed, a number of matters have been raised, discussed at the request of club officials and subsequently acted upon.

Members who wish to involve themselves more closely in the running of the club, or would

like their views to be heard by those who do run it, have a number of ways of so doing – attending the AGM, for example. However, two are directly related to Regional Groups and Regional Contacts.

Firstly, by joining in the activities of their local regional group, members gradually become integrated into the culture and values of the club. The most difficult thing is making that initial move! After that it becomes increasingly enjoyable as hitherto strangers become friends in what is in effect a mutual support group. What's more, it's free! Yes, it's part and parcel of the membership fee, so why not take full advantage and become an active participant with fellow members rather than a passive recipient on your own?

Secondly, if there is not a Regional Contact or Regional Group where you live, become one! It's not a difficult process, though of course any member wanting to become a non-elected representative of the Club has to be suited to the role. Yes, it involves a certain amount of work and a commitment that varies throughout

the year, but how much is determined not by me or the club but by each Regional Contact, dependent upon their personal circumstances. Being a Regional Contact can be as time-consuming as you want to make it. Once the necessary formalities have been completed you can then make a direct contribution to the affairs of the club by attending the Regional Contacts' meeting yourself.

Any member interested in taking on the role can contact me and I shall explain what is involved. It is then up to the individual – male or female, younger or older, a long-standing member (recently retired?) or a member recently joined – to decide if it's for them. If it helps, it can be a double act – providing of course, both are FSOC members.

As winter rapidly approaches and with the next classic car season just around the corner, I would urge any interested member to get in touch so that we can get things in place for the forthcoming year. All contact details can be found on page 24 in the centre coloured pages.

Stuart Battersby

North Midlands and Welsh Borders

Well, I've had five weeks of 'late night passes' whilst my wife has been visiting the grandchildren in New Zealand. Let me see if I can remember anything that's happened since my last report!

Well, there was the Audlem Show, which is normally an excellent event ... The way this show works is that all exhibitors meet on a village green about three miles away from the actual showground at Audlem and then, after a coffee and bacon roll, we all drive in a parade down to Audlem, through the town and then park up on the town 'Rec'. Despite the show organisers recognising that there were eight from FSOC and assigning us a set of consecutive entry numbers, they forgot to tell the marshals at the first stop that we should all be parked together in order to parade together, thus arriving and parking together in our final destination. To cut a long story short we ended up spread randomly across the showground, which sort of misses one of the major points of why we go to shows as a club. They have been

advised of our disappointment. Finally, let me once again apologise to Alan Cornes for having to arrive at the show in a Hyundai i30 as my Prefect failed to start as a consequence of a flat battery (long story!).

In early August I joined up with the Coventry Group in Leek and we drove in convoy up to Haworth Moor in order to attend the Hebden Bridge, Northern Sidevalve Day. That trip was actually huge fun, although driving up Holme Moss (five miles in second gear) was a bit tense ... and hot! Still, we all made it there and back, despite Nigel Hilling's attempts to take us on one of his Trials courses on the way back. I understand Dave Carden is already planning the 2017 event. I think we might rival Jennie and Robin's Sidevalve Holidays soon, although thus far ours is 'Fellas Only'.

Ken Latham and I travelled over to Swadlincote to meet up with Liam's group and that was a nice evening. As a result, Ken went to the Lupin Farm show later in the month and met up with Liam's team as well as Colin

Pudge's posse from Coventry. These cross group meetings are really interesting. I would strongly recommend that you try and meet up with another group for at least one show a year.

Big club stands are very enjoyable, in fact I like those best of all, but many in our group prefer an individual show schedule. Julian Heath, Alan Chapman and Peter Clarke have all enjoyed separate events at Cholmondeley Castle, Chelford and Eccleshall, all of which were highly successful and recommended.

Les Banks is very close to finishing his brilliant restoration of his 100E Prefect, although work stopped recently when the clumsy so and so managed to chop off the end of his index finger. OUCH! Apparently he'll never play the piano again. Don't worry though, Colin: Les has assured me that his car will be ready for the club stand at the NEC in November.

Finally, if Julian Ashworth is reading this: all of our group wish you the very best, Jules, and get well soon.



Hebden Bridge

Joe Wheatley

Merseyside

Audlum Festival of Transport (Sunday 31st July)

Dave R and Bernard met at my house and we wandered off through Warrington and down the A49 to Hankelow where the cars park up on the village green, before processing to Audlum to then park up on the sports field in the middle of the village. Stuart Battersby was there, but without his 100E. He had left his spot lights on the previous evening and the battery was so flat it would not take a jump start. He instead hitched a lift with Ken Lathom in his 100E Popular. Peter Clark was also there in his 100E and local man Alan Chapman and his 103E were involved in the marshalling. One old friend John Green, from Stoke on Trent, was there with his 100E Prefect and also Clive Harrison and Mike Maylon with their Model Ys.

The organisation was not up to previous years. All the FSOC attendees had been assigned sequential show numbers but, unlike in previous years, the parking spaces had not been numbered so we all ended up spread about the field. Also the procession to Audlum was an hour earlier this year and I think this was the reason that there were far fewer people outside their houses to wave us past. It did not stop us from enjoying the show as the weather was good and the show ground was full of interesting vehicles.

Hebden Bridge (Sunday 7th August)

I always enjoy travelling to this show as it coincides with the Trans Pennine Run for commercial vehicles. My route to Hebden Bridge coincides with the route for the run so there are lots of people out taking pictures and waving as you go past. Youngsters in pyjamas, OAPs on seats and benches, and often whole families. Most enjoyable! The weather was good so attendees were up and the field in the middle of the town was full. I counted 23 sidevalves on display, not counting the lovely V8 Pilot parked near our pitch. My Dad would have loved to have seen that.

Classics in the Park – Preston (Saturday 13th August)

A new show to us – indeed, I understand that this was only the third year that it has been run. Organised by the City Parish of Preston and Friends of Avenham & Miller Parks it was in the same place as the part of the Preston Guild that we attended four years ago. A lovely setting with some cars on the roadway above a natural amphitheatre where other cars, including ours, were displayed. We had quite a good turnout for a new show with six of us in our own designated area: Mike Brocklehurst (Squire), Dave & Sue Rothwell (ex Steve McKenna Model Y, now sold to Mick Grindy to complement his E493A and 103E, all bought from Dave), myself with Freddy, Bernard Ellicott (100/7E Pop), Bruce & Carol (100E Prefect) and Peter Tinsley (E93A).

Poor Peter T was late arriving after his Prefect expired about half way from St Asaph. Investigation revealed that the distributor has seized up! (Later investigation revealed that

the lead bob-weights had come off/broken up.) Fortunately, this caused the distributor to be forced up and out of the head rather than snapping the distributor drive (though the slotted ends have splayed out a bit) or shearing the gears off the drive or camshaft gears. Very lucky! Peter had a spare distributor with him and he managed to fit this and get going again, even though the distributor was wobbling as it turned. This was cured with a large hammer and some emery cloth as the drive was straightened, slots closed up and burrs removed once on site. A warning to all to check and lubricate your distributors.

Astle Park Steam Fair, near Chelford (Sunday 14th August)

Once again Dave R called at my house and we made our way to Chelford over the Warburton toll bridge and through Knutsford. Peter Sutton, Dave's friend from Banks was there with his motor home, displaying a motorbike rather than the 100E Escort (ex Dave Broad) he bought from Dave last year. Alan Chapman was also there with his 103E but somehow we kept missing one another and didn't get to talk. As usual Dave R gave me a masterclass on classic tractors as we wandered around them. We even spotted one I had not seen before, a Patterson Tractor, powered by an 8hp sidevalve. This show seems to get bigger and bigger, certainly helped by the weather this weekend. A must for anybody in our area.

Julian Ashworth

At all the above shows we were missing the presence of Julian Ashworth and his E493A or 100E Prefect. See progress report on page 4. Please keep him, his friends and family in your thoughts and prayers.



Classics in the Park

Nigel Hilling

Yorkshire

News and events

Meetings continue at the Reindeer with variable numbers attending. Do come along and join us in your sidevalve or modern car. For up to date local information, please visit the FSOC website, click on regions/UK, then scroll down and click on my happy, smiling face to access the Yorkshire pages.

Our July meeting was on another wet and miserable evening so only a few ventured out in their old cars, but August was much better, although the nights are drawing in.

By the time you read this I'll be looking at booking a Christmas meal, probably at the Reindeer as per the last two years. Let me know if you are interested as soon as possible as we filled the room last year.

Newby Hall

This event clashed with Gaydon again this year which is unfortunate as I'd like to attend both. We had a decent number booked but ended up with six in attendance due to various issues. The weather was good, being dry and occasionally sunny throughout the day.



Oil Can Cafe, courtesy of Stuart Battersby

Bert Marshall debuted his 5cwt van, looking resplendent after a two-year restoration (see below). The show is for pre-1973 vehicles only but still attracts 1500 entries and includes a

large autojumble – well worth the visit. There were other sidevalves in with the general classes and it would be good to see them come onto the FSOC stand – just enter as FSOC next year.

Hebden Bridge

We had another good turnout for Northern Sidevalve Day at Hebden Bridge with 20 or so sidevalves in attendance. Well done to the Coventry group, Stuart Battersby, and John Porter (now from the far South West) who made the journey north to join us. They called in to see me on their way back home on the Monday and I took them up to the Oil Can Cafe at Hepworth for a late breakfast (above). The short journey to the cafe took in a few typical Yorkshire slight inclines to test out their pulling power (the cars that is). I did seem to have to pull in a few times to wait for them to catch up!



Bert Marshall's van

Sally Litherland

Wiltshire

Writing at this time of the year, on a wet weekend, it seems that summer is over and it is perhaps time to consider laying up the wheels for another year – but it shouldn't, there could be many more beautiful weekends if your car is running. Mine is not but I am hoping with our wonderful spares service and much good advice from the FSOC Members Lounge that I will be on the road again soon.

As I have been working most weekends I have only managed to organise one event for our Wiltshire group but as ever, hope to do better next year. The Classic Car show at Breamore was, in Wiltshire terms, a great success. We had two Pops, two commercials, two Sivas, and a Morgan, and all the cars were in lovely condition and dearly loved. John Porter drove his Siva all the way from Weston-super-Mare and back for the day in less time than I can get there in my Fiat – I always get lost in the Mendips. However we did manage a 100 mile trip this year before the carburettor failed which is a great improvement on recent years. I really appreciated the support at Breamore from those who did make it, with or without their cars. Thank you all. It made me realise that a regular meeting might be possible as there are now enough of us locally

to enjoy the mutual support such gatherings engender. Anyone near enough to Salisbury who would like to join us please contact me; it will spur me on to get organised! So far at least one other is committed to a pint somewhere – which is a great improvement on previous years when I would be meeting myself for a pint to discuss Molly's incontinence and other ailments. A sad old lady hugging a pint in the corner and talking to herself about leaks is not normally welcomed but Wiltshire is a strange place.

Two other events which I attended were also great fun. The Dig for Victory show near Bristol is a wonderful family event and celebration of the 1940s, which attracted a sidevalve all the way from Kent. One not to be missed next year if you enjoy dancing, learning, shopping, camping and laughing! There were also sidevalves at the Vintage Nostalgia Show in Codford near Salisbury, with Peter Gagg, an FSOC member from as far away as Bath enjoying the show and camping. There were also sidevalves from the 3 Counties Vintage Car Club (of which I am also a member) as several of their group are also in the FSOC, which I hadn't previously realised.

On another subject entirely, please don't forget that our website, www.fsoc.co.uk, has

two classified sections, one for the general public and a Members Area for Sidevalve Club members only. Whole cars and Wanted items are in the general section (under the Benefits and Services tab), and Spares for Sale plus more in the Members area. Our Facebook pages now have an excellent following, with the open site being monitored (no sales or technical items) but the Members Lounge freely open to members to discuss problems and ask advice. We have a wealth of knowledge in our membership. If you are reading this then you are probably a full FSOC member and entitled to join the Members Lounge site, but you need to request entry. The easiest way is to Private Message me or Stuart Battersby through the FSOC Facebook open site.

Finally a free, eco-friendly incontinence solution for old ladies/cars provided by my brother the last time I arrived at his house – and I wasn't even thinking of parking on his drive. It is Molly's new potty (cat litter tray having been run over). Take a 5 litre plastic oil container, carefully cut off one side, leaving the handle and pouring spout, and place strategically under the sump (or elsewhere). However at Breamore it was so hot my dog crawled under the car and acted as an excellent sponge.



Breamore Classic Car Show August 2016

Richard & Trish Greenaway

Kent

Kent Fun Day

At this year's Kent Fun Day we had another good day. The weather was great, the BBQ was as usual up to standard, and with 15 members in attendance as well as partners we had a grand total of 30, which was our best to date. Great fun was had by all, particularly the welly throwing. This year's Driving Challenge was won by Glen Woolway, followed very closely by myself, only losing it on a disputed time penalty. Once the main driving challenge was over, Glen challenged me to a time trial with no ball to worry about on the bonnet, which I duly beat him at once again. Roll on next year.

Show round up

I hate to say it but apart from the End of Year Gathering at Offham on 23rd October, which is only a turn up on the day event, our show season in Kent is over for another year. Before you know it we will be thinking about where we want to attend next year, so if any Kent members have any suggestion for next year please let me know. We have just had our final

show of 2016. We certainly finished on a high with 16 vehicles on our club stand and one parked up in the field, giving us 17 in total. They included two first timers for our club. It was great to see both Graeme & Sally in their 100E Anglia and Bernie & Tracy in their 100E Pop: both had hoped to have been out with us earlier in the year but as always things take longer than expected. Bernie first had a problem with his engine last year, and on investigation he ended up having a complete rebuild. He also has a 4-speed gear box installed so once run in it should have a good bit of power under his right foot. But no one in the Kent group has quite as much power as Graeme and Sally in their 100E Anglia. Graeme was hoping to have had his car out and about with us during the summer but being a bit of a perfectionist wanted it to be right before he brought it out to play. He has a 2.8 litre TVR lump installed under the bonnet, but looking at it from the outside the only thing that looks different from an original is a small vent on the bonnet and slightly larger wheels.

We seem to have a pattern in Kent whereby we attract a great number of cars to the

early season shows, then they dip during the summer months, then finish on a flurry. Let's try next year to have a few more of you out and about during the summer period. On that note can I give a big thank you to all members who have joined us at shows throughout 2016, and a special mention to Martin & Kate who trekked down from Surrey on at least three occasions. In total we have had 34 different members who came along to a show during 2016. If only all 34 had turned up for the Southern Sidevalve Day (doesn't hurt to dream!).

Christmas meal

This year's meal will once again take place at Spadework in Offham (close to Wrotham, just two miles off the M26). The date this year is Wednesday 21st December. For anyone who would like more info or would like to book a seat to join us, please let us no asap. Last year we set a limit of 36 but squeezed an extra couple in, giving us 38, so let's hope we can equal last year's numbers. The price this year for the three-course meal/drinks/pre-dinner drink will be £22pp. Hope to see you all there.



From the club's Facebook page. Top: Les Foster found this North American CX Hot Rod whilst on his travels from his home in British Columbia. Right: Rust in peace – Chris Willets, currently working in Sweden, came across this lot!



Liam Cotton

East Midlands

Since the last magazine we have been making the most of the summer. We had a fantastic day at the Beaumanor Hall show (see pictures) with four cars on our club stand: 100E Prefect (Jim Jarman), 103E Pop (Janice and Dave Carden), 300E Thames van (Asha and Andrew Bailey) and our 107E – yes we made it there and back! Thanks to Peter Richards for organising this so professionally. It was great to meet with members Stuart Ward (103E Pop) and Richard Coleman (Model Y) who had their cars on display individually.

The week preceding the Lupin Farm show was mostly bright sunshine: however, weather forecasts were predicting 90% rain over Burton on Trent. I was dreading the day as a heavy downpour would destroy the show, particularly disappointing as all the entry fees go to charity. Fortunately the vintage and classic owners turned up in force, packing both fields. After a couple of brief showers the weather brightened and we went home with sun burn. We had a good selection of cars on the stand thanks to the Coventry group joining us. It was nice to meet Godfrey Hands in his black upright Prefect and also Ken Latham with his immaculate 100E Pop. With thanks to Ken I can pass on the following: for internet users go onto YouTube and type in 'Lupin Farm 2015'. You will be able to watch a short film of the 2015 Lupin Farm show. There are some good action shots of Colin Pudge and John Porter and you can also watch my antics as we enter the show.

As always I must thank all the members who support our group, either by attending our meetings or showing their cars with us. It is only with this continual support that we are able to promote the club and bring so much pleasure to the general public. At Beaumanor one gentleman remarked that it was worth the entry fee just to sit behind the wheel of my Ford Prefect and relive old memories.



Yvon Precieux

Pre-War Register

Registrar's comments

Nowadays we have become accustomed to having all kinds of electronic and other gismos in our cars with the continual requirement to upgrade such devices. This now forms an essential part of modern day motoring and sales talk. For individuals like me used to old technology it is easy to see how these outside influences are now starting to change the reliability of modern cars with the further headaches of access and maintenance. With these gismos now forming part and parcel of the mechanical reliability of the major component parts of a car or an aspect of its accessories, MOT failures are now a result where strictly speaking the actual mechanical component is fine. So, it's nice to go back to those halcyon days when one could pick and choose what one desired as an extra for the car without it compromising the vehicle at a future date. Many accessories that form part of our old Fords from the thirties can be fitted and then quite easily taken out by those of a non-technical nature. Most were and are genuine Ford accessory items, hence despite today's situation with insurance companies endeavouring to ask about so-called modification, many items from companies such as Desmo, Elro Ecko, Derrington, Lissen, Tideswell, Grose, Jagrose, Jolex, Eversure, Nustikon, Stadium etc. can be fitted as extras as then they were supplied via the Ford dealerships with an accommodating Ford part number. I have a Ford 6 volt wireless, as advertised in the Ford workshop manual, installed in my Ford Pop when it was purchased by the original owner in 1955, so woe betide anyone, be it insurance or otherwise, who tells me my car is not standard or true to its original specification due to this fitting. (Photos 1-6)

Ford accessories

The first car radio built especially for installation in cars was the Philco 'Transitone', manufactured by the Philadelphia Storage Battery Company in America. These car fitments were available from 1927 and by the

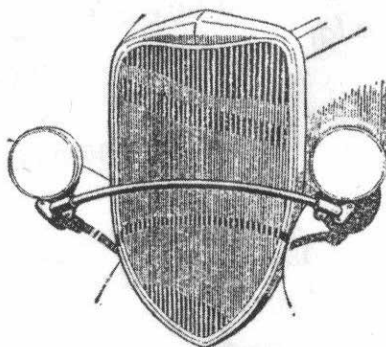


Photo 1. A tie-bar for mounting between headlamps on the 8hp model.

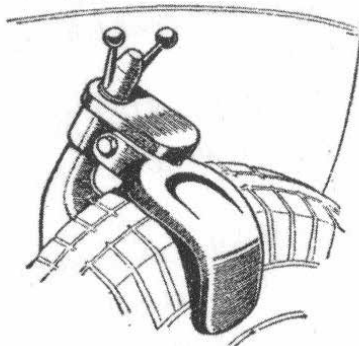


Photo 2. A metal spare wheel clip for the 8hp Ford.

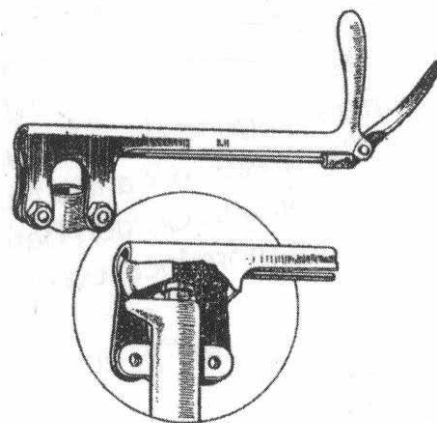


Photo 3. A brake lever extension, available for the Ford, also for Armstrong Siddeley and Vauxhall cars.

time a British version came onto the market in 1932, 100,000 were already in use in the United States. The installation consisted of a five valve superheterodyne ('superhet') set, complete with the new automatic volume control (AVC), housed in a large wooden cabinet under the dashboard in front of the passenger, with the loudspeaker and tone control above the accelerator and driver's legs. The tuning dial and volume control knobs were attached to the steering column and the whole set was powered by a 135 volt HT battery, which on larger cars was bolted beneath the flooring. The installation via the dealership cost £34 and 13 shillings. However, by 1934 radio technology had advanced to the stage that a set the size of a car's glove compartment had been

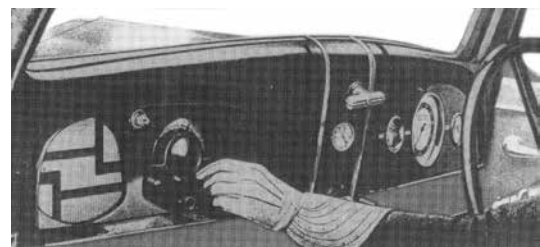


Photo 4.

A GOOD AERIAL IS ESSENTIAL for First-Class RADIO RECEPTION

WIRELESS SUPPLIES UNLIMITED

12/6 MEET YOUR NEEDS!

The latest telescopic vertical mounting Aerial. Hand-assembled chromium plated. Only one hole to mount. Complete with shielded lead-in wire.

CHROMIUM PLATED ROOF AERIALS 17/6 Complete

The "AVNET" American Super Range Twins. In pairs, one for each running-board. Completely shrouded in rubber. Heavy moulded rubber insulators. Adjustable mounting brackets. Shielded lead-in. All connections ready made. Unquestionably the finest of all under-car Aerials.

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Photo 5.

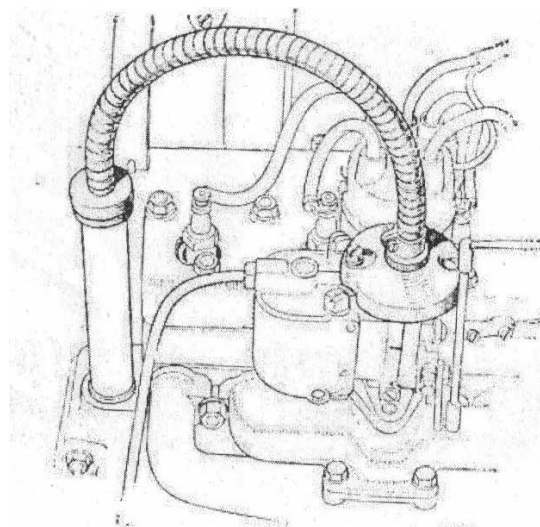


Photo 6.

developed. Hence such a set could be supplied and fitted into the smaller Model Ys and Model Cs. This version was manufactured by Messrs. Lissen Limited, Lissenium Works, Angel Road, Edmonton N18 in North London. Drivers, or passengers, could tune in to either the medium wave or the long wave bands. A high tension battery was housed beneath the driver's seat.

When being fitted, your friendly Ford agent would install an aerial in the roof of your car or a rod at the side with the appropriate aerial lead running down the nearside windscreen pillar or post and connected to the set below, or even inside, as with the Model C and CX inside the glove compartment. The radio and its installation would cost you then only £10 if you ordered it with your new car. However, retrospective fitting of an aerial would be 'a small extra charge'.

The 1935 Ford Motor Exhibition catalogue describes the accessory radio as follows:

"The approved car radio specially selected by Ford engineers for fitting to Ford cars is a deluxe appointment that adds its own note of luxury and refinement to their handsome interiors. Distinctive models are available for the Ford V8 and for the De-Luxe and Popular cars. The performance of approved Ford radio is outstanding. The set comprises a super-selective chassis with an electro dynamic speaker, and it gives a standard of entertainment at least equal to that of sets designed for use in the home. Its excellent tonal quality is particularly noteworthy. Other features are a high degree of selectivity, more conditions, and exceptional freedom from interference. The set is simple to operate, the single tuning knob and on-and-off switch being mounted on the panel within easy reach of either the driver or the front passenger. The entire installation is thoroughly dependable. Little maintenance attention is necessary and it will give good service as long as the car itself. Everyone will admire and enjoy Ford car radio – during tours and pleasure runs, at picnics, on those homeward runs after visiting friends or the theatre. When you drive alone radio provides perfect companionship. News, music, debates, drama, sport – all are available to help dispel the monotony of long, lonely runs."

Regrettably most of the early car radios of the thirties, as installed in the Model Y and C's have not survived, not because they became old fashioned but because the electrical valve

parts became scarce/obsolete after the late fifties with the use of transistors. I managed to purchase the necessary wireless valves for my Ford car radio by hunting around and eventually finding these parts in the 1980s. As with everything else that has become specialist, such parts now come with the hiked prices that go with the word 'specialist'.

The Tideswell fume extractor was another fitting that was most useful when the engine began to tire. In winter, when warmth was not only vital but of a necessity when travelling in a car without a heater, a set of car rugs was the best means to keep snug with a radiator muff for the car.

Driving a small Ford in the early days did not demand one taking a driving test. So another accessory to stop one from swiping the odd brick wall or pedestrian was a width indicator. This was a stalk with a red or coloured ball on the top, fitted to the wing edge but high enough to see before the wing or bumper clouded the wall or pedestrian.

Early Ford cars were devoid of storage for luggage, with the necessity to purchase a luggage carrier to hold the cases when one went on one's holiday with the kids. The Deluxe cars from 1937 did have a rear side winding window to give air for travel sickness, with cases being able to be stowed away at the back of the rear seat. One however had to wait for the introduction of the E04A model in order for the 8hp car driver finally to benefit with a proper boot and a place to keep the spare wheel dry.

Not a real necessity but still worthwhile was an air cleaner with earlier vehicles having a quite hefty barrel type oil bath cleaner and pipework. Further extras to be incorporated onto a small Ford were direction indicators, a radiator blind with a car heater, a reversing lamp, fog lamp and rubber linked mats for protecting the carpets. Making the car go up the hills with the boot full of luggage and with granny and the kids on board required more performance, especially from an 8hp engine,

and apart from buying a larger car, the easiest means was the simple purchase of an all high compression cylinder head and gasket. Silvertop and Alta aluminium cylinder head were fitted as standard by the dealerships and custom coach builders, mostly in tourer models, the Whatmough overhead inlet head being the extreme for performance purposes. For the additional comfort of driver passenger and car, the Ballamy independent suspension was available from the early days of Ford in Britain, so when mumblings about modified are overheard, especially of recent, Ford sidevalve history does not portray this narrowed idealism of yesteryear. Yesterday's individuality is still relevant today and our cars having such accessories is really not a bad thing. It certainly makes a simple mass produced car such as a Small Ford far more interesting.

A Ford 8 Deluxe History

DDD 409 was mentioned in the recent issue of *Sidevalve* and the owner now is Derek Bradfield. As with most of our cars it is nice to hear about the history and accordingly Angela Ambrose (née Gearing), the granddaughter of the original owner, dropped a note to Derek as her grandfather Henry James Godding (known as Harry) purchased the Ford 8 car just before World War Two. He owned the vehicle until he died when it was willed to James (Jimmy) Godding, his youngest son, Angela's uncle. When James Godding died, the car became the property of his nephew Raymond Gosling, Angela's cousin. The car was laid up on blocks in the barn at Milton Place, Fairford, Gloucestershire during the war at the home of Harry Godding. The car had been in the family since new until it was purchased recently (2016) by Derek Bradfield. In one of the photographs the original owner, Harry Godding, is seen in the centre of three adults studying a map. The man on the right is Arthur Gearing, Angela's father and the man on the left in army uniform is Henry Godding's adopted son Frank Castle.



Steve McKenna

E83W Register

Can I say thanks to Les Foster from Canada for these two articles. The first is a question asked by a pickup owner, who asks do I need this bracket at the rear of the fuel tank?



Yes, you need the bracket!

There are two brackets on the tank, one at each end. These bolt directly to the frame and locate the tank. The third bracket at the outer edge of the tank connects via an eye-bolt (which acts like a turnbuckle) to a fabric-lined steel strap (lining is like firehose material) that hangs from a bracket on the bodywork above the tank. On my steel box pickup the bracket bolts through the box side ahead of the rear fender but, as I recall, it bolts to the underside of the cargo area floor on the van.

The strap has a pin through its end that locates it to the bracket and allows flexibility.

The tank end of the strap has a cylindrical barrel connection with a hole in the centre. The eyebolt (which by virtue of its circular eye can pivot a bit) passes through the hole and a nut secures the end of the eye-bolt. Tightening the nut pulls the tank upward and outward to support it but still allow a bit of flex. It is needed as otherwise the weight of the fuel hanging outboard of the frame mountings would tend to fatigue the brackets and they would eventually fail. You need that strap!

Progress on Les's pickup

I took my E83W on a 15 mile test run around Tsawwassen (Delta) BC today where I used to reside and still garage the pickup.

It is very hilly but the Thames managed every grade (some quite long and steep) in third gear! I was very pleased! I checked the speedo against my iPhone speed app and it was dead on. I pushed it to a breathtaking 38mph.

The only mishap was a loud BANG! which startled me. I looked in the mirror expecting to see parts behind me and jammed on the brakes. I got out and checked all over and underneath – nothing amiss. I then re-entered the cab to find that the noise was caused by my iPhone sliding off the passenger seat and landing on the steel floor – phew!



Tony Lloyd

100E Register

More on longest ownership

I have received an email from Sylvia and Eddie Johnson about the ownership of their car.

"I purchased my car on 5th May 1965 paying £195, which was quite expensive for a girl earning at best £10 a week. I could have bought a slightly newer and cheaper Popular at the same garage but Mich felt right.

Mich, MCH 871 (right) is a 1958 Anglia Deluxe. I am the third owner. Until the end of 1983 it was in daily use, but we then moved to work in Greece so the car was garaged in Nottingham and was not used at all for a number of years. My husband decided that we should get Mich on the road again and we arranged for a local garage to collect the car and get it working. The garage did not do a very good job, but they did get the car going after a very long lay up. We then found Andrew Price in Nottingham who specializes in classic cars, and he has looked after the car ever since. We do not drive Mich as much as we would like to as we only visit the UK twice a year and only take the car out on fine days. Mich is now housed at my sister's house, still in the Nottingham area.

In 1967 when we got married we went on honeymoon touring Devon and Cornwall, and because my husband's new Vauxhall had decided not to work properly, we went in Mich without any problems even going up Porlock Hill. When we got home my husband asked me to get something out of my toolkit. My reply was 'What tool kit?' He was horrified when he realised we had done such a long journey without any tools!

A few years ago whilst the car was being serviced, we were approached by a man who said he was a rep from a film company making a film about the 1966 World Cup, and he asked if they could borrow the car as they were looking for cars from that period for the film. We agreed and the car was collected on a truck, taken to Manchester where they kept it for a week and then delivered back to our garage in good condition. We were given £80 for its use. We were promised a video, but unfortunately we never received this. We wonder if any members have any recollection of this film which was shown just before the South African World Cup.



We did speak to a man who says he saw a 100E but could not remember the registration number.

Last year we decided to invest in a respray and the attached photo was taken soon after.

We both enjoy receiving the magazine and thank all involved for an excellent publication."

A Ford Prefect in Nova Scotia

Fred Richardson has sent this picture of a beautiful export version of the 100E Prefect in Conway yellow (below). "The guy I purchased the car from had it painted as close to the original as possible. I had to get it in running shape as it had been sitting in an old church for over 25 years. As

for running old cars, we can have them inspected and registered as antiques (30 years old). The mechanic must sign that the car is roadworthy and we can drive it as is. No seat belts required if they did not have them when built. The unwritten law is that we can only drive them to car shows, parades, etc. – however, as long as we do not use them as a second car (drive to work), we are not bothered by the police. Even then we would have to be reported by some busybody. We can also register them as regular cars and drive them any time. Vehicles are registered as per provincial law (Canada) but I have never heard of any real problems and I have spent time in all of our provinces."



Tony Lloyd

107E Register

New owner for 107E

Andy Westwood is the type of member that I like. He is a long time 100E enthusiast who always informs the register if he sells, scraps or buys a car. Recently Andy purchased a 107E. This is what he says about it:

"I thought that you may like to hear a little about my 107E Prefect that I recently purchased. The car came complete with an MOT and an already restored body and interior (my previous two sidevalves both had a nut and bolt restoration undertaken by myself).

So this is Ford Prefect 107E 705UYH in Cirrus White, with red and grey interior, complete with the standard overhead valve engine, 4-speed gear box and hypoid back axle from the new 105E Anglia. Not forgetting, of course, the all-important doglegs.

The car was first registered new on 16th March 1960. It has matching engine and chassis numbers. At its MOT in April 2010 the mileage was 68,261, in 2014 69,453, and in April 2015 69,479. The mileage now is 69,787.

The car was owned from new by a Miss Palmer, from Rustington in West Sussex. She did not use it too much but owned it until her death in 1982. The car was then bought by a Mr Easney from Selsey, who intended to carry out a total renovation, but he became ill and was unable to do the work, so the car was laid up in a garage for the next 26 years, until 2008. Regular visits were made to turn the engine over. Mr Easney eventually had the body and interior of the car restored and this was completed in 2010. The car then passed to another member of the family who in 2015 sent it to auction. The Prefect was bought by a dealer in Kent, who after a little use put it on a well known Internet auction site from where I bought it.

To date, I have changed all of the fluids, cleaned the plugs, points and air filter, and cleaned and polished the body and chrome. The engine appears to be sound and quiet, apart from the usual OHV tappet sound from the top that most of them seem to have.



Although I will not be taking it to 60 mph in third gear, the manual suggests that it should be able to do this.

The car as it is will see us through to the end of this season on our outings with the Three Counties group. Then over the winter I have a small list of jobs to do to bring it up to my standards.

After driving a 300E van each season for the last six years, the comfort and engine flexibility is much improved as you would expect. I can now hear what my wife is saying to me as we drive along, instead of nodding in agreement all of the time, which is not always a good idea!"



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 Model Y Bulletin.....	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin.....	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.90
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£34.00
Reprint Workshop Manual for 100E and 300E.....	£25.75
Reprint Parts Manual for 100E and 300E.....	£22.25
Reprint New Prefect (107E) with OHV engine Parts List.....	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E.....	£42.80
Reprint Enfo parts list of Standard Hardware.....	£9.50
Technical Tips for the 100E/107E by Jim Norman.....	£8.50
100E Anglia and Prefect Instruction Book (1953-59).....	£9.95
The John Howe Book of Cartoons.....	£6.60
Ford Motor Cars, 1945- 64.....	£9.45
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

Stickers

Running In Instruction Sticker (Upright).....	£1.25
Running In Instruction Sticker (100E).....	£1.25
Running In Instruction Sticker: First 500 miles (100E).....	£1.25
Window Sticker-FSOC design.....	£1.15
Silver Jubilee Window Sticker.....	£1.06
Historic Ford 'Keep off My Arse!' sticker.....	£2.50
I Love My Sidevalve Sticker.....	£2.50
Register Sticker (state model) each.....	£1.50
FSOC 30th Anniversary Sticker.....	£1.16
FSOC 40th Anniversary Sticker.....	£1.20

Magazines

Binder for Club Magazines (holds 2 years).....	£10.99
Following back copies of Sidevalve News available.....	£1.30
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, October, December	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	
2014 February, April, June, August, October, December	
2015 February, April, June, August, October, December	
2016 February, April, June, August, October	

Leaflets

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

Models

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

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£2.20
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.75
FSOC Grille Badge: Round or Square.....	£13.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£13.50

Clothing

<i>Please state size, design, colour and second choice of colour for all items of clothing.</i>	
FSOC black and red quartered rugby shirt embroidered in script SM/L.....	£25.25
FSOC Sweat Shirts embroidered in script.....	£18.20
Racing Green or Raspberry SM; Burgundy or Royal Blue XXL;	
Navy in Med/XXL; Sky Blue in Med/L/XL; Red in Med/L/XL/XXL; Black in Med/L/XXL	
FSOC Polo Shirts embroidered in script.....	£14.60
Lemon, Sky Blue or Emerald in SM	
FSOC Sweat Shirts embroidered with FSOC logo.....	£19.50
Royal Blue only in Med / L / XL	
FSOC Polo Shirts embroidered with FSOC logo.....	£14.60
White or Royal Blue in Med / L / XL only	
FSOC Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White).....	£31.00
Embroidered with FSOC logo Med / L / XL	

T-Shirts

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

Other Regalia

FSOC Licence Disc Holder.....	£1.15
Blue FSOC Mug.....	£7.95
DVD of Ford Archive material and FSOC events.....	£5.95
FSOC 40th Anniversary Beer Glass.....	£22.75
FSOC 40th Anniversary Beer Tankard.....	£24.50
FSOC 40th Anniversary Beer Glass and Tankard.....	£42.00
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£4.50
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
Dusters: Yellow duster printed with various sidevalve models around border,	
Club logo in Centre.....	£2.70
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

Spares List for 8 & 10hp Type Models

Wheels, Hubs and Drums

Y-1175-A Retainer (Rear wheel grease) assembly.....	£7.25
B-1175 Rear Wheel Retainer (fits E83W).....	£7.10
48-1190-A Retainer (front wheel grease) assembly.....	£5.90
Front wheel bearing (per wheel, not E83W).....	£70.60
Front wheel bearing (per axle set, not E83W).....	£137.90
Front wheel bearing (per wheel, E83W).....	£56.50
Front wheel bearing (per axle set, E83W).....	£107.00
7W-1225-B Rear Hub Bearing including race	
(fits all models except Models Y,C and E83W).....	£76.50
68-1225-A and Rear Hub Bearing including outer race	
68-1236-A (fits E83W only).....	£66.50
Rear Wheel Bearing Kit (fits all models except E83W).....	£180.00

Braking System

YE-2019A } Brake Shoes (set of 4 – not E83W –	
CE-2019B } return old shoes with order).....	£59.95
7W-2019 }	
YE-2019A }	
E83W-2019 Brake Shoes (set of 4 – E83W only, return old shoes with order).....	£69.95
Y-2035 Spring (brake retracting).....	£6.05
Y-2035 Spring (brake retracting) (set of four) Model Y.....	£20.00
7W-2035 Spring (brake retracting) not E83W.....	£5.15
7W-2035 Spring (brake retracting) (set of four) not E83W.....	£18.50
E83W-2035 Spring (brake retracting) E83W only.....	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only.....	£23.00
Y-2036 Spring (brake retracting) short.....	£6.50
7W-2116 Pair Front Brake Dust Covers including Thackery washers.	
Fits all models except Models Y and C. Please specify model.....	£10.20
7W-2205 Rear Brake Dust Covers	
(pair, fits all models except Models Y, C and E83W).....	£13.95
E93A-2248 Rear axle brake plate securing bolts, long (each).....	£6.60
7W-2249 Rear axle brake plate securing bolts, short (each).....	£6.60
Y-2454 Brake Pedal (exchange-remove rubber from old pedal	
and send with order).....	£17.80
Brake pedal return spring.....	£6.90
E83W-2498A/B Rear brake cables (Pair E83W).....	£79.95
E83W-2580/1B Front brake cables (Pair E83W).....	£34.00
7W-2580-C Front offside brake cable (E93A).....	£28.75
7W-2581-C Front nearside brake cable (E93A).....	£28.75
7W-2580/1 Pair front brake cables (E93A).....	£53.98
7W-2584-B Rear offside brake cable (E93A).....	£28.75
7W-2585-B Rear nearside brake cable (E93A).....	£28.75
7W-2584/5 Pair rear brake cables (E93A).....	£53.98
7W-2580/1/4/5 Set of brake cables (E93A).....	£104.66
YE-2793 Spring (handbrake lever pawl).....	£2.95
7W-2853C Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
Hand Brake Cable Clevis Pin.....	£3.00
E83W-2853B Hand Brake Cable (fits E83W).....	£27.40
119276 – ES2 Set of four 1/4" Thackery (double coil spring) washers (not E83W).....	£2.66
119290 – ES2 Set of four 5/16" Thackery (double coil spring) washers,	
E83W only.....	£2.22

Steering and Suspension

CE-3030B Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032 Bolt (front axle to radius rod E83W).....	£34.50
E93A-3290 Track Rod Ends (pair)all saloons and 5cwt vans.....	£65.00
Track Rod Ends (pair) E83W.....	£60.00
YE-3304C Draglink (Y model).....	£74.75

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

E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£77.50	Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95	Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50	Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-3332	Trackrod End Dust Cover (set of four, fits all models).....	£13.50	YE-6623	Oil Pump Screen (fits all engines).....	£9.77
YE-33111	King Pin Set, complete (Model Y).....	£70.00		Stainless steel dip stick tube.....	£30.20
CE-33111	King Pin Set, complete (Model C).....	£70.00		Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£79.95		(fits all engines).....	£55.00
E83W-33111	King Pin Set, complete (E83W).....	£59.00		Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
Y-3446	Front axle A-frame Bush (fits all models).....	£6.85		E93A 10hp Piston Set including rings(s, +0.020", +0.030",	
353031	Lubricator (grease nipple) each, please specify straight /			+0.040").....	£205.00
	45 degree / 90 degree.....	£2.30		E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00		3-Ring 10hp Piston Ring Sets (+0.020" only).....	£20.00
YE-3616B	Horn Button and Nut (Y model).....	£8.20		Small end bushes (set of 4).....	£27.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£8.55		8hp decoke gasket set (1932-34).....	£35.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards			8hp decoke gasket set (1935-1953).....	£45.00
	(set of four).....	£29.00		10hp manifold gasket.....	£7.75
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size.....	£2.75		Manifold stud.....	£5.95
E493A 4050	Retainer (rear axle shaft grease).....	£9.95		Manifold stud (set of 4).....	£21.00
YE-4209-F	Gear (rear axle) and driving pinion assembly.....	£340.00	E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
Y-4217	Bolt (diff gear case).....	£5.20		Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
18-4217	Bolt (diff gear case).....	£5.40		10hp cylinder head gasket.....	£19.95
Y-4243	Key (rear axle shaft).....	£6.00	YE-24052C	Studs (Cylinder head) set.....	£34.99
EB-4245-A	Retainer (rear axle shaft grease).....	£10.25		Set nuts for cylinder head studs.....	£4.00
Y-4507	Gasket (torque tube to differential housing cap).....	£1.78	Clutch and Gearbox Parts		
7W-4507	Gasket (torque tube to differential housing cap).....	£1.78	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal	
Y-4515	Gasket (universal joint housing cap).....	£1.69		and send with order).....	£17.50
E93A-4607	Pin (Drive Shaft).....	£2.20	Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£49.95
Y-4615-B	Bearing (drive pinion) assembly Model Y.....	£15.00	Y-7015	Main Drive Gear (8hp).....	£35.75
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55	YE-7015	Main Drive Gear (10hp).....	£38.50
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99	Y-7040	Baffle (main shaft gear bearing oil)-rear.....	£1.25
Y-4655	Torque tube bearing sleeve.....	£9.95	7W-7050	Retainer (main drive gear bearing).....	£17.50
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50	7W-7052	Seal (main drive gear bearing oil) assembly.....	£5.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50	YE-7059B	Mainshaft and Bush.....	£35.50
E83W-18055B	Front Shock Absorber Link to fit E83W.....	£25.00	Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
6E-18055B	Rear Shock Absorber Link to fit E83W.....	£25.00	YE-7071B	Washer intermediate gear thrust washer.....	£7.60
	Front Offside Shock absorber (E493A, E494A and 103E only).....	£115.00		Baffle (main shaft oil)-front.....	£1.25
	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00	E93A-7085	Rear Bearing Retainer.....	£19.75
	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£115.00	Y-7086	Gearbox rear gasket.....	£4.50
	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00	Y-7111	Layshaft.....	£42.40
	Front Offside Shock absorber (E83W only).....	£95.00	103E-7114	Counter Gear (10hp).....	£76.95
	Rear Offside Shock absorber (E83W only).....	£95.00	Y-7119	Washer (Counter shaft gear thrust).....	£6.35
	Front Nearside Shock absorber (E83W only).....	£95.00	CE-7141	Reverse Gear.....	£29.95
	Rear Nearside Shock absorber (E83W only).....	£95.00	YE-7222	Selector Housing.....	£19.50
	Suspension Buffer (fits all models except Model Y).....	£24.00	Y-7223	Gearbox lid gasket.....	£2.50
	Panhard rod front – suitable for post 1947 103E, E493A,		Y-7523	Clutch return spring.....	£6.90
	E494A, E04A and commercial equivalents.....	£80.00	7W-7533	Clutch linkage clevis pin.....	£2.60
	Panhard rod rear – suitable for post 1947 103E, E493A,		Y-7550	Clutch Plate-All models, except E83W	
	E494A, E04A and commercial equivalents.....	£80.00		(exchange and send with order).....	£29.50
	Panhard rod front and rear – suitable for post 1947 103E,		E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
	E493A, E494A, E04A and commercial equivalents.....	£145.00	YE-7563B	Clutch Cover – All models, except E83W	
				(exchange – send with order).....	£67.00
			E83W-7563	E83W Clutch Cover (exchange-send with order).....	£76.00
			E74-7580A	Clutch release bearing-All models.....	£15.50
			E70-7600-A	Clutch Pilot Bearing.....	£7.25
			C-943070	Gear Lever Gaiter (except E83W).....	£25.50
			E83W-943070	E83W Gear Lever Gaiter.....	£24.99
Exhaust Systems					
Y-5230	Model Y stainless steel exhaust system (collection only).....	£147.00	Cooling System		
E04C-5230-A	5cwt stainless steel exhaust system (collection only).....	£129.00	E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£5.40
E83W-5230-A	E83W stainless steel exhaust system.....	£185.00	Y-8109	Radiator cap (brass screw type).....	£8.50
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00	Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top).....	£8.20
E93A-5255-C			Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom).....	£7.80
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system.....	£190.00		Radiator Hose (moulded-E83W, top).....	£22.60
E04A-5255-B				Radiator Hose (moulded-E83W, bottom).....	£21.95
Y-5251	Manifold to exhaust clamp.....	£9.95		Radiator Hose (moulded-bottom).....	£20.40
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£39.95		Radiator Hose (moulded-top, pressurised radiator cap).....	£22.00
				Radiator Hose (moulded-top,brass non-pressurised radiator cap).....	£18.60
Engine Parts					
E493A-18666-A	Pipe (cleaner outlet) assembly and		E493A-8501	Reconditioned export water pump (exchange only – send	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20		with order).....	£150.00
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95	E493AFS-8509	Water Pump Repair Kit.....	£35.00
Y-6023	Timing Pin.....	£11.50	YE-8606B	Pulley (water pump).....	£35.00
Y-6038	Front Engine Mounting (exchange and send both parts with		E494A-8610	Fan Blade (11").....	£17.90
	order – remove rubber from mount).....	£13.80	E494A-8620-A	Pulley (fan and generator 4.12" O.D.).....	£19.50
Y-6038	Front Engine Mounting with bolt (exchange and send both parts		E493AFS-8620	Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80
	with order – remove rubber from mount).....	£14.90		Fan Belt (late 8 and 10 hp engines with export waterpump).....	£8.99
Y-6038	Pair Front Engine Mounting (exchange and send both parts with				
	order – remove rubber from mount).....	£25.00			
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both				
	parts with order – remove rubber from mount).....	£27.00			
	Front Engine Mounting bolt.....	£2.00			
74-6038A	Insulator (Engine Rear Support) Upper, per side.....	£9.95			
	Insulator (Engine Rear Support) complete, per side.....	£21.95			
E93A-6250A	Camshaft (Chain Driven).....	£62.75			
E93A-6270	Timing Chain.....	£18.30			
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50			
CE-6310	Crankshaft Oil Slinger.....	£2.85			
E93A-6310	Crankshaft Oil Slinger.....	£2.90			
Y-6384	Starter Ring Gear (fits all engines).....	£47.95			
E93A-6510B	Valve guide (per split guide).....	£25.00			
E93A-6510B	Pair Valve guides.....	£45.00			
E93A-6510B	Four Valve guides.....	£85.00			
	Valve guide (per set).....	£170.00			
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00			
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35			
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60			
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00			
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50			
Y-6520	Valve Cover (fits all engines).....	£15.95			
100E-6521	Gasket, valve chamber cover.....	£5.00			
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25			
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£5.25			

YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.53
CE-9447	10hp Gasket (carburettor to inlet manifold)	£1.35
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models)	£4.50
YE-9660	Connector (Starter Valve) Assembly)	£6.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£13.95

Ignition System

	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....	£65.95
	Set E93A ignition leads	£17.95
	Rebuilt ignition switch (exchange item – send with order)	£40.00
E83W 12024A	6V Ignition Coil (All models-not original)	£42.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£14.50
YE-12185B	Toggle (All models 1935 onwards)	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards)	£17.20
YE-12200C	Rotor (All models 1935 onwards).....	£5.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards)	£9.90
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08
52-12405A	Spark Plug, L86C - set of 4	£13.00

Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only).....	£29.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£125.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and	
E1 ADKN 13050	Nut (Door catch swivel bolt barrel)	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
7V-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W).....	£1.62
CE-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£1.42
CE-13101	Spring (headlamp focusing).....	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only)	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W	£4.00
	Pair of Panel bulbs 6V 3W	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£26.00
	Model Y Semaphore Direction Indicator (6volt only) (exchange only)	£70.00
	Model C Semaphore Direction Indicator (6volt only) (exchange only)	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair)	£15.45
	E83W Bonnet Corner Pads (Full set)	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Grommet-gearbox cover	£4.60
	Set of three grommets-gearbox cover	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E83W-111172	Opening windscreen rubber for E83W	£25.00
E93A-7002060	Bumper (cowl side panel to tonnet).....	£1.80

E93A-7002060	Two bumpers (cowl side panel to tonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet)	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof)	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.95
E83W-8215-A	E83W Grille Badge Mount	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model)	£19.95
	Starting handle	£46.00
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W, state model)	£26.00
	Speedo Cable (E83W).....	£23.95
C46412AR	Dovetail (female)	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
	Locking Boot Handle, chrome plated, with keys	£19.50
E93A-7043500	Grill Trim Retaining Clip (7W, E494A, E494C, 103E).....	£1.00
C-943658	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£17.50
7W961208-B	Window Winder Handle.....	£5.95
BE-964280-H	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£5.95
Y-9499624	Striker Plate (Rear door 4 door Y model 1932-1934)	£6.00
C-9499967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia)	£16.95
	E83W wing mirror.....	£19.99
	Bakelite screws (enough for a complete E494A/103E)	£1.99
	Bakelite screws (enough for a complete Prefect).....	£2.35

100E and 107E Spares List**Front Brakes**

100E-2018	Front brake shoes 7” diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8” diameter, set of four	£35.00
100E-2035	Front shoe return spring kit (axle set)	£21.50
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
204\$-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
E0A-2078	Hydraulic flexi hose	£13.25
100E-2140	Girling master cylinder	£83.00
100E-2140	Non Girling master cylinder.....	£39.95
100E-2185B	Master cylinder retainer	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£1.08
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7” diameter (up to Jan 1955, old shoes must accompany order)	£29.95
100E-2220-C	Rear brake shoes 8” diameter (Feb 1955 onwards, old shoes)	£32.00
100E-2261-B	Rear wheel cylinder 7” (53-55).....	£14.00
100E-2261-D	Rear wheel cylinder 8” (57-62).....	£22.00
	Rear wheel cylinder fitting kit axle set (55-62).....	£10.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
204\$-2068/71	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
100E-2295-B	Hand brake cable	£32.50
100E-2857B	Hand brake clevis	£1.70

Steering and Front Suspension

E55-DB1	Top suspension mount	£42.00
E55-DB1	Pair top suspension mount	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts	£202.00
100E-1190	Hub seal 0.983”.....	£7.00
105E-1190	Hub seal 1”.....	£7.00

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

Y-1202	Hub bearing inner 0.983”.....	£35.50	100E-8115	Radiator drain tap (not original).....	£5.50
105E-1201	Hub bearing inner 1”.....	£35.50	100E-8275	Water inlet tube.....	£14.00
Y-1216	Hub bearing outer.....	£35.50	100E-8260A	Early top radiator hose, 100E only.....	£18.35
E-20-LB-1	Stud and bush.....	£15.00	100E-8260B	Late top radiator hose, 100E only.....	£15.80
100E-3063	Set bushes (track control arm / cross member)	£9.00	100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-3073	Track control arm repair kit.....	£18.00	100E-8501	Water pump, 100E only (old unit must accompany order)	£55.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50	100E-8507	Water pump gasket.....	£3.10
100E-3289/90-B	Pair track rod ends (new style).....	£51.00	116E-8575	Thermostat.....	£7.50
100E-3289-B	Right hand track rod end (old style).....	£26.95	EOTA-8620-C	Fan belt, 100E only.....	£7.00
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00	Fuel System		
100E-3332	Track rod end dust cover.....	£1.90		Locking petrol cap (stainless).....	£14.95
100E-3591B	Steering box oil seal (early and late models)	£7.25		Fuel pump with spacer (no primer).....	£45.50
	Wheel bearing set (per wheel for 0.0983” diameter stud axle)	£70.60		Fuel pipe (pump to carburetor).....	£11.80
	Wheel bearing set (per axle set for 0.0983” diameter stud axle)	£137.90		Petrol filler grommet.....	£12.50
	Wheel bearing set (per wheel for 1.000” diameter stud axle)	£65.60	100E-9276	Gasket (fuel tank sender)	£1.60
	Wheel bearing set (per axle set for 1.000” diameter stud axle)	£128.40	100E-9288	Flexible fuel pipe	£16.90
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063	£30.00	&-9374	Fuel pump gasket	£1.60
Rear Axle			100E-9437	Hot spot gasket.....	£3.75
100E-1107	Wheel stud.....	£4.00	100E-9447-C	Carburettor flange gasket.....	£1.95
100E-1175	Rear hub seal, original material	£13.70	100E-9502	Carburettor gasket kit	£7.50
100E-1175	Rear hub seal, modern neoprene.....	£7.00	100E-9627-A	Rubber (air cleaner).....	£8.95
E493A-4050	Retainer (rear axle shaft grease)	£9.95	100E-9959	Gasket carburettor float chamber.....	£1.95
100E-4209	Crown wheel and pinion	£80.00	Electrical		
100E-4235	Half shaft.....	£32.00	EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
100E-4676	Pinion seal, 100E only.....	£7.00	105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
100E-4851	Flange (propshaft)	£18.00	105E-10043	Brush set	£4.75
100E-5713	Bar rear spring shackle-inner.....	£5.50	E274-CQ-1	Pinion (starter motor drive).....	£11.00
100E-5719	Bush rear spring shackle (set of 4).....	£8.00	100E-10505-B	Voltage regulator (push on terminals).....	£39.00
100E-5781	Rear spring eye bush.....	£7.00	E0A-10505-D	Voltage regulator (screw type terminals)	£42.00
100E-5781	Pair rear spring eye bushes.....	£12.00	100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
100E-7091	Yoke (propshaft).....	£12.00	105E-11057	Brush set starter motor	£4.75
100E-18080-A	Shock absorber.....	£45.00	EOTA-11375	Starter pinion spring.....	£4.50
E7-ED-1	Rubber bush (bottom shock) (2).....	£5.98	204E-13007A	Headlight bulb pre focus 40 / 50 watt	£6.20
Exhaust				Stop/tail bulb, 12v, 21/5 watt.....	£3.20
100E 5250/5225/			100E-13450B	Rear light lens, red.....	£14.95
5255	100E mild steel exhaust system.....	£138.00	300E-13450	Rear light lens, red.....	£14.95
100E 5250/5225/			E0A-13480	Brake light switch.....	£6.50
5255	100E stainless steel exhaust system.....	£235.00	E1050-NC-1	Rear red tail light lamp with	
Y-5251	Manifold to exhaust clamp with stainless steel bolts		100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
	and brass nuts.....	£9.95	50563-S	includes fixing screws	£12.95
	100E exhaust fitting kit	£22.50		Pair of rear red tail light lamp lenses	£22.60
Engine Parts			Ignition System		
100E-6038	Engine mount	£30.85		Set 100E ignition leads	£14.95
	(exchange £10 surcharge*-remove rubber from mount)		100E-12029	12v Ignition coil.....	£44.50
100E-6051-B	Head gasket.....	£19.95	7V-12098	Nut H.T. lead distributor cap (set of 5)	£4.50
100E-6065	Set of 14 cylinder head bolts.....	£18.00		D type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
100E-6102	Piston set (std, +0.010”,+0.020”,+0.030”, +0.040”)	£200.00		Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-6149	Piston ring Set (std, +0.020”,+0.030”, +0.040”)	£66.00	100E-12116	Distributor cap (D type).....	£25.00
100E-6261/2/3	Camshaft bush set (std, -0.005”).....	£40.00	105E-12116	Distributor cap (round type).....	£17.00
E93A-6270	Timing Chain.....	£18.30	100E-12199	Contact set (D type distributor only)	£17.20
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00	EOTA-12199-C	Contact set (round type distributor only).....	£17.20
100E-6308	Crankshaft thrust washers (per set) + 0.025”	£22.50	100E-12200	Rotor arm.....	£5.85
100E-6331	Main bearing set (std, -0.010”,-0.020”,-0.030”,-0.040”, -0.060”).....	£42.00	100E-12300-B	Condenser (D type distributor only).....	£9.90
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00	105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-6521	Gasket valve chamber cover.....	£5.00	100E-12405-T	Spark plug.....	£4.08
100E-6505	Exhaust valve	£8.60		Set of four spark plugs.....	£13.00
100E-6505	Exhaust valves (per set of 4).....	£30.00	Badges		
100E-6507	Inlet valves (per set of 4).....	£28.00	100E-16185 / 9	Triangular wing motif	£15.25
100E-6513	Valve springs (per set).....	£30.00	E6AJ-1	Prefect boot script.....	£16.00
100E-6714-B	Oil filter element.....	£6.50	100E-16606	Prefect bonnet	£16.00
100E-6763B	Oil filler tube.....	£15.00	E5AJ-1	Anglia boot script.....	£16.25
100E-9278	Oil pressure switch.....	£8.85	100E-16606	Anglia bonnet	£16.25
100E-9448	Manifold gasket, 100E only.....	£6.50	100E-16606-G	Popular bonnet	£16.25
	Manifold stud.....	£5.95	100E-16850	Bonnet ‘V’ motif	£35.50
E55Z1	Conversion gasket set	£27.00	100E -7042514	Popular boot script.....	£16.00
E81Z1	Decoke gasket set.....	£27.00		Deluxe boot script.....	£16.00
353000ESA	Core Plug.....	£3.50	Miscellaneous		
	Big end bearing set		E40GB1	Gear lever gaiter.....	£25.50
	(std, -0.010”,-0.020”,-0.030”,-0.040”, -0.060”)	£29.50	100E-17262	Speedo cable.....	£22.50
	Small end bushes (set of 4)	£27.00	100E-7029744	Rear side window rubber per side (2 door model)	£15.50
Clutch and Gearbox			100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
E66-Z-1	Master cylinder repair kit.....	£12.50	100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
E70-7600-A	Clutch pilot bearing.....	£7.25	EOA-732003-B	Floor grommets-per set of four	£5.15
E74-7580-A	Release bearing.....	£15.50	100E-7322610	Interior door handle.....	£8.95
E149-Z-1	Slave cylinder repair kit, 100E only.....	£6.00	107E Specific Items		
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00	105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
EOA-2078E	Flexi hydraulic hose.....	£13.25	105E-4676B	Pinion oil seal, 107E only.....	£12.00
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95	107E-6020	Timing chain cover gasket.....	£2.50
100E-7039	U / J repair kit	£14.95		105E oil filter	£6.50
100E-7052	Front oil seal.....	£7.00	105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
100E-7086	Gasket tail shaft housing.....	£1.95	105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *)	£60.50
100E-7111	Counter shaft.....	£31.40	107E-8260	Top radiator hose, 107E only.....	£14.20
100E-7114B	Gear and bush assembly.....	£25.00	107E-8286B	Bottom radiator hose, 107E only	£15.40
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35	105E-8620	Fan belt, 107E only.....	£6.80
100E-7223	Gearbox lid gasket.....	£2.20	105E-9448	Manifold gasket, 107E only	£7.00
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00	107E-9959B	Floater chamber gasket	£2.45
100E-7657	Rear oil seal.....	£7.00	105E-12116	Distributor cap (round type).....	£17.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£68.00	EOTA-12199-C	Contact set (round type distributor only).....	£17.20
100E-17286	Ring speedo gear retainer.....	£3.20	105E-12300-A	Condenser (round type distributor only).....	£9.90
Cooling System			105E-10043	Brush set	£4.75
100E-5255	Thermostat housing gasket.....	£2.20	105E-11057	Brush set starter motor	£4.75
EOA-8100	Radiator cap, fits 100E and 107E.....	£5.40			

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Post War

1949 Ford Prefect UTE. Original and complete 1172 engine. 12 volt electrics pickup. Has come out of long term storage. Requires some recommissioning. Very rare! Rat look £5000 Contact: Tony Baldwin. Tel: 01747 870804. Email: tonybaldwin14@yahoo.co.uk. Salisbury, Wiltshire.

1954 100E. Unfinished project. Recon engine, rebuilt g/box, new carpet, exhaust, window rubbers. Some welding required, a lot done, wheels refurbished. For more information contact Jack Hobbs. Email: jackhobbs49@hotmail.co.uk. Tel: 07759 845268. Northants.

1959 107E Prefect. Very good condition. 63000 miles. New clutch, front brakes and radiator. Never been welded. Two-tone grey and cream. Very capable in today's traffic. Any inspection welcome. £4795. Tel: Chris Hall on 01255 860310. Essex.

1957 Black 100E Anglia. All original in good condition. Regularly used. Has three bar grill and 'almond' instrument panel. £2900 ono. Contact J. Fleetwood. Tel: 07957379181. E-mail: arnott.F@blueyonder.co.uk.

1960 107E Prefect, black. Numerous new parts including new tyres and exhaust. In very good condition and runs well. £3000 ono. Contact Leslie Winn. Tel: 07851961010. Email: kennywinn@hotmail.com.

Specialist Application

1959 Pattisson roller and tractor. Pattisson 3B RCT Cricket-pitch roller and tractor.

Originally purchased by Esher Cricket Club, Surrey. Road registered and V5 included. Historic vehicle. Reg. no. 331 YUX. Ford 10hp sidevalve engine and gearbox. Superb runner and in show condition. Front rollers, easily and quickly interchangeable with the aid of a pallet truck. Offers over £1500. Tel: Robert Boddington on 07903 991369 or 01733 205241

Vehicles Wanted

Useable E93A or E493A Prefect. Long term club member and ex Regional Organiser, John Crowe is looking to acquire an upright Prefect to cherish and keep alongside his E83W van and other classics. Must be on the road. If you need a good loving home for your Prefect then please contact John Crowe. Tel: 01948 663768. Email: john.crowe555@gmail.com. Whitchurch, Shropshire.

Ford Based Specials. I am keen to buy any specials, part restored, basket cases, restored, etc anything that's of interest. I am a collector of specials and associated special accessories. Contact Mark Ranger. Tel: 07834032188. Email: mark.ranger@autodata-group.com. Berkshire. (Non-member)

Spares Wanted

Murray constant mesh overdrive. For Ford 100E 1172cc with 3 speed box. Or Hand A Overdrive. Also looking for period engine mods ohv conversion head etc. Contact Paul Round. Tel: 07341 840438. Email: bigbadsquare@hotmail.co.uk. Dudley, West Midlands.

Kingpin Reamer for Anglia E494A. Does anybody have the correct kingpin reamer for a Ford Anglia E494A for sale or hire? Or does anybody know where I could source one? Contact Phillip Morrison. Tel: 0049 (0)5241 55214. Email: marion.morrison@freenet.de. Germany.

Bonnet Lip Ornament for Ford Prefect 1948. A bonnet lip ornament to suit the cream and chrome Prefect badge. This is to help a Prefect

owner in India. Contact David Frost. Tel: 01268750400 Email: dave.frost2@virgin.net. Essex.

100E Anglia Radiators. 1958 100E Anglia Radiator and 1959 100E Anglia Radiator. Contact Edward Andrews. Tel 01787 374591. Suffolk.

1955 3 bar grille for 300E Van. Contact Frank Stewart. Tel: 01324 715984. Email: FrankStewart36@yahoo.co.uk.

Wings for an E83W Fordson. Both inner and outer, and a screen surround. UK preferred but I don't want to start the project without parts I know to finish. Contact Geoff Taylor. Tel: 07724 844785. Email: teethtriffid@aol.com. Lancashire/Cumbria area. (Non-member)

Spares for Sale

100E inlet/exhaust manifold. Early type with bi-metal spring flap seized in open position. £20. 100E sump pan £10. Collection only. Contact Andrew Westwood. Email: andrewandsara1@tiscali.co.uk. Tel: 01279 899385. Herts/Essex border.

100E Back Axle. Stored under cover for last 10 years after removal from 1960 Pop. Everything turns, but unknown condition. With brake drums £40 collect only. 300E starting handle & dog £20 may post. Contact Andrew Westwood. Email: andrewandsara1@tiscali.co.uk. Tel: 01279 899385. Herts/Essex border.

E493A spares. Bonnet, doors, inner / outer front wings, back axle, hubs, various. Just ask and I will have a look. Contact Paul Brown. Tel: 01354 740441. Email: g4aje@yahoo.co.uk.

Fuel pump heat shield for all upright sidevalves, to protect the fuel pump from the intense heat of the manifold & front pipe avoiding vaporisation. Delivered ready for easy fitting. £18 inc P&P. Email: d.manterfield37@gmail.com. Tel: 07990 694174. South Yorkshire.

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

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



Sidevalve

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

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

Pop Shopper,
PO Box 1172,
Abingdon S.O.
OX14 5WA

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

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

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

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

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

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

Please indicate heading:

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

Name _____

Address _____

Post Code _____ FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Club Officials

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

Chairman: John Porter, 105 Milton Road, Weston Super Mare, Somerset BS23 2UX. Email: sv1172@aol.com.

General Secretary: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

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

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

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

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

Spares 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. Email: neilpatten@btinternet.com. Tel: 01202 823088, 6.30pm–7.30pm only.

Technical Advisor, 8 & 10hp: John Pole, 26 Croft Bank, Malvern, Worcs, WR14 4DU (written requests for advice). Tel: 01684 564 829. Email: technical810hp@fsoc.co.uk.

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

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

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

Website/Pop Shopper: Sally Litherland, PO Box 1172, Abingdon, SO OX14 3WA. Email: webmaster@fsoc.co.uk. / pop.shopper@fsoc.co.uk.

Publicity and Social Media Co-ordinator: Stuart Battersby, 56 Park Lane, Sandbach,

Cheshire, CW11 1EP. Email: Battersby56@sky.com

Sidevalve News Editor: The SV News Editor, PO Box 1172, Abingdon S.O., OX14 5WA. Email: editor@fsoc.co.uk.

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

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

Archivist: Liam Cotton, 8 Chestnut Close, Moira, Swadlincote, Derbyshire, DE12 6EP. Email: liam.cotton@btinternet.com

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War

Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Email: prewregister@yahoo.co.uk.

E83W

Steve McKenna, 147 Burnley Road, East Rossendale, Lancashire, BB4 9DF. Tel: 07885 433496. Email: steve.mckenna@rocketmail.com.

Anglia, Prefect, Popular

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

Specialist Applications

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

Specials

Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. Email: specialsregistrar@fsoc.co.uk.

100E/107E

Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. Email: 100ERegistrar@fsoc.co.uk.

Regional Contacts and Regional Groups

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

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

Cambs, South Lincs and Norfolk: Brian Cranswick 07984 631064. Email: popular103e@yahoo.co.uk. *Please ring for details.*

Coventry and Midlands: Colin Pudge 02476 678418 or 07971233642. Email: enfo56@live.co.uk. *2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.*

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

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

East Midlands: Liam Cotton (01283 219508. Email: liam.cotton@btinternet.com) and Peter Richards (01283 712503 or 07950 733467. Email: rarebitrichards92@sky.com). *Last Thursday: The Greyhound Inn, Woodville, Derby. 8.00pm.*

East Yorkshire and North Lincolnshire: Chris and Angie Lambert-Dowell, Tel: 07875 345113. Email: chris@lambert-dowell.com. *Please contact for details.*

Glos, Hereford and Worcs: John Pole 01684 564829. Email: johnruthpole@googlemail.com. *3rd Thursday, venue TBA.*

Hampshire: Position vacant. Please contact John Duckenfield.

Kent: Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. *3rd Wednesday: The Early Bird Pub, Greenwood Drive North, Weaving, Maidstone, ME14 5TQ (next to Tesco on the Grove Green Estate) 7.30pm.*

East Lancs: Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. *3rd Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rantestall) 7.30 for 8.00pm.*

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

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

North West Midlands and Welsh Borders: Stuart Battersby. 07801 306404. Email: battersby56@sky.com. *1st Tuesday, The Peacock, Nantwich CW5 6NE, 7.30pm.*

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

Northern Ireland: Rodney Cowden, 1 Riverdale Drive, Kilkeel, Co. Down, Northern Ireland. Tel: (landline) 028 41763188 (mobile) 07778 168797. Email: rodneyc@easynet.co.uk. *Please contact for details.*

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

Scotland – East: Robin Barlow 01356 648876. Email: robinbarlow172@btinternet.com.

Scotland – West Central: Position vacant. Please contact John Duckenfield.

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

South Gloucestershire: Peter Asquith 01453 759453. Email: peter.g4ena@btinternet.com. *Please contact for details.*

Surrey: Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. *Please contact for details.*

Sussex: David Pickett 01444 483350. *3rd Wednesday: The Bennick Inn, Station Road, Polegate, East Sussex, BN26 6SZ, 7.30pm.*

Three Counties – Herts, Beds and Bucks: Robin Thake 01279 659245. Email: robjenthake@aol.com. *1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.*

Wiltshire: Sally Litherland 01722 323035. Email: salitherland@hotmail.com.

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

International Contacts

Australia: Gordon Cowley, 15 Higham Avenue, Balaklava, 5461, Australia. Tel: 00 61 8 8862 1272. Email: gordon14days@gmail.com.

Belgium: François Jordaens, Reetsesteenweg, 143, 2630 Aartselaar, Belgium. Tel: 03/844.07.68.

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Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

Liam, I don't think you are turning into a Victor Meldrew (June 2016) but I do think some event organisers are killing off shows with some of the charges they have/are introducing. Putting on a show cannot be cheap when advertising, administration, insurance, toilet hire, field hire, rubbish collection, signage etc, have to be covered (not forgetting the volunteers), and a profit to put on the following year's show which probably depends on the weather. I don't have a problem when a small fee is charged when all the profits are going to a charity, and especially if it is a local one. However when it appears to be run by and for J Bloggs (no mention of what happens to the profits), then one can only assume where it goes! I have heard of free admission only to the driver. That is fine if you own a bus/coach and fill it up with the family and neighbours – you cannot expect them all to get free entry.

New charges this year include a commitment fee and a toilet charge per vehicle for improved and twenty four hour cleaning, payable even if you only stayed for the day.

Whilst we choose which events we attend and if we wish to pay for the privilege or not, a motoring event requires vehicles, but if we believe that we are being taken for a ride then next time we will support another event. At one show that I look forward to and attended, in this their 41st year, arrival/departure times are not an issue, and plaque and programme are given on arrival.

New member

We welcome a club member returning after a gap of two years: Reuben Galea from Malta with his 1952 E493A Prefect which is under restoration and in filler grey colour. Reuben has owned the Prefect since 1991 but it has never before been put on the register. It is never too late.



Photo 1. RHK 800, side view



Photo 2. RHK 800, front view

Perfect Prefect record

Robin Blake from Stanford-Le-Hope, Essex purchased his 1950 E493A Prefect in February after it had been laid up in a garage for about 55 years, but why it was laid up and for so long is unknown. (Photos 1 and 2.) The mileage is

believed to be original at 16,115, with original interior and engine following it being removed due to some of the valves being stuck open. Robin has also found factory chalk marks behind the interior panelling and under the wheel arches so it could not have gone out in wet weather that much. In storage, surface

rust has appeared below the body swage line, wings and bonnet. The roof of the Prefect shows no sign of surface rust so it would appear that the garage roof did not leak.

With most vehicles that have been laid up for some time the original log book or any other documentation has been lost/destroyed. So when Robin first contacted me about the registration I had to inform him that the route we may well have to take is an age related registration. However there was a slim chance that documentary evidence may be obtained as the Prefect was first registered in Essex.

As members may know, many licensing authorities registration records have been destroyed and for the few authorities that do have records, they often do not contain all the details that are required now. When first licenced the register records often recorded the vehicle at worst as 'Ford', or sometimes slightly better as 'Ford Prefect' against the registration. Nobody then would have thought that one day the importance of recording the model and chassis number would be so important.

Essex however was a licensing county that did, so there may be a good chance that they may hold some information on his Prefect. I therefore suggested Robin contact the Record Office in Chelmsford, which he did. From their Vehicle Licence Register they were able to confirm the chassis number plus additional history when first registered, the garage that sold it, and the name and address of the first owner which was unknown to Robin. The Prefect was first registered on 18th July 1950 and sold by Doe Brothers in Maldon, Essex. Therefore, in all these years the Prefect has moved only a few miles south in the county.

Following my inspection, which included checking the chassis number, I then forwarded the forms and many photographs to Shirley for final checking and signing off before forwarding to the DVLA and the final decision.

I was most pleased, and Robin more so, that his application to obtain the original registration RHK 800 was approved, and Robin can now attend events which he had been looking forward to.

A word of warning

If you buy a vehicle without a log book then you are most likely to end up with an age related registration. If that is not a problem for you then fine; however, there are sellers out there who will tell the unsuspecting buyer not to worry about not having a log book for the vehicle as a letter from the club will get you the original registration. This is not true. There are a number of vehicles that have no chance of obtaining the original registration and the owners have been told so. They then often sell it on (I expect at a more inflated price) with the understanding of the unsuspecting new buyer that there will be no problem – that is, until they find out later and chances are they will do the same again!

Can you assist?

I have received a letter regarding a 103E Popular registration MNM 809 which was the first car owned by the owner, and the only one that they did not take a photograph of. MNM 809 is unknown to the register but is believed to survive. If you own it or know of it, please let me know.

Stewart's story

I heard from Rex Berrecloth, just after the closing date for the August edition, that following a storm and strong northerly wind a tree went through the roof of his property. With so much to sort out there has understandably been no time to spend on his Prefect, and therefore an update will be some time in the future.

At this most trying of times for Rex and his family I know that we send them our best wishes.

Stewart appeared in the August edition of *Practical Classics* in a seven page feature under the title of 'Picture Prefect'.

It is time to plan ahead

It is that time of year again to plan for next year's rally season when your sidevalve is more often used. Write a list of the spares required, then order them from the club so that they are

on the shelf ready when you need them.

The regalia list contains those reprinted workshop manuals and parts manuals, both of which contain a wealth of technical information.

Remember, prices quoted on the club's regalia/spares list include postage and packing to UK addresses, so there are no nasty hidden extra charges of VAT and p&p, unlike some suppliers. The price you see is the price you pay.

25 Years Ago – Sidevalve News October 1991

The police plan to crack down to stop motorists illegally personalising car registration plates. Registrar's comment: twenty five years later, did this ever happen?

A 1954 103E Popular driven by Ben Scott from Arundel, Sussex successfully completed the 5,000 mile return trip to Moscow.

George Baker had received his new registration documents for his E493A Prefect MXO 722 from the DVLA. However they described the body type as 'Hearse'.

Colin Schubert: a woody fanatic with a V8 Pilot Woody and built to a Ford approved design by Perry's of Finchley and built with left hand drive for export to Saudi Arabia, which then was cancelled. The smaller Sidevalve was a 1955 103E Popular with one previous owner, a Miss Hunt, a school teacher from Weston-super-Mare. The cost when new £408 18s 1p.

Dusty Laughter from Worcester had bought a 103E Popular body shell that came off chassis C773724 but was wondering if any member had got the chassis?

Fordson enthusiast Mick Blackburn from Horsted Keynes, West Sussex was restoring his 1951 E494C 5 cwt van. (Now fully restored in Fordson Tractor Dealer livery of blue and orange, it can be seen at local rallies. Mick is often found driving locomotives at the Bluebell Railway and has appeared in a number of television programmes filmed at the railway.)

T. Parker from Derby spent six years restoring his 1955 103E Popular after it was advertised for sale in a barn covered in carpets and rusty. The proud restorer stands beside LSV 134, an age related registration and with register grille badge.

Ian Woodrow

Specials & Sports Cars Register

Historic Sports Car Day at Burford

This year there was another good turnout of historic sports cars and specials at the Cotswold Wild Life Park, with over 40 cars, including a number of Bucklers, Berkeleys, Turners, Rochdales, Ashleys, Lotus, Fairthorpes, Tornados, Super Twos, and one Austin Special, EB, Gilbern, Falcon, Dellow, Martin, Shirley, and Autobodies Autobee Pacemaker. Most of the cars were driven there, but some arrived on trailers; the cars I find particularly interesting to see are the ones brought on trailers that are being restored, (the cars not the trailers!), especially when the vehicles turn up each year and I can view the restoration progress.

I'm sure all the people who attended would like to thank the organisers of this event, especially Richard Disbrow.

As the years go by at this event fewer and fewer cars seem to be sidevalve-powered, and this year only one Austin 7-based special made it. Although the event is organised by the Fairthorpe Owners Club (which encompasses all historic sports cars and specials), I am not aware of any Fairthorpes that were originally fitted with Ford sidevalve engines. Of the sidevalve-powered vehicles quite a few had either OHIV cylinder heads or superchargers fitted, with the Dellow having both. Even when the Willment OHIV cylinder heads and manifolds were manufactured they were expensive – at the time about £60. Now with the very limited availability the second hand prices are very high and even if you manage to obtain one, finding a cylinder head gasket is an even bigger problem. However, this year at Burford Keith Ardley (he used to supply Aquaplane components) brought along some remanufactured Willment head gaskets for sale.

In *Sidevalve* April 2014 I mentioned that Peter Campbell had acquired a Rochdale GT, but after receiving quotations for the glass fibre restoration he decided to buy another Rochdale



Dellow OHIV, supercharged



Super 2 jigsaw

GT which was in better condition, and less expensive than the quotations to restore his first Rochdale. Peter brought along his magnificently restored Rochdale and was awarded the cup for best Ford-based Special. His Rochdale GT must be one of the latter ones made as it has a round tubular chassis bonded on to the body. I expect having the tubular chassis bonded to the body must make a stiffer and possibly lighter car,

but 55 years later when trying to restore a GT with this type of construction it would certainly cause a lot more problems than the earlier construction using a Ford Pop chassis where the whole body could be lifted off. The GT was the most popular Rochdale of all, selling around 1350 units. Although of smaller proportion, the GT is often compared to the E-type Jaguar which was launched four years later. The earlier GTs



Peter Campbell's Rochdale



were especially designed to fit the Ford Popular chassis and the body was stiff enough to be used on an unboxed chassis. It came complete with a fitted curved windscreen (from a Morris Oxford rear window) and opening windows and quarterlights (using the tops of Morris Minor doors); these were quality features rare in kit cars at the time. They also incorporated VW front lights. The inner wheel arches, bulkhead and part of the floor sections were bonded in, while the integral dashboard featured a centre panel which would take Ford instruments with glove pockets either side. The bodyshell was specifically aimed at the plentiful supply of Ford 8 and Popular cars on the market in the late 1950s, and even

came with tubular steel 'legs' so that it could be lowered over a Ford chassis, holes drilled and bolts inserted, then the 'legs' cut off and the car driven away.

Often I tend to leave getting my cars ready for car rallies to the last minute; on one occasion even repainting the car only two days before an event. This year, before attending the Historic Sports Car Day at Burford I faced a different challenge. I had received a 1000-piece jigsaw puzzle of my Super Two from my daughter only a few weeks before Specials Day, so the challenge was not only to complete the puzzle but also to transport it in one piece to Burford. Just in time for Burford I managed with some assistance to

complete the puzzle, cover it in cling film, and sandwich between two pieces of plywood for transportation to display alongside my Super Two.

Finally

During the summer my computer crashed and I ended up having to reload the operating system and my most recent backup. If you have emailed me and not received a reply then please resend the email.

Don't forget to let me know of any specials and sports car restoration progress, or if there are any change of details.

Andy Main

Specialist Applications Register

Thompson Brothers Refueller Part 4: the Mk V

One is known to have been working in Hong Kong in the 1950s. They are also known to have been at Heathrow, Luton, Biggin Hill, Elstree and Leicester East (Stoughton) with some still in service to refuel light aircraft up to the 1990s.

Two were at North Weald, Essex with one being used for spares. The Leicester Flying Club in the seventies owned one, built in 1947, which is believed to be the one on display at Sharjah in the United Arab Emirates (photo 1).

One from the same period resides in the Ashburton Aviation Museum near Christchurch, New Zealand (photo 2).

Another example survives in a military museum in America.

Whilst on holiday in Scotland I came across this hand pumped Thompson Brother refueller at the National Museum of Flight, East Fortune Airfield, East Lothian (photo 3): a towed refueller, the type known as a Castle Bromwich and delivered in February 1956, and found by a gentleman from Grangemouth who then restored it.

This concludes this series on the Thompson Brothers Refueller.



Photo 1. United Arab Emirates.



Photo 2. New Zealand.



Photo 3. Type Castle Bromwich.

John Porter

The Modified Section

Early days: the 100E Owners Club

When the club was originally formed in 1969 it was called the 100E Owners Club and a good proportion of the cars were modified in some way. Of course, we were all young and insurance was quite heavy and restrictive. Wide wheels, two-tone paint and spot/fog lights were common. The magazines of the time, *Hot Car*, *Cars & Car Conversions* and *Custom Car* showed all manner of warmed over 100Es and 107Es. In fact the best modification was the 107E/105E engine and gearbox into a 100E to get a more driveable runabout. As soon as brakes were mentioned then stud spacing became an issue as the 100E and 107E were a wider PCD than the 105E and Cortinas.

Adding the uprights to the mix

Later on the uprights (Model Y to 103E Popular) were admitted, allowing the full range of sidevalves to be represented (1932–1962). With the uprights came the Ford-based special which was an area of great interest, even in the early days, and which has grown ever since.

Modifying your Ford Popular has been a popular pastime (pardon the pun) since the early 50s. Suspension modifications, engine upgrades and attempts at doing something with that 3-speed gearbox were common. In the 1950s, 'proper' sports cars were expensive and relatively scarce with most being exported to the US, so building your own sports car or Hot Pop was the only alternative. A number of books have been written about building a 1172 Ford special or tuning your Ford, and a thriving industry grew around this market from the mid 1950s to the early 1960s. The arrival of cheap sports cars (Austin Healey Sprite) and the BMC Minivan caused this market to contract considerably.

Modified by degree

Our old Fords have had numerous modifications inflicted on them over the years. This can be for performance, safety or cosmetic reasons.

Engines and transmissions eventually need to be repaired or replaced, sometimes with different versions from the original. Owners often used to remove bumpers and add different wheels and radial tyres. Safety upgrades include changing over to disc brakes (100E/107E). Cosmetically, some owners decide to change the paint colour or two-tone to something they like better. More supportive seats may be fitted for the longer trips. This does not even include everything that is often changed to increase the performance of the engine – more of that later. If the car is driven much, eventually many different parts or components will need replacement. Sidevalve owners can enjoy the best of both worlds with a modified vehicle, which allows the pride of owning a classic car with some essential modern driving conveniences. Unless the car is radically altered, the value of the car can be enhanced and often rivals the worth of the original versions. What do you think?

Getting a little more from your upright

So, what can you do to make your Popular, Anglia or Prefect a little more sprightly? The uprights will never be sports cars so the modifications would be more to give the performance a little lift to keep up with the traffic and for some more comfort. While the Girling brakes, if in good order, are fine as they are, at this stage the suspension can be improved by fitting Panhard rods front and rear. Just this addition will improve stability. Either new lever arm dampers (not reconditioned as they don't last) or the fitting of telescopic dampers and new brackets will further enhance the ride and handling.

To get a little more out of the engine, the addition of twin carburettors will improve the breathing. Depending on the manifold, these can be two Ford 10 carburettors or the more common SUs (ideally 1 1/8th inch). Check with your insurance company at this point. Fitting an 8hp cylinder head or shaving 30 thou off the 10hp head will increase the compression ratio from 6.6:1 to something higher, depending on what is actually fitted. This makes the engine more responsive.

At this point, it was generally advised that a 'sports coil' be fitted. There are many on the market but do not be tempted by an unbranded black coil (6 or 12 volts) as these are generic and of dubious quality for the more sporting application. Try to get a premium brand, although they are more expensive. Lucas and AccuSpark market a sports coil for around £16 to £20 and they are easily available for 12 volts but less

so for 6 volt systems. You can try Bosch and Pertronex from your local VW Beetle specialist for 6 volt at around £50 with standard specification for around £25.

While still on the ignition side, replace the contact points (AND the condenser) regularly as these two small components cause most breakdowns. Some owners are reporting that conversion to full electronic systems is a great improvement – 6 or 12 volt. The high tension leads, distributor cap and rotor arm should all be part of the upgrade and service regime.

One upgrade that improves the upright 8hp and 10hp engines is the substitution of a 100E camshaft AND a new timing chain. This can be done in situ with the front panelling and head off or ideally with the engine out (upright engines only due to the tappet arrangements on the 100E engine). The 100E camshaft is a little more modern, breathes better and will smooth out the vintage splutter from the exhaust. Another less obvious modification is to have a new exhaust system made that is more free-flowing with a larger bore through the silencer and tail pipe. The standard tailpipe is only 1 inch so getting one made by a specialist at 1 1/2 inch will give a little more freedom to the exhaust gases.

The 100E and 107E

These when new were a great step forward in general performance and, importantly, quality of ride. The independent front suspension was similar to the Three Graces released earlier and was certainly state of the art in 1953. The best place to start here is to fit new dampers all round, especially at the front as the originals may still be in place after 50 years! If you still have the earlier brakes then try to upgrade to the latter 8" brakes.

The engine in the 100E was based on the upright 10hp engine but was far more robust and gained an integral water pump, making cooling less of a problem, especially in traffic. So, twin carburettors and free flow exhaust manifold will improve breathing and extend the speed ranges in the gears. Torque generally improves as well which really does improve driveability. Everything mentioned above in regard to ignition applies equally to the 100E/107E range so no need to repeat.

The 100E/107E front seats are not very supportive by today's standards and we are all a little larger! A good number of owners have fitted more comfortable seats with head support but make sure that they are fitted securely.

All of the above modifications and improvements are reversible and would allow any later owner to get the car back to standard specification.

Next issue: going a little further.

Richard & Trish Greenaway

Southerners Head North

The idea first came about eight years ago when Mum & Dad moved to Scotland. I remember saying to them one day we will drive Patrick, our 100E, to visit you. I first spoke to Glen & Tina about joining us for the trip about five years ago with the reply being that it sounded a great idea but not at the moment. During a conversation at the back end of last year the Scotland trip came up in conversation again, so we decided that 2016 would be the year. The big question was, what time of the year do we go? So first we worked out what shows we were going to attend in Kent. This gave us three slots between shows that gave us a two-week slot to fit in the trip. Next up was to see what shows were on that we could attend on our journey up. Obviously there was a lot we would have liked to have attended but in the end we plumped for the last two weeks in June, so the likes of the Gaydon All Ford Show and the Northern Sidevalve Day will have to wait till another year.

When we first spoke to Glen about him joining us on the trip he said it would be good to raise some money for charity. This got forgotten about until a month before we left. The day of our May monthly meeting I was mowing a client's lawn on a ride-on mower when I suddenly had a thought: we had a guy coming from the Kent, Sussex and Surrey Air Ambulance to give a talk at our monthly meeting, so we could raise some money for them by doing a guess the mileage competition. I quickly rang Glen to ask what he thought and he said it was a great idea. As we were expecting a good number of people at the meeting I quickly knocked up a form on the computer.

The Air Ambulance had already asked if they could bring along a charity pot on the evening, so when I told him about our guess the mileage idea he thought it was a great idea to raise some extra funds for the charity. On the night we raised £55 through the charity pot which was a good start.

Our journey started on Friday 17th June. We left Kent in torrential rain and following Glen on the M25 approaching the Dartford Tunnel was a bit of a blur. Once into Essex the rain cleared and the further we drove the better the weather got. Our first stop was at Shenley Park near

Milton Keynes where we stopped for a picnic. Then we headed off for our overnight stop north east of Coventry. En route we stopped off in Stoke Bruerne for a meal alongside the canal. By the time Glen and I got back to the pub after a walk along the canal the heavens had opened but luckily we only had a shortish trip to our accommodation.

On Saturday we made the short journey to Lutterworth for the Mid-Summer Vintage Festival, which was to be the first of our four shows. It was a good all round show but very disappointing to see no other sidevalves in attendance. The weather wasn't great but at least it was dry. Show over, we headed north west for our overnight stop at Stoke Talke.

Sunday we headed off to Trentham Gardens to join up with Stuart Battersby and his group. It was great to meet up with his group members as well as Pete & Sue Tinsley, who stopped off for the show on their way home from the AGM. Unfortunately it started to rain late afternoon but luckily we only had a short trip back to our hotel.

Monday started wet, which wasn't ideal as we were heading off to Yorkshire to join up with Nigel and his loyal band of members. This was the day we had our first problem with a vehicle. Glen's wouldn't start, so we pushed him back onto the road and luckily there was a hill that we'd just come up so he had no trouble bumping it. As it started straight away he just assumed he had a dodgy battery so every time we stopped we had to make sure we were parked on a hill. We all met at the Lady Bower Inn in the Hope Valley near Barnford. After a



Photo 1

very nice lunch we headed off on our road run which was to finish at the Hope Motor Show. Luckily for Glen, John D had a booster pack in his boot so whenever we stopped, out it came (photo1). Before leaving the pub we were given the route but we got a bit concerned when it said going up Winnets Pass would require first gear – a bit worrying as Glen and I are not used to steep hills down in Kent. After a nice drive and a stop off at Derwent Dam for a photo shoot (photo 2) and a further stop at the garage where John Duckenfield gets his MOTs done (which was certainly a step back in time) we arrived at the Hope Show in glorious sunshine. We spent a very enjoyable evening with plenty of good cars to look around. Our overnight stop was in Huddersfield so Nigel offered to guide us. Only trouble we had was trying to keep up with him, which was a challenge, especially across the Snake Pass. It all became a bit easier when Nigel caught up with a modern car, which I'm sure annoyed Nigel as I don't think he went more than 25 mph. By the time it turned off he had a queue of five classics behind him.

On Tuesday Nigel met us at the hotel to take Glen off to the local Halfords to buy a new battery. Once installed we were very grateful to John Duckenfield who offered to guide us from Huddersfield to Kirkby Stephen via some very pleasant countryside, taking us via Skipton, Grassington and Hawes where we stopped for afternoon tea. After leaving Hawes we headed up Buttertub Pass before arriving at the Tan Hill Pub which is the highest pub in England, standing 1735ft above sea level. And we thought Winnets Pass was steep. On arriving at Kirkby Stephen we met up with Martin Hatfield



Photo 2

for a drink at the local pub.

Wednesday morning we were on our final leg of our journey north. It was also our longest daily trip with nearly 250 miles to cover. We ventured over the North Pennines which took us up over Hartside Summit, a 52-bend climb reaching a height of 1903ft above sea level. Who says sidevalves don't like steep hills? Both Glen and I were surprised how we managed it all in top gear apart from a few hair pin bends. The next highlight was crossing the Scottish border where we stopped off for our first Scottish ice cream. Anyone that knows Glen will know he is an ice cream connoisseur. Although we had finally reached Scotland we still had several hours driving to go, so we set off once again. Our final stop was in Dalkeith where we stopped for a meal, finally leaving Glen & Tina on the M90 where we both headed off to our respective relatives. Although we spread the journey over several days we did close on 750 miles, which took us up hill and down dale, with our only car trouble being leaking windscreens – which was a bit of a pain as we had both fitted new windscreen rubbers before we left – and what we thought was a dodgy battery.

After spending three glorious sunny days in Scotland we were due to leave at 3:30pm on Saturday afternoon, but around 3 o'clock the heavens opened so we decided to get a meal before we left. This turned out to be a good idea as by 7pm the rain had stopped, so we set off for a 100 mile jaunt to Peebles for our overnight stop. Sunday morning dawned bright and sunny so we set off for the Moffat Show. The route took us through Upper Tweeddale, which to me was a spectacular sight made even better by the glorious sunshine. It was on this journey that Glen had another problem. As I looked in my mirror I noticed he was no longer behind me so I anchored up and started reversing back down the hill. After about half a mile Glen was parked up on the side of the road, just about to change the condenser. Five minutes later we were up and running so headed off again, reaching Moffat around 10:30am. Once again we were surprised at the lack of sidevalves at the show. After leaving Moffat we had a 100+ mile journey to Richmond in North Yorkshire, which wasn't a good trip as it rained virtually the whole way and Tina had trouble with the satnav which didn't help matters. To top it all Glen's car decided it didn't want to start after turning the engine off, so we resorted to bump starting it every time we stopped. We finally arrived at our overnight stop around 10pm.

Monday we had planned to meet up with

John Duckenfield at Matthewsons in Thornton le dale, but we first popped into Martin Hatfield for a coffee as he had a new regulator for Glen to put on the car as he thought this was now his problem. Whilst there I changed a couple of spark plugs as Patrick was starting to struggling under load in top gear. All sorted, we set off for Thornton le dale. This meant us going via Sutton Bank, which is a main A road. I assumed it would have two lanes up but it was a single lane, so you can imagine going up a 1 in 4 hill with a large amount of modern traffic around you wasn't much fun, bearing in mind it meant dropping down to first gear. On leaving Matthewsons we headed to Goathland, one place Glen always wanted to take Yoki to have some pictures taken. That ambition was certainly achieved. We managed to park all three sidevalves outside of Scripps Garage (photo 3) and with the large amount of visitors on hand there were definitely a lot of photos taken. There was even a group of old bikers on hand as well, so we kept the visitors entertained for quite a while.

On leaving Goathland we had a very close encounter with one of the free roaming sheep. As I followed John D down the hill suddenly a sheep appeared from nowhere and ran straight into the passenger door. Glen was following and said the sheep ran off across the moor, hopefully with no lasting injury barring a headache. By the bang I was expecting to see a major dent in the door but luckily for us he hit it right on the corner under the chrome strip, where obviously there is a lot more strength, so we only ended up with a slight dent. At least we have something to show for our trip to Scotland. John also took us to see other places that were used in the filming of *Heartbeat* as well as the famous Hole of Holcombe.

Glen was in his element on Tuesday morning as he had his head under the bonnet of John D's 100E, finally locating the problem as a

fuel blockage. Once resolved we headed off towards Sheffield as we were going to meet up with the Yorkshire group for their June monthly meeting get together. Unfortunately the weather was rather dismal so not one of our best days driving.

Tuesday we'd worked out a route home, 1) avoiding most of the motorways with 2) places to visit, so we left bright and early as we had 250+ miles ahead of us. Ten miles down the road we stopped off for a full English. Breakfast over and back to the cars, the only problem was Glen's wouldn't start, so we bumped him to get him going. Next stop was for petrol. Then, you guessed it, Glen had the same trouble so he decided to disconnect the wires from the dynamo, taped them up and drove on just the battery. To top it all it started to drizzle so with the car sorted we headed off, but the further we went the heavier the rain got so after a quick stop and a chat we decided to head straight home. So our planned day didn't go according to plan as we ended up driving down the A1M, M11, M25 and M20, which was a 230 mile motorway dash in the rain. Who says sidevalves don't like motorways? Although Glen had a few minor hiccups on the way he was still glad he managed to get Yoki home under its own steam, never once considering involving a recovery team. So although we didn't finish on a positive, the rest of the trip was most enjoyable, meeting up with several members as well as visiting many interesting places. As I said earlier we'd aimed to raise some money for our local Air Ambulance so can we give a very big thank you to all those that had a guess and helped us raise £251, giving us a grand total of £306, with our total mileage being 1504 and the closest guess being 1500.

Can we give special thanks to John Duckenfield, Nigel Hilling and Martin Hatfield for their help on our trip.



Photo 3

Letters & Emails

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1991 memories

Dear Sidevalve,

In response to the letter from Friedel Erdelmann in the August issue, I hope to be able to jog his memory a little. During the 1990s, the North East London Group used to organise an annual fun run/treasure hunt. I organised three of these, from 1991 to 1993. These runs started from Brentwood, from Ford dealer Laidlaw's car park, and took a route through Essex countryside and villages. Participants had to answer or solve certain questions posed along the route. The winner got the original artwork by John Howe, plus the Essex Cup. Whatever happened to that? The subject of the artwork was the vehicle owned by the previous year's winner, or in the case of the first run, John's Prefect, UJN626. On this occasion we ended at the Colne Valley Railway, near Castle Hedingham, and Friedel won the treasure hunt, hence he has the artwork. After some digging, attached is a photo of Friedel receiving the artwork and cup.



On page 8 of the December 1991 issue of *Sidevalve News* is a write-up of the event that I had forgotten I had written! It includes a photo of some of the vehicles at the start, including Friedel's Tourer. We could not get him to go through the ford that was part of the route, and he went over the bridge. The following year, I planned a route through a ford that could not be

avoided, which he did in his E493A saloon. A photo of that is also attached.



We ended up at Battlesbridge after that one. The third one ended up at Duxford Airfield, where we had our own parking between the hangars. I stopped organising them after that, and others took over. I won in 1995 & 1996, so from the enclosed pictures of John Howe's artwork, which was good enough to frame, and put up on the hall wall, John must have won in 1994.



Yours,
Sandy Glen

1981 and all that

Dear Sidevalve,

Wow, your reprint of the original article from December 1981 about my 4-speed Squire really shows that time erases much of the memories. And there was I just thinking I got an adapted gear box, bell housing etc and slotted it on / under the Squire with some shortening of the prop shaft.

I suppose we all look back with rose-tinted spectacles as I just cannot recall all that hassle regarding X-members, clutch driven plates etc. All we tend to remember is the finished article and the pleasure, or otherwise, of using it.

It makes me wonder if the 107E story is accurate, but I am sure about the problem with the angle of the front wheels.

And yes, as Jim Norman comments, being Leeds based I always had an affinity with Jowetts, especially the Javelin, and I purchased my first one in 1978, followed by a mint Bradford Utility in about 1985 – kept for about five years. I then purchased another even better Javelin in 1996, but in between times obtained a very low mileage mint Mk1 Cortina 1500 Estate (in 1987) and, as it was too good to use over the winter, a front wheel drive Triumph 1300. (I had had one new back in 1969 and always recalled its creature comforts.)

Several other FWD 1300 and 1500s and rear wheel drive Dolomites also came and went. The Cortina went in 2003, the 1300 a year later, as I had a nice Dolomite 1850 Automatic, which I kept for about five years until the usual Triumph tin worm began to rear its ugly head once more.

I finally sold the (red) Jowett Javelin last year and presently only have a 1938 Austin 10 Cambridge to keep me occupied in my retirement. But, I am looking for a nice Morris Minor as this is one little car I have never had and I feel I would like one before I am too old to drive...



The photo shows me with my Austin in April this year at the Canal basin Drifffield.

Regards,
Steve Waldenberg

Editorial correction

Dear Sidevalve,

To put the record straight (Letters & Emails, August 2016) John Renouf was the editor of *Club News* to October 1979, John Norris was editor from February 1980 to February 1981, and I was editor from April 1981 to October 1983. Steve edited the June and December issues of *Sidevalve*. Both titles were in A5 format and then changed to A4 from February 1981. Interestingly, the February 1981 magazine was entitled *Sidevalve Club News* and for some reason or other it reverted to *Club News* when I took over! Both titles were combined as *Sidevalve News* from February 1984. Have a look at the front cover and you will see the magazine is now called *Sidevalve*, as *Sidevalve News* reverted to the old title in December 2013!

With kind regards,
John Skinner

Silver sidevalves

Dear Sidevalve,

It was our 25th wedding anniversary on 14th September 2016. The attached photos are memories from the day itself.



Yours,
Jim and Linda Coomber

Stuart Battersby

FSOC Strikes Deal On Body Panels

We are delighted to announce that we have negotiated a members' discount on all body panels produced by Ex-Pressed Steel Panels. Ex-Pressed Steel, based in Keighley, Yorkshire are renowned for their high quality, replacement panels for a wide range of vehicles including our sidevalves. They produce full body panels as well as range of repair panels. We hope to produce a full feature on Ex-Pressed Steel in a future edition, describing a little of their history and production process, but for the moment suffice to say that a number of members (me included) have already used their products and they come highly recommended. The panels are thick and robust, but perhaps best of all 'They Fit!!'. It's not unusual to hear of replacement panels, especially glass fibre, that need major modifications and 'fettling' before installation.

Currently Ex-Pressed only produce 100E panels (they do many other Ford and Hillman

parts) but our man in Yorkshire (Nigel Hilling) reports that they have the 'tubs' (patterns) for some upright panels and are just 'considering the market size and pricing'. The discount offered to members at this stage is 10%, which would soon recover the cost of annual membership. When ordering from Ex-Pressed you must quote your name and membership number. Ex-Pressed will then contact Jennie Thake, our Membership Secretary to confirm the discount.

Finally, just to make it clear, FSOC will not maintain a stock of Ex-Pressed panels. Members should order directly from Ex-Pressed. FSOC does NOT receive any commission from Ex-Pressed.

Ex-Pressed Steel Panels may be contact via their website at www.steelpanels.co.uk, by email at enquiries@steelpanels.co.uk, or by telephone at 01535 632721.



Mark Bradbury

Basic Electrics for the Sidevalver – Part 2

Disclaimer

The FSOC cannot accept any responsibility for damage or injury caused from work following this article. If you do not feel confident enough to tackle the jobs described here, consult a professional auto electrician or a similarly competent person.

Safety warning: Remember when doing anything with a car battery that it is basically a high power energy source that can generate several hundred amps of current, literally enough to weld metal together, and a dead short with a spanner (for example) can result in flashes, lots of heat and possibly a big bang. An added danger is that a battery on charge produces explosive gases, so this operation must be performed in a very well ventilated area and sparks around a battery must be avoided. So, turn the charger off before connecting or disconnecting it.

It is also recommended that you always disconnect the battery before tackling any job on a vehicle and that you wear safety goggles when doing anything with batteries. Never handle or decant the sulphuric acid they contain. Some battery manufacturers supply 'dry' batteries by post which they then expect you to fill with acid; it is suggested that you purchase a ready filled battery from a more local supplier. Car batteries are not to be messed about with – you have been warned!

Introduction

In the first part of this article we looked at circuits, and battery care and maintenance. In this, the second and concluding part, we'll take a look at the choice and practice of electrical connectors.

Making a connection

One of the fundamental requirements prior to making a connection is stripping; that is, removing the plastic insulation from around the copper strands to reveal the wire itself. This operation needs to be done very carefully lest one removes a few copper strands along with the PVC, and it is recommended that you use a proper pair of strippers (photo 4).

There are some cheaper forms on the market which, with some care, work perfectly well (I've included a couple in the photo), but the best type are inevitably more expensive but very neatly cut, grab and remove the insulation. Use of this type shows that very little, if any, damage is caused to the copper. One must be careful how much length of PVC is removed and this varies depending on the connection method chosen. It will only come with trial and error coupled with experience.

Tools to avoid for stripping include knives (the 'experts' may use these but I value my fingers), scissors and teeth etc. All of these are likely to damage the wire and/or you.

Which connector?

There are two main types of connector for connecting cable to electrical fittings. Disregarding screw fittings found on (for example) older style control boxes, the two types are crimp and solder (photos 5, 6 and 8).

At this point it must be pointed out that the 'Scotchlok' type of connector (photo 7) – along with, to a slightly lesser degree, 'chocolate block' connectors – shall be avoided at all costs. Methods also to be regarded with raised eyebrows include twisted wires protected with sellotape or masking tape.

Those nasty blue Scotchloks *could* be used in an emergency at the side of the road as a get-you-home, but remember that in their very operation they sever several strands of the wires they are being used to connect, thus reducing the theoretical current carrying capabilities which, if used on a major feed like headlights for example, could result in overheating, damage and possibly a fire. Even with a correctly rated and fitted fuse, the rating of the cable could be degraded to *below* the value of the fuse and therefore the protection is lost. I suggest you steer clear at all costs!

The so-called chocolate blocks could be used for speaker wires but they are not really suitable for many other applications on a car. One problem they have is that the screws can loosen with time as the copper wire 'relaxes', and they also form a perfect trap for moisture. Coupled with the fact that some poor quality ones are



Photo 4. Wire strippers.



Photo 5. Crimp connectors.

prone to corrosion, you can begin to see why they are frowned upon. Again, they are a good emergency choice at the side of the road and they shouldn't damage the wires but make sure you replace them when you can.

For joining two wires, 'bullets' are usually used where the cables may need to be disconnected, but for a permanent solution there is rarely a finer method than solder. The wires should be carefully stripped, twisted and soldered. Although a neatly wound few turns of insulating tape could be used to protect the joint, a better method is to slip on a short length of heat shrink tubing before making the connection. This marvellous stuff does what it says: apply a bit of heat from a paint stripping gun (a hair dryer doesn't usually produce enough heat) and it shrinks nicely around the joint. Another material which is very useful in auto electrics for its ability



Photo 6. Solder connectors.



Photo 7. Scotchlok.

to look neat and to exclude moisture is self-amalgamating tape – again, this stuff handles like insulating type but over time (a few days) blends together to form one sealed envelope.

Bullet types involve soldering or crimping a metal mini dustbin-with-a-hole-in-the-end shaped piece on to the end of a wire before pushing the metal end into a rubber or PVC cased metal sleeve (photo 8). A tool is available to ease the bullet insertion and lessen the risk of damage to fingers or cable (photo 9). Note that the ready insulated bullets may also be used in the PVC sleeves.

Of the standard connector types (i.e. the eyelet types used on older Uprights, bullet types used on all Sidevalves, and the Lucar 'spade' type fittings used on later 100Es), both crimp and solder versions are available.



Photo 8. Bullets.

The crimp type come in two basic forms: the ready insulated forms and the simple metal ones.

It is tempting to suggest that the former (photo 5) are the less effective of the two but despite their garish appearance they are quite satisfactory when used with a decent crimping tool, although they do not have an original appearance and I would tend to leave them for adding odd accessories.

The simple metal type (photo 6) can be fitted with a PVC boot after fitment (but thread it on the cable first!) and can be just crimped, or crimped and soldered. Again, the correct crimping tool is recommended. Either type crimped with a pair of pliers may result in a poor joint and, where visible, they look very amateurish indeed.

The preferable, but more time consuming to fit types involve crimping and an optional flow of solder. They do require more skill and patience to fit but you'll end up with a more professional result which can stand up to the rigour of a sidevalve.

Crimping

Crimping any type of connector is tricky if you don't have a proper tool to do it, and never has the saying 'the right tool for the right job' been more appropriate. As we've already said, pliers or sidecutters will not do the job correctly or satisfactorily.

For the ready insulated type, one of the cheaper tools combining a stripper and crimping tool will suffice, although it *can* be difficult to achieve the necessary pressure.

I favour and recommend the 'ratchet' types of crimping tool which are available for around £35 but are well worth it since they provide a much more controlled but heavy duty crimp (photo 10). For the coloured type of connector they provide a very neat result and for the metal type the tool crimps both the insulator and copper in one go, with plenty of pressure and a very neat and professional result. The ends of the connector are nicely tucked into the crimp and one could argue that the optional solder is hardly necessary.

All types of tool need to be carefully placed on the cable and connector and some practice may be of benefit to perfect the result and choose the right size of tool 'hole' for the chosen connector.

Certainly, if you intend to do any wiring on your car and want to do it well, it is worthwhile spending a few quid on the tools which will make your life much easier and be a pleasure to use – remember, don't scrimp, crimp!

Soldering on

I'm not setting out to include a full lesson in



Photo 9. Closer.

soldering here (if you need one, please ask and we'll fit one in at a later date, or if you can, take a look online), but I'll set out a few recommendations and (hopefully) words of wisdom.

For the uninitiated, soldering is *not* welding but it's more like adding a low melting point, conductive, metal 'glue' between the items being soldered. The solder is a lead and tin alloy (or these days a lead-free substitute) with a resin core and it melts at a temperature achievable via the soldering iron which is used to heat the joint up. The resin core forms a 'flux' which helps keep the joint clean and makes for a more successful result. To clarify, welding involves melting the items together, usually at even greater temperatures.

Firstly, you'll need an electric soldering iron. These are available from auto electrical suppliers, Screwfix, Maplin, and so on. I recommend you start with a mains voltage, 40 Watt type, perhaps adding a higher (say 80 Watt) later when you become more experienced and need to solder bigger wires and connectors. Make sure you buy the 'always on' type of iron rather than the gun shaped, trigger activated type. Some of the much more expensive trigger types are very



Photo 10. Crimping tools.

good and heat up very quickly when the trigger is depressed, but the cheaper ones usually available take a positive age and you'll soon get fed up waiting or never achieve a satisfactory joint. Similar headaches have been reported with the type which connects across a car battery.

You'll also need some kind of heat-proof stand to support and safeguard the hot end (and it is very hot – easily able to give you and stuff around you a very nasty burn, so take extreme caution). A stand can be a simple piece of bent aluminium, or a combined temperature control and sponge found on the more expensive irons. Speaking of sponges, you'll need to wipe the end of the iron from time to time and you need a slightly dampened cloth or sponge for this. Since the wipe is performed with the iron hot, you need to support the sponge on a non-inflammable surface and be very, very careful. You should never, by the way, need to resort to filing the tip of the iron and an occasional wipe should keep things nice and clean.

The solder must be the electrician's type of resin flux cored solder available from similar outlets to the iron. Choose a roll of the 1 or 1.5 mm diameter of either lead or lead-free solder; the latter tends to need a little more heat but you'd be hard pressed to notice this in practice. Under no circumstances should you be tempted to use sticks of solder with acid flux. This will be very difficult to use anyway and the acidic flux will ultimately damage the cable – leave this stuff for the plumber.

The main reasons for a bad solder joint are: lack of cleanliness, not enough heat, overheating the joint, and moving the joint before the solder solidifies.

Getting all surfaces clean for soldering is the first thing. Don't start soldering immediately after you've greased your wheel bearings without thoroughly cleaning your hands first, and keep them clean whilst soldering since even a trace of sweat or grease can cause problems. Freshly stripped wire in good condition should be fine 'as is' with no further treatment but old wire which has been subjected to several years of moisture may have a dirty appearance. Sometimes the copper strands are green, in which case it is very difficult, if not impossible, to clean the wire satisfactorily and you'll need to cut more wire off until shiny copper is found, or replace the wire.

A similar level of cleanliness applies to the item you are soldering the wire to, usually a connector. New connectors are usually clean enough, but if not, a little fine wet and dry will do the trick.

The next stage is to check the iron is hot enough by checking the solder melts on the iron and then wipe it off. One mistake often

made by soldering virgins is using the iron to transport solder to the item; the iron's only role is to heat up the wire or connector being soldered. It is always easier to 'tin' the two items first. Tinning involves heating the item and then after a second or two applying the solder to the item (not the iron). The solder should flow around the connector or be literally sucked up into the strands of wire.

Once both sides have been tinned, hold them together in the required position, apply heat from the iron to the combined mass, wait a second or two and then apply solder to the joint. The solder should hopefully melt and flow into the joint. Remove the heat, keep everything very still for a few seconds (a gentle blow – of air, of course – will help cool things a little quicker) and wait for the joint to solidify.

A good soldered joint (or tin) should have a shiny, silver appearance and be well 'wetted'. By wetted I mean the solder should flow across the item and not stand in lumps. If your joint looks like the beads of rainwater on your Turtle Waxed Ford Prefect's bonnet, it's not well wetted and it's probably because of dirt or grease, or possibly insufficient heat (or Turtle Wax, of course ...).

If the joint has a dry, crusty or dull appearance, it may be what is referred to as a 'dry' joint and whilst it may seem secure, it won't stand up to vibration and will probably have a high resistance (think: voltage drop). Causes of dry joints include the wrong temperature and movement of the joint before solidification. An excess of heat burns away all the flux, and a lack of heat means the solder doesn't flow enough and stays at the 'pasty' stage of melt.

If all this sounds difficult, please don't worry. With a little practice you'll be making good soldered joints in your sleep with no trouble. Eventually you'll find that you may not need the tinning stage at all (in fact when soldering twisted wires it can hinder the physical twist) and can solder the joint in one 'hit'.

Soldering provides probably the most reliable electrical jointing method. A car is a very harsh environment, certainly when extremes of temperature, vibration and moisture are present, and soldering helps present a much more robust joint and will outperform most other methods. Don't forget that a sleeve of black heat shrink over a crimped and soldered connector also provides a very original appearance. I'm a fan, as you can tell!

I should finally mention that a brief tin of solder right on the very ends of the strands of wire of a cable destined for a screw fitting (e.g. a control box) makes it much easier to poke the wire into the hole without losing a strand, and the slightly thickened end gives the screw something

to bite on. Just a thought.

That finishing touch

With all connector types it is worth considering adding a little extra protection from the elements. I recommend a squirt of WD-40 or similar into bullet and Lucar connectors, especially those which dangle down in the path of the road muck (when I rewired my Pop I moved these connections inside the boot area but Ford had them positioned for ease of manufacture). You could also use Vaseline or silicone grease, although the latter, whilst very high performance, may cause problems later on when any painting is to be done. A general spray of WD-40, by the way, is useful from time to time around the engine bay to prevent moisture and corrosion issues.

Buying the stuff

There are several well-established, reliable and reputable suppliers of excellent quality electrical equipment, fittings, connectors and cables for car electrics and a few of the better known ones can be spotted at most major autojumbles. It remains unfortunate that for those not connected to the Internet, these things are still easiest to purchase online, although at least one of the major suppliers were still producing a fully itemised paper copy catalogue fairly recently at least and may continue to do so.

It is easiest to suggest where to *avoid* buying stuff. Firstly never, ever, use domestic wiring for current carrying work on a car. I mention 'current carrying' because there are just a couple of reasonable exceptions, although the pedant will point out that all cables carry some current – it's what they do. These two exceptions include aerial wire and loudspeaker cable, although there are automotive equivalents even of these now available.

I have found that high street motor factors may be able to help with some connectors, tools and a limited selection of cable, but they will rarely be able to compete on the choice and prices available at the wholesale outfits – they are also unlikely to stock the traditional solder type connectors.

As I have already suggested, Maplin and Screwfix seem to stock a useful range of DVMs and tools (including soldering irons).

Conclusion

So that's it really: an introduction to basic car electrics tailored for you, the sidevalve owner. Everything we've touched upon above is doable
Continued bottom of page 37

Jeff Hurst

Ethanol in Petrol

I was very interested in John Porter's comprehensive editorial on the above subject (August 2016). Having worked in the motor industry and the chemical industry for many years since I left school in 1961, there are some comments that I would like to make on some of the issues raised by him.

Firstly, the historical situation. The Model T Ford (the daddy of our sidevalves) would run on pure alcohol: indeed, Old Henry thought alcohol was the fuel of the future. Many companies in the early 20th century marketed ethanol/gasoline mixed unleaded fuels as many thought that the probability of lead poisoning of the population posed by using tetra ethyl lead (TEL) as an anti-knock additive was too great to be acceptable.

In 1928 Shell Oil and National Distillers introduced a fuel in the UK called 'Cleveland Discol'. The alcohol content of this varied over time from 15-30%. This was marketed from 1928 to 1939, and from the early 1950s (after Pool Petrol finished) until 1968 when it was dropped in favour of TEL petrol.

This of course was when our glorious sidevalves were in their heyday. Indeed, I remember my dad filling up with Discol before driving his Prefect to London to head office in the 50s. No problems there! Can anyone remember any issues?

I would like now to comment on specific issues raised by John in his article.

Rubbers in the fuel system

Early in my working life in the 60s I was employed as a reception engineer by a local VW dealer who also had a Discol pump. Many VW Beetle owners filled up with the Discol. Now, anyone who knows Beetles knows that they use a large proportion of artificial rubbers and plastic in their construction because the

Germans, having no source of natural rubber in WW2, were at the forefront of developing artificial rubbers such as Buna. Indeed, my abiding memory of the Beetle is the smell of residual solvents and polymers in the car. Now, in my job I would be the first person to be presented with any problems with degeneration of rubber or artificial rubber seals due to alcohol in the fuel. There were none.

Later in my working life I became responsible for specifying the construction of tanks, pumps and hoses to handle thousands of tons of 100% ethanol and 100, 99 and 95 octane gasoline. Any engineering compatibility chart that I could find showed ethanol to be better tolerated by metals, plastic and rubbers than gasoline (petrol). Indeed, when cleaning out the 2500 ton storage tanks after use there was far more residual rust and (highly toxic) sludge in the TEL gasoline tanks than the alcohol ones. Aluminium and alloy fittings were used on all the hoses and tankers. No degeneration due to alcohol attack was ever noted.

Indeed, some beers which are up to 5% ethanol are supplied in aluminium casks, and whisky and gin – which in the UK is a solution of 40% ethanol in water – is sold in aluminium cans. Has anyone out there actually experienced any of these material degeneration problems or is it all a bit of a 'scare story' myth?

My personal feeling, having had years of experience with the oil industry, is that the issue of damage to these materials is a marketing ploy put about by the manufacturers of all these additives, who are intent on selling the product and nothing else.

Water and ethanol

Ethanol does not grab water molecules out of

the air. It is hydrophilic, which means it holds water. For regular non ethanol petrol (E0) and 10% alcohol petrol (E10) the primary cause of water collecting in tanks is condensation on tank walls. But unlike E0 which can absorb no moisture, E10 can hold up to one half of one per cent of water by volume (so the alcohol in 10 litres of petrol in your tank will absorb 50 ml of water) and the water molecules will dissolve in the fuel. This water will then be in solution, like salt in sea water, and will not separate out but will burn harmlessly in the engine. It is a fact that at 5% alcohol will form a stable mix with petrol down to about -28 degrees Celsius. I would suggest that temperatures that low in the UK are unlikely. Unlike diesel fuel there are no waxes in petrol to separate out and cause problems in low temperatures.

Vaporisation

John is right when he says that the cause is more likely to be mechanical than fuel. The initial boiling point of petrol is circa 35 degree Celsius, depending on the blend. That of 100% ethanol is 78 degrees Celsius. Adding 5 or 10% alcohol to the blend is likely to have no effect on vaporisation whatsoever.

Once again I would ask if anyone out there has experienced any sign of any of these issues highlighted by John which can definitely be laid at the door of ethanol. You are welcome to respond to me at Jeffrey dot hurst at btinternet dot com – copy to the editor if you would like your response published in *Sidevalve*.

I hope this note has helped to address some of your concerns. Remember, the purpose of additive makers is to sell additive! Some of them are like go faster stripes, they look good but do nowt!

by the beginner and I encourage you to do so since it will help build your confidence in working on your car in general. There are few better auto-related good feelings than having successfully completed what you originally thought was a complicated or tricky job.

Please let us know what other articles on any technical aspect you would like us to publish, and naturally we'll get on with some of the other electrical ones we've mentioned in this one.

Don't forget – keep you and your vehicle safe by following the safety guidelines mentioned and,

if in any doubt, don't do it without running it past someone who knows what they are doing. What other perfect reason is there for joining your local group?

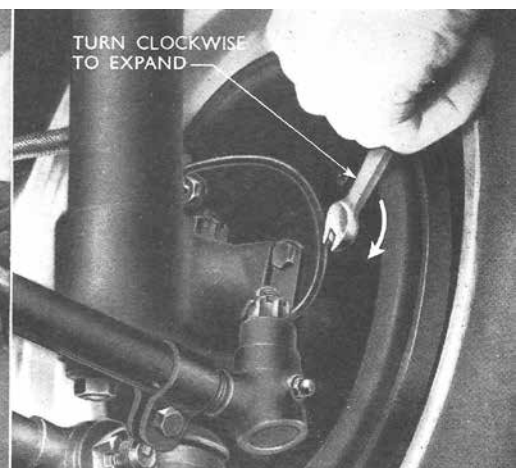
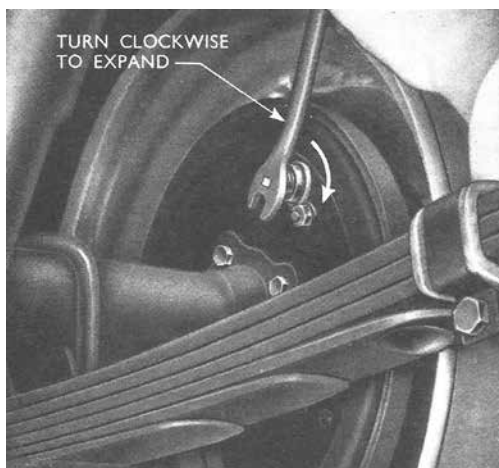
John Porter

Adjusting the Brakes

Having sorted out all of your lubricants, it will be worth checking and adjusting the brakes. For those that have never ventured this far then it is worth just checking the adjustment at each corner as a starter task. To do this you will need your trusty hydraulic jack and axle stands. With all models from Model Y to 107E, the procedure in principle is the same. Remove hubcaps and loosen the wheel nuts – not too slack. You need the wheels off the ground with the handbrake off. When you need to get the whole car in the air, jack the rear first and put on axle stands before doing the same with the front. Why the back first? If you lift the front first then the overhang at the back gets so near the ground that you cannot get the jack under so easily. With the car on stands, the four wheels can come off and if you want to rotate the tyres then now is the time. Our tyres are not uni-directional so a diagonal and front to rear swap is often recommended. Refer to the driver's manual. **DON'T** do this on your modern vehicle without referring to the driver's manual. With the wheels off and that handbrake disengaged, just go round and spin the drums. (This whole operation can be done with the wheels on but for the beginner it is easier to see what you are doing with the wheels out of the way.) If the drums spin freely then the brakes are not dragging or sticking. If there is resistance then further examination is needed which is out the scope of this article. At this point it is wise to check the brake fluid on the 100E/107E range. If it is low then there may be a leak or the brakes may have worn down, requiring further investigation.

Assuming all is well then we can get to the main point of the exercise, that being actually checking the adjustment. A brake adjusting spanner is required for all sidevalves. Most adjusters are made with two ends that cater for most classic vehicles. Be careful when buying as there is a commercial variety with a slightly larger square. The large square fits Models Y and C through to the last upright, the Popular, and the smaller square end fits all of the 100E and 107E ranges. As this is a safety related area then if you do not understand what you are doing **DO NOT ATTEMPT** this procedure without advice or assistance.

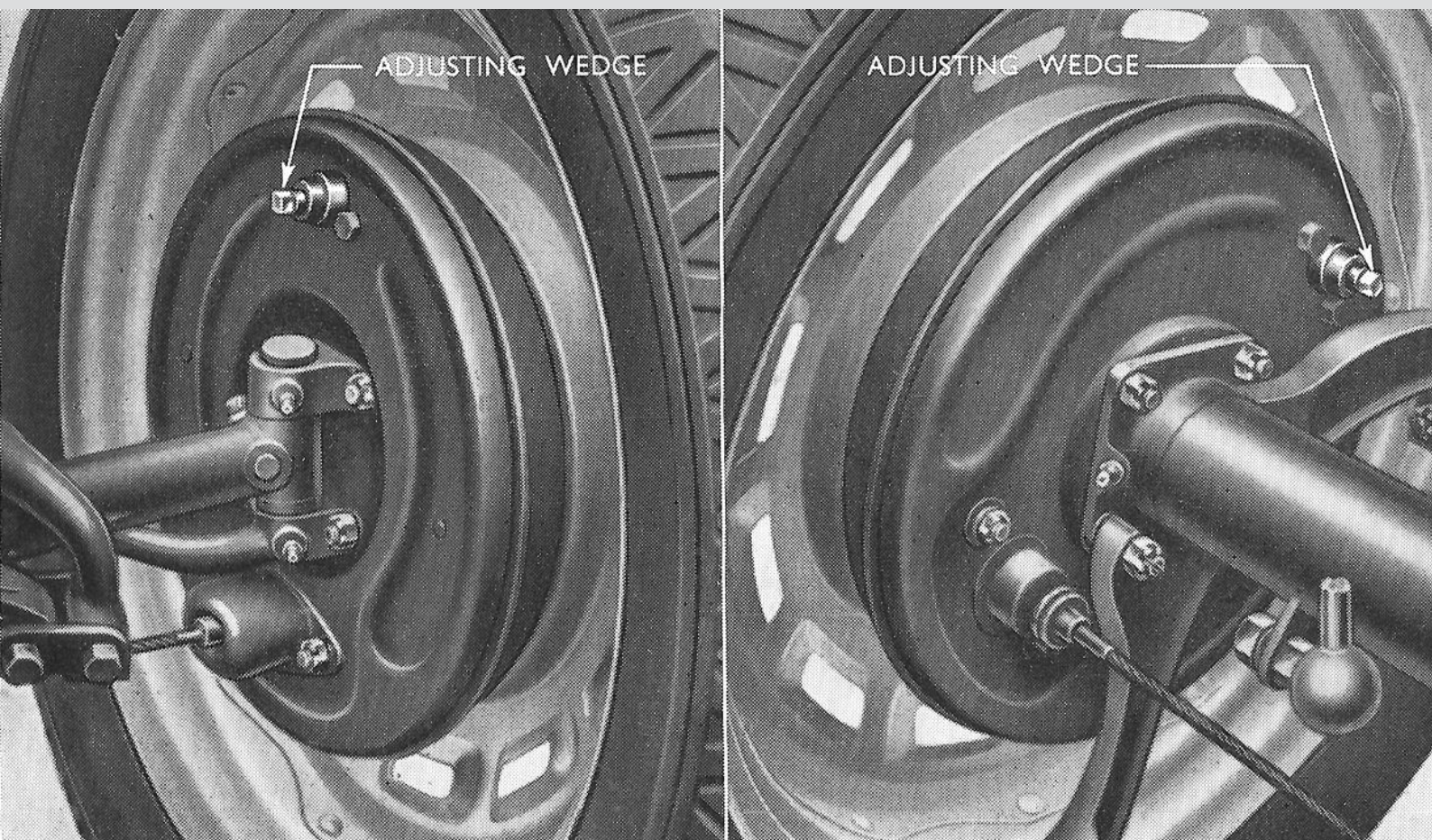
The main reason for re-adjusting the brakes is to maintain braking efficiency and the correct



Adjusting brakes, 100E and 107E.



Adjusting brakes, upright.



Brake adjusters, upright. (L) front brakes. (R) rear brakes.

pedal travel as well as keeping the wear even on the linings. To start off with, go to the nearside rear drum and fit the adjusting tool onto the brake adjuster located on the back plate of the hub. The first problem that you may hit will be that the adjuster is difficult to move. Do not force it: lubricate the threaded part and move on to the other rear brake. If the adjuster is free to turn then it is wise to wind the adjuster out – clockwise as you face the drum on the nearside. If the adjuster winds out to expose thread then take the opportunity to apply a lubricant, either grease or anti-seize (Copaslip) to the exposed thread. To adjust the brake (still on the near side) wind the adjuster in – anticlockwise as you face the drum. You will get to a point when the brake is locked on and you will need to back off until the drum spins freely. You will feel slight resistance as there are four lobes on the adjuster. It will be the same procedure on the offside rear brake except that you will turn clockwise, facing the drum, to unwind the adjuster and anti-clockwise to adjust the brake. It is vital to observe directions of adjustment. This applies to all models using the relevant adjuster tool square. The front brakes on

the upright are the same procedure as the rear brakes except that the adjuster is in a different position on the backplate. The 100E/107E range uses two adjusters on each front brake with the smaller square. These adjusters are more direct than the rear and only require a small amount adjustment. It is important to adjust in the direction of rotation: on the nearside front, that is anticlockwise facing the drum and clockwise on the offside.

Once this has been achieved then apply the foot brake and check the individual hubs to be sure that they are not dragging. Apply the handbrake in the park position and check that you cannot turn the rear hubs. You can now refit the wheels, nip up the wheel nuts and lower the car to the ground. Finally, go round and tighten the wheel nuts and fit hubcaps.

The road test is your final check that all is well. Drive off slowly and apply the foot brake gently before getting up to a normal speed. You can then brake normally but carefully to check that the brakes pull up evenly and that the brake pedal travel is as it should be. The handbrake should hold on an incline and not allow the car

to roll back.

If the car pulls to the right or left then further examination is necessary – do not drive the car until the reason is found. If the brake pedal or handbrake has excessive travel then also do not drive the car.

Assuming that the car braked square before you adjusted the brakes then if you have correctly adjusted the brakes, the car should still pull up square.

If you find that there are problems such as dragging brakes, car not pulling up square or poor braking performance then further investigation is required. Should there be excessive pedal travel then this will also have to be corrected. With hydraulic brakes, the most common problem is fluid loss and/or wear in the brake master cylinder.

To rectify problems with the operation of the braking system, one would normally remove the wheels and drums to inspect the brake linings as a starting point. From here on in the job will require experience, confidence and the workshop manual, or the assistance of someone who knows what they are doing with safety related systems.

Roger Pask

Popular Electrical Perils

Reading Joe Wheatley's entertaining account of the Tatton Park Show in the August *Sidevalve*, I was relieved to see that my 1954 103E Popular was not the only breakdown that weekend. I can even add one more problem to the list because driving through Knutsford on the way home the heavens opened, and there I was, in a tropical cloudburst with a wiper which refused to work at all. Difficult to pull over, so had to get through with my nose pressed against the windscreen. The wiper had worked, as well as can be expected, the day before but the rubber pipe had then split just when it was wanted. Next day I fitted a new piece, lubricated the paddles and all was well again. But I digress.

Joe's comments that I had 'fitted lots of additional electrical equipment', had 'blown a main fuse' and 'just goes to show that updating our cars does not always improve reliability' are factually correct and I also thank him for the assistance he gave in helping me sort things out. Much appreciated, Joe! However I feel I should justify what I had done.

Taking the Popular round Alsager I quickly discovered that modern drivers don't know what semaphore indicators are, and seem blind to the

single rear/ brake light in the middle of the boot lid, so there were several cases of hard braking and mouthed obscenities going on behind me. It came to a head as I was turning left into our road when a following cyclist, in the lycra and all the gear, head down, had to jump off his bike to avoid coming in through my back window. I immediately decided I would somehow have to fit modern indicating and lighting, even if just for my own safety.

When I bought the car from Dave Rothwell in April it was very original, except for a conversion to 12v negative earth and an electric fuel pump. Dave had put a modern 30A 'spade' fuse into the auxiliaries line from the battery and a similar 10A fuse to the pump. I decided my modification should not compromise the vehicle originality so I built a separate loom from front to back with separate switches and warning lights on brackets fixed under the bottom edge of the dashboard. I then picked up power from existing terminals and fitted, via waterproof pull-apart connectors and suitable brackets, flashers at the front and flashers / brake / tail lights / reflectors at the rear, each fixed to existing bolts on the bumpers and all checked for legality against the relevant Road Vehicle Lighting Regulations. Relays for indicators and hazard flashers are on the engine side of the scuttle with the wiring going through existing holes. At a show it takes just a few minutes to disconnect all the lamps and put them in the boot until going home time, so the outside of the car is shown in original condition and the switches are discrete inside the car – no holes in the bodywork and no additional holes in the face of the dashboard. If the



switches need to be removed in the future then they will leave just a few small holes that nobody can see anyway. Oh, by the way, the Klaxon is a bit of personalisation. The one Dave R has on his Prefect pick-up gave me the idea!

So, why did the main 30A fuse melt? Mark Bradbury's article in the same magazine confirms that the amps in the wiring of a 12V system are half those of a 6V system so the extra lamps should not present a problem. In fact with all the 'original' lights on (including the headlights on main beam), and the additional rear, brake and hazards, the load is around 22A which should allow for any surge. This is probably confirmed by the fact that the new 30A fuse is still intact after many outings, including night time with headlights etc all on. I can only conclude that the original fuse was like me, worn out and knackered!

