

News



Volume 29 • No 2 • April 2012



Features this issue

AGM 2012 Calling Notice

The Ultimate Sidevalve Journey

OFO: The next Installment



Sidevalve News

ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

Registered Office:

Slade Legal, The Greenhouse, Stratton Way, Abingdon, Oxon
OX14 3QP
Reg. No: 2604000 (London).

Editorial/Advertising address:

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

FSOC Web Site:

<http://www.fsoc.co.uk>

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

Copy deadline is the tenth of the month preceding publication.

Ford Sidevalve Owners' Club Limited and its officers cannot accept any liability whatsoever resulting from any technical advice or recommendation given within this publication. Publication of any such article, letter or technical recommendation does not imply in any way recommendation, concurrence, opinion or agreement by the Ford Sidevalve Owners' Club Limited or its Officers.

Advertising:

Classified advertisements appear at the editor's discretion, subject to submission 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. Inclusion is subject to copy being supplied in BLOCK CAPITALS with a

maximum of 28 words, including area and phone number. Please use the form provided. No advertisements will be accepted by telephone.

The FSOC's status as a mutual trading company precludes the acceptance of paid advertising from third parties who are not fully paid-up FSOC members. Advertisements are accepted and printed in good faith; please take care before parting with any money.

Exports:

The Club's Insurance Policy excludes sales of new or second hand parts to residents in the USA or Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

© FSOC Ltd 2011. E&OE.

All trademarks acknowledged.

Cover photo: see Editorial.

Club Officials

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

Chairman	John Porter, 16 Nuneaton Lane, Higham-on-the-Hill, Nuneaton, Warks, CV13 6AD E-mail: sv1172@aol.com.
General Secretary	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. E-mail: generalsecretary@fsoc.co.uk .
Membership Secretary	Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ. E-mail: membershipsecretary@fsoc.co.uk .
Treasurer	Tony Young, 23 Pepingstraw Close, Offham, West Malling, Kent ME19 5PB.
Spares 8hp, 10hp Models	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. E-mail: generalsecretary@fsoc.co.uk .
Spares 100E, 107E	Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU.
Remanufactured Spares	Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH218LJ.
Technical Advisor 8 & 10hp	John Pole, 26 Croft Bank, Malvern, Worcs, WR14 4DU (written requests for advice). Tel: 01684 564 829. E-mail: technical810hp@fsoc.co.uk .
Technical Advisor 100E, 107E	Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB E-mail j.norman2007@btinternet.com . Tel. 01942 861043 (7.00pm-9.00pm only please).
Regalia and Books	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA.
Events Co-ordinator	Brian Cranswick, 18 Bellmans Grove, Broadacres, Whittlesey, Nr Peterborough, Cambs. PE7 1TX. E-mail: events@fsoc.co.uk .
Web site/Pop Shopper	Mark Bradbury. E-mail: webmaster@fsoc.co.uk / pop.shopper@fsoc.co.uk .
Archivist	Mark Bradbury, 10 Pettyfields Close, Knowle, Solihull, W. Midlands B93 9EG.
Publicity	Godfrey Hands, 9 Douglas Road, Briercliffe, Burnley BB10 2JQ. Email: publicity@fsoc.co.uk .
Sidevalve News Editor	The SV News Editor, PO Box 1172, Abingdon S.O., OX14 5WA. E-mail: editor@fsoc.co.uk .
Regional Co-ordinator	John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9:00pm please). Email: regionalorganiser@fsoc.co.uk .

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	Yvon Precieux (Acting E83W Registrar). Contact details above.
Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA.
Specialist Applications	Vacant.
Specials	Ian Woodrow, 1 Baddesley Close, North Baddesley, Southampton, Hampshire, SO52 9DR. E-mail: specials@fsoc.co.uk .
100E/107E	Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. E-mail: 100ERegistrar@fsoc.co.uk .

Regional Contacts and Regional Groups

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

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

Cambs, Lincs and Norfolk: Brian Cranswick 07800 695756. E-mail: popular103e@yahoo.co.uk. *Please ring for details.*

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

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

Essex: Position vacant. Please contact John Duckenfield for further information. *1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.*

Glos, Hereford and Worcs: John Pole 01684 564829. Email: johnruthpole@googlemail.com. *3rd Thursday: The Farmer's Arms, Birts Street, Birtsmorton, Worcestershire: 7.30pm.*

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

Kent: Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk. *Third Wednesday: The Early Bird Pub, Grovewood Drive North, Weavering, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30 pm.*

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

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

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

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

North West Midlands and Welsh Borders: John Crowe, Brook House Farm, Norbury, Nr. Whitchurch, Shropshire SY13 4HY. Tel 01948 663768. Email: john.crowe3@btinternet.com.

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

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

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

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

Scotland - West Central: Please contact John Duckenfield for details.

Somerset: Tim Griffiths, 7 Rackclose Gardens, Chard, Somerset. TA20 1RG. 01460 67735. Email: rtg13@btinternet.com. *2nd Wednesday: The Rising Sun, Knapp.*

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

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

Wiltshire: Sally Litherland 01722 323035. Email: salitherland@tesco.net.

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

International Contacts

Australia: Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, email: gordon14days@yahoo.com.au.

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

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

Germany: Position vacant. Please contact John Duckenfield for further information.

India: Bipin Pole, 129 A/1 Chiplunkar Road, Erandawane, Pune, 411004, India. Tel: 912025432153 / 919822190242 (mobile). Email: bipin_pole@hotmail.com.

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

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

Scandinavia: Haakon B. Oeverland. Saupstadringen 43 A, 7078 SAUPSTAD, Norway. E-mail: hoeverl@broadpark.no.

Sri Lanka: Lankananda Dela, No. 149,Dodampe - 70017, Ratnapura, Sri Lanka. Tel: 0094 45 2226939 (residence), 0094 71 9667237 (mobile). E mail: lankananda.dela@yahoo.com.

Editorial

John Porter

Sidevalves turn up in the strangest places: in this case a 107E rather than 100E in *The Indian Doctor*. This idaily series is just after lunch on daytime TV and the star doctor uses a well-worn Prefect as his daily runabout in 1960s Wales. The 107E has a liberal coating of red lead on the pretend rusty parts of the bodywork but sounds healthy enough as the good doctor goes about his business at a fair lick! The slightly out of period touch is the fact that the car is lower than stock and sports a steel sun visor – something I never saw in the day!

As well as the Ford, the Panda car is a turquoise and white Morris 1000 and the vans are all BMC J4s – you must remember these as they had the vaguest of column changes and the panel work saw an extended life in the Leyland Sherpa. The most entertaining part was the fact that if the sliding doors were open when you braked heavily then they acted like guillotines.

If you have seen the film *Evelyn* (2002), set in Ireland in 1953 and starring Pierce Brosnan fresh from his role in the James Bond films, a Sidevalve has a good showing. The Aston is exchanged for an E83W pick-up filled with all of the paraphernalia of the jobbing builder. There is also a quick view of a Bristol Fawn 103E Popular parking in a very deserted sidestreet in Dublin. Thanks to James Milligan for a number of mobile phone shots from the set of the film where he was working (below) which show a fair selection of Sidevalves in the film.

Brief Encounter has a scene or two with a Ford 7Y passing by in the back ground, up and down some more deserted streets. Perhaps the crew didn't think that the film goers would notice the same car in different places – it has certainly happened in many films since.



Like many classic car enthusiasts I watch the backgrounds of films rather than just the boring foreground! *The Italian Job* is a FIAT fancier's paradise if that is your interest.

Specials Register

A warm welcome to Ian Woodrow who has taken over the register. Ian has a bright yellow Super Two and will be taking up the reins in the June issue. Any contributions from members would be especially welcome as Ian settles in to the post.

Drive It Day 2012

This takes places on Sunday 22nd April 2012. Please support your local group and get the old girl out in the sun!

Cover Photo

The picture was taken in 1951 at the start of a trial from the Square in Lenham, Kent on Armistice Day (small boy in the back of the Ford is Mike Peck from the 750 Motor Club). The first trials car is a Dellow and it is thought the second is an Ausford (1172 engine in Austin 7 chassis). Drivers of the trials cars are not known. Check out the Model C and the 7W in the scene.

Try it for real on the 12th May 2012, 10.30am, Long Compton, Oxfordshire CV36 5JS. More information on the website: www.hsta.co.uk. Try it for real on the 12th May 2012, 10.30am, Long Compton, Oxfordshire CV36 5JS. More information on the website: www.hsta.co.uk.

Contents

- 3 Editorial
- 4 Events; Regional News:
Cambs, Lincs & Norfolk
- 5 Regional News: Bristol
- 6 Regional News: Scandinavia,
North London
- 7 Regional News: Yorkshire
- 8 Regional News: Kent
- 9 Regional News: Surrey; NW
Midlands & Welsh Borders
- 10 Regional Report
- 11 Pre-War Register
- 12 New Club Spares
- 17 Order form
- 18 Pop Shopper
- 21 E83W Register
- 23 100E Register
- 24 Anglia, Prefect & Pop
Register
- 26 Specials Register
- 29 Letters and Emails
- 30 The Ultimate Sidevalve
Journey
- 31 AGM 2012
- 32 OFO: The Next Installment

Events

Brian Cranswick

Many groups are holding their Drive It Day runs. Will your old Ford Sidevalve be up and ready to go? The Eastern, Northern and Southern Sidevalve days are now all firmly in place: spaces can get filled up quickly, so make sure you get booked in now. A more comprehensive and regularly updated events list is shown on www.fsoc.co.uk.

15th April: All Ford Show, Aylesford Priory, Nr Maidstone. Club stand. Details Richard Greenaway.

22nd April: Kent Group Drive It Day. Contact Richard Greenaway for details.

22nd April: Cambs, Lincs & Norfolk Group Drive It Day, Denver Mill, nr Downham Market. Convoy run from Whittlesey or just turn up at the Mill from 11.00am. Details from Brian Cranswick.

21/22nd April: Colne Valley Railway, Hedingham Station, Nr Halsted. Club stand on the Sunday. Details from Robin Thake.

21/22nd April: Riverside Steam & Vintage Rally, Nr Southport. Details Joe Wheatley.

22nd April: Drive It Day run, Horton Vehicle Club, Bristol. Details from Ivor Bryant.

5/6/7th May: Merton Vintage Show, nr Canterbury. Details Richard Greenaway.

5/6/7th May: Rushden Calvacade, Rushden. North London Group attending on the Sunday. Details Robin Thake.

7th May: Culcheth Community Day. Merseyside Group Club stand. Details Joe Wheatley.

12th May: Inaugural Historic Sporting Trial, Long Compton, Oxfordshire, CV36 5JS. More information at www.hsta.co.uk.

12th May: Steam in Dartford, Dartford central park. Club stand. Details Richard Greenaway.

20th May: Faversham Classic Car Show. Details Richard Greenaway.

20th May: Clinton Hills Rally at Ashton Clinton. Details Robin Thake.

25/26/27th May: Enfield Pageant. Autojumble on Friday. Club stand Saturday & Sunday. Details Robin Thake.

2/3/4th June: Tatton Park Car Show, Knutsford. Club stand info from Joe Wheatley.

3rd June: Hamstreet Country Show, nr Ashford. Club stand details Richard Greenaway.

9th June: Gravesend Jubilee Motorfest. Details from Richard Greenaway.

9th June: Hale Carnival, Hale Park, Nr Runcorn. Club stand. Details Joe Wheatley.

10th June: Wrotham Steam Rally, Wrotham. Club stand. Details Richard Greenaway.

10th June: Luton Festival of Transport, Stockwood Park Luton. Details 01525 852251 or www.cvpj.net.

17th June: Hatfield Heath Festival Classic Car Show. Club stand. Details Robin Thake.

23-24th June: Bath Pageant of Motoring, Bath Racecourse. <http://bathpageantofmotoring.com/register>.

24th June: Eastern Sidevalve Day, Nene Valley Railway Station, Stibbington, Peterborough. All members are welcome to attend: will be able to accept late entries. Details Brian Cranswick.

30th June: FSOC AGM, to be held at Offham, nr West Malling.

1st July: City Airport Open Day, Barton, Eccles, Manchester. Club stand. Details Joe Wheatley.

14th & 15th July: Oulton Park Classic Car Show, Taporley. Club stand. Details Joe Wheatley.

15th July: Haverhill Historic Transport Rally, organised by the Historic Commercial Vehicle Society. Entry forms from Brian Cranswick.

22nd July: Old Ford Rally, Gaydon Motor Heritage Centre. Club stand. Details Geoff Hammond.

3/5th August: The Gloucestershire Steam and Vintage Extravaganza, South Cerney, Cirencester. Contact Bob Clapham, 01453 821114, bobclapham999@btinternet.com for pre-war or Colin Francis, 07771992017, cjfrancis@uwclub.net for post-war.

4/5th August: Hebden Bridge Vintage Weekend. Northern Sidevalve day event on the Sunday. Book early. Details Joe Wheatley.

11/12th August: The Bluebell Railway Vintage Transport Weekend, East Sussex. Southern Sidevalve day event on the Sunday. Book early. Details from Mike Jillians, Richard Greenaway or David Pickett.

11/12th August: Summer Classics, Easter Compton, Bristol. See www.summer-classics.co.uk.

18/19th August: Tatton Park Car Show, Knutsford. Club stand. Details Joe Wheatley.

18th August: Capel Classic Car Show, Nr Dorking. Club stand, all Sidevalves welcome. Details Mike Jillians.

25/26/27th August: Southport Town & Country Fayre. Club stand. Details Joe Wheatley.

If you are arranging a Club event, please send full details to the Events Co-ordinator so this can be logged for the Club's Insurance.

Cambs, Lincs & Norfolk

Brian Cranswick

Wish list Sidevalves

The Club chairman's recent article on rules for collecting Sidevalves got me thinking about what my wish list for Ford Sidevalves would look like if I won the lottery. For me this has got to be a 103E Ute and any upright Tourer, all these cars being extremely rare and very difficult to find.



I was browsing the web the other evening and came across a lovely restored 1954 103E Ute (above): this was via an auction sale and I am sure it would have reached a high price indeed. Until my lucky numbers come up I will make do with my Sidevalve miniature collection – these can be just as hard to find, especially if you want a Somerville model.



Events

Things have been rather quiet due to the winter layup. The first event of the year will be our Drive It Day meet at the Denver Mill (recently shown on TV when visited by Alex Polizzi). The Eastern Sidevalve day event has been moved to a new venue and date: it will be on 24th June at the Nene Valley Railway Station, Stibbington, Peterborough. Please call or email me for further details.

Regional News

Bristol

Ivor Bryant

Shepton Mallet

We were invited to participate in the Ford Show and Autojumble at Shepton Mallet on 11th and 12th February. I accepted the challenge to fill a stand 18m x 10m – that's about 14 parking spaces – and put out an appeal for cars in *Sidevalve News* and *Transverse Torque*, the magazine of the Y and C Register.

Roy Cleaves was the first to contact me and volunteer his Model C. I hadn't met Roy before so it was good to see a new face. Nearer the date Phil Wookey phoned and volunteered his Model Y. We can generally depend on Phil but he likes to hold back to give others a chance. Dave Perry volunteered his Anglia.

I phoned and emailed around and mustered the following: Alistair Burian with his E493A Prefect; Rob Palmer with his 'new' 103E (out of slumber and with a new MOT on the day we set up the stand); Darren with the ex-Rob Palmer 100E Popular; Dave Locke with his E83W truck, looking just like Peter Williams' Noddy in red and black (Noddy is now blue); and Darren Clarke with his 103E (100E engine) classic stock car.

The Model A Club were hoping to join us but were unable to get any cars. We had space left over which is unfortunate but the organisers were pleased with our effort.

When judging came Phil Wookey was awarded for the best 'Vintage' car. We also had 'highly commended' for the E83W truck and 'best car of the show' for the E494A Anglia. The competition comprised a number of Cortinas but they had classes of their own: GT40s, Model Ts, Classic Capris, Early V8s etc.

Our Somerset regional contact, Tim Griffiths, was on the stand on Saturday along with Brian Price and we were visited by Julian Charlesworth from Bolton on the Sunday. (Good effort, Julian: good to see you.) Four new members were signed up – three at the show and another who took a form from the event.

All in all a good show for us, if a little small. This was the biggest stand we have ever had at this venue and not in the coldest buildings for a pleasant change ... maybe we anticipated the cold and dressed to suit. Many thanks for the support at the show for those who brought cars and those who manned the stand.

Coming up

The Horton Historic Vehicle Club will be organising a Drive It Day run if anyone wishes to join us. Contact me for details nearer the date. There will be another show at Shepton Mallet on that day with various clubs meeting



The stand

there as part of Drive It Day. We have not yet decided our route but I will not be organising a stand at that event. I believe The Wheel Nuts Show in Stroud will be on Drive It Day too.

The Coleford (Forest of Dean) event will be on Easter Monday and I anticipate there being a show at Berkeley Castle on May Day. I may organise a Club stand at Summer Classics (11-12 August, Easter Compton, Bristol) if there's enough interest.

We will be organising a run in October of about 80 miles (the Great West Run) as the leaves begin to change colour. (Rain is forecast that day.)

See the Events section for other forthcoming dates.



Dave Perry's Anglia (photo by Alistair Burian)



Dave Locke's E83W truck

Regional News

Scandinavia

Håkon B. Øverland

Since I sent my request to the Scandinavian FSOC members to release their names and addresses, a little more than half have responded in a positive manner. This has also resulted in direct contacts between members, which was the idea in the first place.

One result of my last article was that one of our group was featured on the front page of the magazine together with his car, which came as a great surprise to Hans Erik himself.

Another result of this was that Søren Palsbo raised the question of why so many of the Swedish cars from the early period had their steering wheel on the left side, particularly British cars and even Swedish ones. It was in September 1967 that the Swedes took to their sense and started to drive like most Europeans, on the *right* side of the road.

Hans Erik and Søren have not been able so far to find a plausible reason for this. Perhaps the answer lies in Britain. Did they produce cars for the European market as a whole, regardless of the fact that Sweden had the British driving pattern? Perhaps there is a member out there with historical knowledge who can bring light to this problem.

As for a progress report on U-5347, there is not so much to tell, but I am working on the body, so a slow progress is visible.

The Danish capital, 61 years ago

Søren Palsbo: The borough of Frederiksberg is situated in the middle of the Danish capital, surrounded on all sides by the borough of

Copenhagen. Frederiksberg is considered green not only politically but also because of its many trees and beautiful parks. Nevertheless its more than 100,000 inhabitants live on less than 9 square kilometres which means that the population density is the highest in northern Europe.

Sixty years ago this was also the case. The most notable difference to today's street scene would be the number of private cars and also the extensive tramway network – still one of the biggest in Europe at the start of the 1950s. Today the trams have long disappeared.

The photo from Kammasvej, a quiet little Frederiksberg road, was taken in the early summer of 1951 when a new loop for Copenhagen's tram route 9 was being tested by staff from Copenhagen Tramways. The tracks are being marked with some sort of powder to show how the tram negotiates the loop.

Local inhabitants had to get used to sharing parking space with the yellow trams in service on the fairly busy tramline, which until then had its terminus half a mile away. This is not to mention the sound of metal wheels on the rails and the departure signal from the conductors to the drivers. This was two bell-strokes, as in England, first from the conductor on the trailer and then the motorcar: 'We are all on board and ready to fly.'

One of the local inhabitants was the happy owner of a EO4A Anglia, it seems: the car has a local Frederiksberg registration starting with an A, while the borough of Copenhagen had the letter K. This particular model is a very rare sight in Denmark today. In the mid-1960s the Danish car registration was changed so you can no longer tell where the owner lives.



North London

Robin & Jennie Thake

By the time you read this magazine most of our cars will be back on the road ready for another busy rally season.

The MOT on my car is due in early April so the Springtime is an ideal time to do a service. I change the engine, gearbox and rear axle oil. The engine oil always comes out nice and black, so justifying the change. The gearbox and rear axle oil comes out as clean as it was put in, but I always feel by draining it into a clean tray it gives the opportunity to check for any nasties like broken teeth or a bearing breaking up. I give a good grease-up to the many grease nipples and take the wheels and hubs off to check bearings and brake linings. A piece of sound advice to owners of cars with hydraulic brakes is to remember to change the fluid at least every two years, because of the hydro ... nature of old time brake fluid; I have seen what happens when a pipe gets blocked with congealed brake fluid.

We have many shows planned for this year, as usual, so let us hope that the weather is kind to us all and that the petrol companies and government do not keep thinking us poor motorists can put the balance of payment deficit right on our own!

If any members are on holiday in the Lake District, we have had a leaflet come through that invites Club members to come along to the Lakeland Motor Museum between Newby Bridge and Haverthwaite and enjoy a 10% discount if they show their membership card. This is now a nice new building with loads of exhibits and can be combined with a trip on Lake Windermere: www.lakelandmotormuseum.co.uk.

If you are visiting this year's Enfield Pageant, 25th–27th May, come along and join or visit us on the Club stand; you may get a cup of tea and a biscuit!

Merseyside

Sorry, but I have not been able to provide any news from the north west this month. However please be reassured that I have not passed on!

Please can anyone who wishes to attend Tatton Park on 2nd & 3rd June, who has not yet reserved a place, contact me ASAP on reading this.

If anyone would like a full list of north west events, please drop me an email.

Regards,

Joe Wheatley

Yorkshire

Nigel Hilling

News and Events

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

I have produced a list of events in the area and e-mailed this out to those members on my list. If you want a copy emailed or posted then let me know. We have been invited to join the York Historic Vehicle Group on their Drive It Day run from the Knavesmire in York to Sherburn Aerodrome on Drive It Day, 22nd April. The Tadcaster Show on Sunday 29th April has no entry forms again this year. It is a 'turn up on the day' event, but is first come first served, and when full the gates will be closed. I also have entry forms for Northern Sidevalve Day at Hebden Bridge on Sunday 5th August if anyone wants one.

Exeter Classic Trial

Unlike the snowy conditions of last year the Exeter Trial threatened mild but wet. There was a lot of rain prior to the event and it rained again during the night of the trial, but faired up in the morning and turned out to be a pleasant day.

The first section had deep muddy ruts and stopped a number of the entrants including us, but after that we were performing well. The highlight of the trial is always Simms Hill, a very challenging section at the best of times, this year being particularly slippery and difficult. There were a couple of incidents of cars tipping over whilst trying to reverse back down after coming to a halt, which emphasises the treacherous ground conditions. There were some storming climbs which can be found on YouTube but Stan the Anglia (photo 1) had to admit defeat, unlike the Dellow who cleared it (photo 2).

The Simms incidents led to the cancellation of the hill and so we finished with only one fail



Photo 1

and took a Silver award. On the return trip one of the rockers on my Willment head decided to break and we completed the journey courtesy of the RAC. One of my friends quickly made a replacement rocker and the car was back on the road in time for the next trial.

Northern Classic Trial

We set off from Huddersfield for an overnight stop on the M6 and awoke to heavy rain. It continued to rain right up to the start at Wigton but soon cleared for most of the rest of the day. There was the odd snow shower and hail storm, just to remind us it was still winter. An excellent bacon and egg sandwich at the start set us up for a good days sport with some stunning scenery in the Northern Lakes area, mainly around Bassenthwaite Lake and Whinlatter Pass.

Most of the sections are on forest tracks and most were very muddy, although one entrant in a Special still managed to clear everything. The

scoring is generally as per PCTs with markers from 12 at the bottom to 1 at the top, and the occasional restart part way up for the Specials classes. The event includes a couple of timed tests to separate any ties in the scores at the end.

We did well on some sections and not so well on others! I had, as usual, entered Class 3 for this event (front engine rear wheel drive) but was only one of three in the class competing against a BMW2002 and a DAF Marathon (no Escorts this year). The BMW unfortunately broke something early on and had to retire, and I went on to beat the DAF and take a class win. A puncture on the journey home was the only problem of the weekend.

Photo 3 shows us waiting in a snow shower for one of the sections and photo 4 shows a competing Buckler with 100E engine recently fitted with a Supercharger out of a modern Mini Cooper.



Photo 2



Photo 3



Photo 4

Regional News

Kent

Richard & Trish Greenaway

Forthcoming Shows

By the time you read this we will have already attended two shows, possibly three depending on the date of this magazine, but hopefully the weather will have been kind to us. We will let you know in the next magazine. Our next event is the Steam in Dartford Show which takes place on Saturday 12th May in Central Park, Dartford. Last year's show was ruined by the rain during the morning and the strong wind throughout the afternoon so let's hope this year brings us better weather. As an added incentive the Park is located adjacent to the High Street which also holds a market on the Saturday, so why not get in the wife's good books and bring her along for some retail therapy?

Over the first weekend of June we have several events taking place due to the Queen's Diamond Jubilee Celebrations. Most of us are planning on going along to the Leeds Castle event on the Sunday where they are holding a 50s day. The various activities taking place during the day include craft activity marquee, raft race and live musical entertainment; then at high water you can watch the Thames Diamond Jubilee Pageant on a big screen in the Castle grounds. So why not bring along a picnic and celebrate the occasion in the lovely surroundings of Leeds Castle?

Also taking place over the weekend we have the Hamstreet Country Show and a Diamond Jubilee Celebration event taking place at East Malling. Both these events take place on the Sunday as well. (Apologies to anybody who read in the February magazine about the Hamstreet Show hosting a Club stand as this was an error on my part.)

The following weekend, 9/10th June, we have two events taking place. On the Saturday we have a new show in Gravesend, the Jubilee Motorfest. Unfortunately we won't be able to attend due to work commitments but I know several from north Kent are planning on attending, so please give Ian (better known as Dr Who) your support as I know he had a lot to do with getting the show off the ground. The following day we have the Wrotham Steam Rally, which is always one of our best attended shows of the year, so for anybody who hasn't been before, this is your chance to come along and give it a try. The show is attended by hundreds of vehicles of all shapes and sizes, though unfortunately like many other shows nowadays the steam element has gone due to the high costs of transportation. As well as the vehicle element of the show they also have

Directions to the AGM

Anybody wanting more details, please get in touch.

After the Dartford Crossing (Southbound):

Leave M25 at J3 joining M20

Leave M20 at J2

At roundabout take 3rd exit onto A20

At roundabout take 3rd exit A20

At roundabout take 2nd exit A20

At roundabout take 2nd exit A20

At traffic lights, branch left: Beefeater/ petrol station on your right

After short distance turn right onto B2016 Seven Mile Lane

Turn immediately left into Teston Road.

Spadework can be found on your left after driving through the village.

many stalls and arena events for people to wander around and look at. Last year's show was a total washout due to the wind and rain, and as the regulars know, Wrotham isn't the place to be with this type of weather due to the fact it sits on top of the hill.

Sidevalve Holiday

You may remember reading in the February magazine that the date/venue for this year's holiday was undecided. After discussions with Robin & Jennie Thake we have decided to spend a week in the Lowestoft area of Suffolk (Friday 14th-21st September). We plan to attend the Henham Steam Fair during the weekend and then be out and about visiting places of interest during the week. Any members out there who would like to join us, please contact either Robin or myself (details on page 2).

Bits & Pieces

Hopefully, by the time you read this Kevin will have his 100E Pop fully sorted after spending most of last year with mechanical troubles. Glen had it in his workshop during late winter. He stripped the engine down and rebuilt it, replacing several parts, so let's hope all's well and Kevin can get in a full season of shows with us after sitting out most of last year. Another member who has had help from Glen & John Farrer is Tony Young, who at time of writing is in the progress of converting his E93A Prefect from 6 to 12V, so there are no excuses now for not bringing Emily out in the dark. Another new Sidevalve in the Kent area is a 100E Squire which was purchased by John Martin. He tells me it needs rather a lot of work so I don't think we will see him and his wife Karen out and about this year, but who knows.



AGM Latest

Lastly, for any member who hasn't yet made a note in their diary, this year's AGM will be taking place in Kent on Saturday 30th June. For full details, please refer to the main advert in the February magazine. The Club would like as many members as possible to come along and show their support. As well as the AGM we have also organised a road run, barbecue and an obstacle driving challenge, so let's hope for a nice dry warm day.

Please note: I have been asked by the chairman of the Club that if anybody is planning on having a go at the driving challenge, could they please bring along a copy of their vehicle insurance as they will not be covered by the Club's insurance - 'Just in case of any misfortunes'.

AGM 2012

Shirley Wood

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 30th June 2012 starting at 2.00 p.m. A buffet lunch will be held before the meeting at 12:00pm and a road run will be arranged for after the meeting to take in some points of interest in the local area and some very pleasant scenery.

The AGM will be held at Spadework, Teston Road, Offham, West Malling, Kent, ME19 5NA. See the map and instructions on page 8.

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

Members who are entitled to attend and vote at this meeting are entitled to appoint a proxy to attend and vote in their place, using the form enclosed with this issue.

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

Shirley Wood

Annual General Meeting 2012

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 2.00 p.m. on Saturday 30th June 2012 at Spadework, Teston Road, Offham, West Malling, Kent, ME19 5NA.

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

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

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

Agenda

1. Apologies for absence.

2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 18th June 2011.

3. Matters Arising from the Minutes.

4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2011.

- a. General Secretary
- b. Treasurer – Present Accounts
- c. Membership Secretary
- d. Spares
- e. Regalia Officer
- g. Chairman

5. To re-elect the Officers of the Company.

- a. Treasurer
- b. Anglia, Prefect and Popular Registrar

6. To re-elect the Committee members of the Company.

7. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as independent reporters for the company.

8. To authorise the Officers and Committee to fix the remuneration of the independent reporters.

9. To consider, and if thought fit, accept the following Special Resolution to change the Articles of Association of the Company with effect from the close of this meeting.

THAT clause 7 of the Memorandum of Association regarding dissolution of the Club be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 7.

“If upon the winding up or dissolution of the Club there remains, after the satisfaction of all its debts and liabilities, any property whatsoever, it shall not be paid to or distributed among the Members, but shall be given or transferred to some other Club, Museum or institution having objects similar to the objects of the Club, and which shall prohibit the distribution of its or their income and property amongst its or their Members. Such Club, Museum or institution shall be determined by the Members at or before the time of dissolution, and if a suitable Club, Museum or institution cannot be found any remaining property shall be distributed to some charitable object to be agreed by the Members”.

10. If the previous resolution is passed to amend 6.8 in the Ford Sidevalve Owners' Club Limited Rules and Bye-Laws to read:

“6.8 Dissolution

The Club may be dissolved by an Extraordinary General Meeting convened by direction of the Committee, or by the requisition of twelve of the Members. If a resolution of dissolution be duly passed by

a 75% majority, all items of Club property must be returned to the General Secretary, except for Club monies and financial records which shall be returned to the Treasurer. The Committee shall forthwith liquidate the affairs of the Club and if there be any surplus assets on realisation these shall be given or transferred to some other Club, Museum or institution having objects similar to the objects of the Ford Sidevalve Owners' Club Limited. Such Club, Museum or institution shall be determined by the Members at or before the time of dissolution, and if a suitable Club, Museum or institution cannot be found any remaining property shall be distributed to some charitable object to be agreed by the Members. Should the assets of the Club be insufficient to meet any debts, the Members of the Club shall be liable for payment of such debts as shall all persons who have held membership in the twelve months prior to the date of dissolution, such amount as may be required not exceeding £1.”

11. To transact any other ordinary business of the Company.

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

Shirley A. Wood

General Secretary

17th March 2012

Club Constitution Update at AGM

As you will have seen from the revised AGM Notice in this magazine, the committee are recommending a small amendment to the constitution of the Club. The last revision took place in June 2007, when we introduced the principle that one-third of the Council (i.e. directors and not general committee members) should retire by rotation at each AGM. They are always eligible for re-election. All the general committee members retire at every AGM but are eligible for re-election. Previously all the council members (directors) also retired at every AGM but were eligible for re-election. The reason for this change was to ensure that there was at least two-thirds consistency of council membership, thereby retaining experience within the management of the Club that had in most cases been built up over many years.

Continued on page 11

Regional Report

The latest change concerns the very unlikely scenario of the dissolution of the Club at some future date. Currently the position is that if in the event of dissolution there remained, after the satisfaction of all debts and liabilities, any surplus, it would be distributed amongst the members. Equally, if the assets were exceeded by the Club's liabilities, each current member would be asked to contribute up to £1 towards the liabilities.

Whereas the typical up-to-£1 member guarantee has to remain as the Club is constituted as a guarantee 'not for profit' company, the committee have decided that it would be advantageous to ensure that, in the unlikely event of dissolution, the assets would be transferred to a similar Club or organisation sympathetic to our objectives. This would mean that there would never be a distribution of any surplus funds to members and that hopefully there would be sufficient funds to ensure that the Club's archives, tooling, spares etc were held by an appropriate other Club, museum or institution, to be decided by the members at the time.

Since members do not join clubs such as the FSOC with a view to potential personal gain, the committee recommends this small change to the membership. Please either join us at the AGM on 30th June in Offham, West Malling, in Kent, or complete and return the enclosed Proxy Form following carefully the completion instructions that are included with the Proxy Form document.

Finally, I am pleased to confirm that the Club has had yet another successful year financially and continues to remanufacture and stock a considerable amount of spares for our vehicles. Our magazine is also a real membership benefit as well as the regional groups, registration number reclaim service and technical advice.

Why not come to the AGM to hear more and you will have your opportunity to grill the committee! We always welcome member involvement and input.

Tony Young

Treasurer

Surrey

Mike Jillians

Further to my write-up in the February issue, I am pleased to be able to confirm the date and venue for the Southern Sidevalve Day.

It will take place on Sunday 12th August at The Bluebell Railway, Sheffield Park Station, East Sussex, TN22 3QL (the show is held over the week-end of the 11th & 12th). The Bluebell Railway is near Haywards Heath and to give an idea of distances, it is 42 miles from where I live, 50 miles from Guildford and 20 miles from Gatwick. It may be a little far for some people, but it is a good day out, in a very pleasant setting directly adjacent to the railway station. Exhibitors get a concessionary pass for (unlimited) travel on the restored steam locomotives and carriages, and there are places to eat and drink at the stations on the line. I have been twice before and have been impressed by the turnout of vintage and veteran cars, motorcycles and traction engines.

For those with internet, take a look at www.bluebell-railway.co.uk.

The Southern Sidevalve Day is a joint venture between myself, Dave Pickett (Sussex) and Richard Greenaway (Kent). Anyone wishing to come along, please contact one of us so that we can get you booked into the show in good time. Closing date for entries will probably be 30th June at the latest. Camping is available from Friday 10th for those wishing to stop over.

For anyone without internet access and wishing to participate, please contact me and I will post an entry form to you.

Also further to my February article, I am arranging a Club stand at the Capel Classic Car & Bike show for Saturday 18th August. There are already a number of cars coming, but the more the merrier (you'd be surprised at how much Club space I can get my hands on!). All members welcome: this is not exclusive to Surrey members.

Capel is a very well organised show, attracting around 500+ exhibitors. It is not over commercialised and is in a good setting. All sorts of foods and beverages are available and there is plenty for all ages to do.

Take a look at www.capelcarshow.com. For those without internet access, please contact me and I will post details to you. If you wish to come to this show, please let me know by about two weeks before the show date so that the organisers have time to arrange the relevant space.

There are many shows and events which take place around the Surrey area and its fringes, and so if a member would like to see a FSOC presence anywhere, let me know and I will circulate details and see what the uptake is. If there is enough uptake, I will be happy to try to arrange a Club stand if you wish.

For all matters, please feel free to contact me. My details are inside the front cover of this issue.

NW Midlands & Welsh Borders

John Crowe

I am wondering if there are any FSOC members in or around the North-west Midlands/North Wales border that would be interested in forming a local regional group? I live between Whitchurch and Nantwich so Chester, Oswestry, Wrexham, Telford, Market Drayton and Stoke are not far away.

Ford vehicles are of interest to me as I started driving a Model Y that my father had, and various other Fords, from an E93A Prefect to Consuls and a Zephyr. At one time we had a flat-nosed 5 ton lorry and a 4D tipper on the farm, and later I had Cortinas. I have now retired and am working on an E83W that I have had on blocks for 35 years and which I hope to get back on the road. With a lot of help from Yvon Precieux and an inspection by John

Porter I have been able to retain, through the DVLA, the original number, MCG 48.

As it is some distance to travel to another regional club on a regular basis I thought it might be possible to start a regional group in this area. If the FSOC approve and there are enough members in the area, who would like to meet? I would be happy to arrange a meeting with those interested to discuss the possibilities and what members of a new regional group would want, whether it would be just to meet up for a chat over a pint, or arrange a car run or attend an event as a group. There is an opportunity to meet and talk Ford vehicles and individual experiences, exchange technical and restoration information first hand, and show off our Fords.

If anyone is interested, my contact details are on page 2.

Regional Report

John Duckenfield

There are two items of good news to report!

NW Midlands and Welsh Borders

John Crowe, a member who lives just north of Whitchurch in Shropshire, has expressed an interest in becoming a Regional Contact for the Club in the area where he lives. He writes:

“...Thank you for your e-mail ... regarding a regional group in this area. As I said I would like to attend and meet up with other FSOC owners, but there is no group within 50 miles of Whitchurch/Nantwich. I am not a mechanic but would be willing to administer and set up a group in this area if that would be acceptable by the FSOC...

...If the FSOC would like a group in this area I am happy to arrange a meeting of members to see if anyone is interested. Hopefully there would be and depending on the members we can decide on what events or meetings they would like, which I would be happy to arrange. If no-one is interested there is nothing lost but I think it is worth a try.”

At the Committee Meeting on Saturday, 10th March John's offer was unanimously and gratefully accepted so he is now the Regional Contact the Club in the NW Midlands and Welsh Borders. Although it is not in a densely populated area, Whitchurch is ringed by Telford

and Shrewsbury to the south; Oswestry and Wrexham to the west; Chester, Nantwich and Crewe to the north; and Newcastle-Under-Lyme, Stoke-On-Trent and Stafford to the west. It also within striking distance for members in the large West Midlands conurbation to the south east and is only 20 to 25 miles away from all. It seems an ideal location in which to establish a Regional group.

More information can be found in John's first Regional Report or, better still, by getting in touch with him. He will be delighted to hear from you!

Essex

Another John, John Gater, who lives in Colchester has contacted me. He has been involved with the Historic Commercial Vehicle Society since the late 1970s and, now retired, would very much like to meet up with FSOC members in the area with a view to establishing a Regional Group in the north of the county. Being close to Ipswich, it would certainly be possible for members in Suffolk to be involved. John believes he has found an ideal location to enable this to happen, so if you would like to meet up with fellow Sidevalve owners, please give John a call on 01206 240100. He too would be delighted to hear from you.

There are still enough members in Essex to enable another group to meet in the south-west of the county. All that is needed is a Regional Contact to make it happen!

More Regional Contacts Wanted

If you are interested in becoming a Regional Contact for the Club in any area of the country, please get in touch. Full details as to what is involved can be found in the last magazine or by contacting me. All contact details can be found on page 2 of the magazine.

Ujeen Update

Members may recall a series of articles in *Sidevalve News* a couple of years ago about re-commissioning Ujeen, my 100E Prefect Deluxe that had been off the road for some five years.

Like many FSOC members, I have spent a fair amount of time over the winter months working in the garage. I hope my efforts are appreciated:

Traditionalists, don't panic! This photograph was emailed to me by John Howe (Ujeen's previous owner) who had been 'Experimenting with some photographic trickery'! Clever stuff, eh?

Mmm...food for thought though?! A six door Ford Superb! Skoda, watch out!



Pre-War Register

Yvon Precieux

01475 529267 (6-9pm)

Registrar's Comments

Since the advent of the motor car, car clubs have come a long way from their original roots of Concours d'elegance, club racing, trials and speed events. Today we probably do have more old cars on the road that are road legal than the majority of cars that were running around during that period before the 10 year test. We also now have a myriad of books available giving a greater enhancement to the merits of each marque than probably they deserve, so are we getting too cosy with our Fords?

With any new car there will always be criticisms by the general public besides the flattery, yet give it one or two years plus a newer model and that one car will just be that. Let us take a look at the road tests of the time. Some comments are not flattering. I take just as an example the Model Y, as more literature is available and much has been exalted about its then new age design. The design was certainly far reaching in retrospect, but the car sold not because it was of a free flowing design but because it aspired to the dimensions of its much larger sister car, the V8, that purchasers would like to have had but could not afford. The C and CX were similarly identified with this situation before the public grew wise and Ford then started to produce cars with some of the public's requirements of a boot for luggage and more room for the kids.

Most notably in all of our cars, the lack of instrumentation seems to have been forgotten when one looks at other manufacturers' products. It was only later that the Prefect model finally managed a water temperature gauge. We forget that winters were even colder than today and that a radiator blind to keep both the oil from emulsifying and the engine water hot was necessary during the colder season. With no water temperature gauge, the radiator blind, although equipped to be partially unwrapped, could easily be forgotten while driving until a cloud of steam was seen exiting via the engine compartment.

Our cars were of good, simple, solid design. They were not perfect but they were solid and dependable and during their time better than the opposition – but typically, the next model was somewhat better than the previous model. The fact that many hundreds of all our cars are still on the roads today, with ages ranging from 50 years to 80, especially with new car technology so far advanced, is really quite an achievement but please let's not get carried away by some of the praises now being made. (By the way, the radiator muffs were called 'Cosies' in the 30s.)

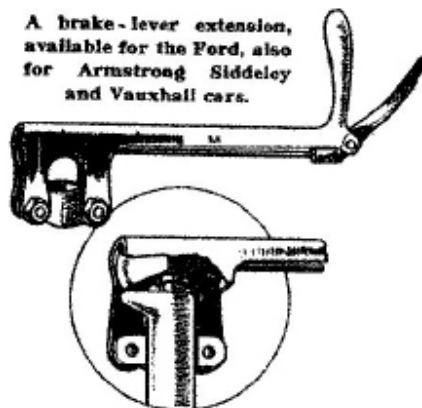
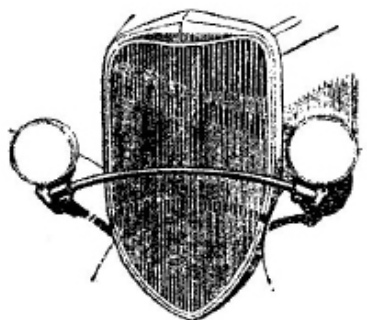


Photo 1



A tie-bar for mounting between the headlamps on the 8 h.p. model.

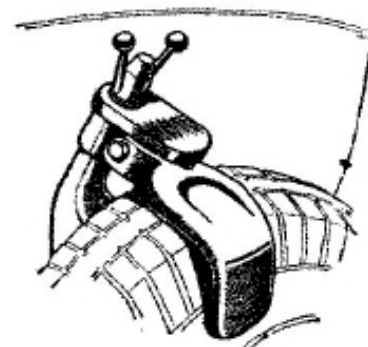
Photo 3

Customising ... a word to be feared ... perhaps not

The nice thing about buying any pre-1960 British vehicle is that one could add extras or accessories. Yet customising, which is what this is, has always been with us ever since the motor car was invented. Nowadays there is this tendency to relate customising to just one particular section, that automatically refers to mechanical and body alteration. Yet the simple expedient of adding extras etc. still comes under this category, so let us reflect on what such a word does accommodate.

Looking through the two registers, we have Model Ys, Cs, 7Ws, 7Ys, E04As and E93As altered somewhat from Standard into Deluxe: cars that are now vans, vans that are now trucks, cars that are now specials, F2 stock and indeed custom. All of which I am proud to have on the pre-war and E83W registers, as this identifies surviving vehicles and gives me more incentive in preparing these pages.

The category that certainly causes the most fuss is certainly custom, but over the years with cars at quite a high premium, vehicles that have been customised have come from some real basket cases and would not really have survived other than as spare parts. Whether we like it or not, small Sidevalves that are in this category do form part of the Ford Sidevalve history, as do the F2 stock cars, and in my opinion do have their place even though some may wish to ignore this. Accessorising or customising one's



A metal spare-wheel clip for the 8 h.p. Ford.

Photo 2



Brooks snap-on radiator cosy.

Photo 4

vehicle has always been part of the motoring scene when cars were initially manufactured with just the very basic specification, as mentioned in the Registrar's comments above. Today we have many 8hp cars that have the 10hp engines in lieu of the original 8. On the electrical side 12volt is being used instead of 6 and control boxes are more in use instead of the constant voltage cutouts etc. Tuning equipment comes in all varieties from Ali heads, inlet over exhaust cylinder heads and twin carbs, to electrical pumps and Bowden suspensions systems. Let's not forget that from the 1930s Leslie Bellamy was using the split axle Ford suspension he invented on his Model CX. This suspension is seen on all models from Model Y to the Ford 103E. Yes, we now conveniently call them period fittings but is it not still altering the basic spec of a vehicle? How far does one go? That question I leave to you.

To finish, photos 1-4 show some cosmetic accessories of those early years in the 30s. Shown are the brake lever extension for the Model Y and C (maybe this horizontal set-up was the design initiative for the post 1937 model handbrake); the badge tie-bar-cum-headlamp bracket; the tyre bracket; and finally a cosie. Shame that some items have been discarded, such as the easiclean wheel discs.



April 2012 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Minimum order £10.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.00
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.40
Reprint Model Y Bulletin.....	£12.50
Reprint Workshop Manual for 100E and 300E.....	£25.55
Reprint Parts Manual for 100E and 300E.....	£20.75
Technical Tips for the 100E/107E by Jim Norman.....	£8.30
100E Anglia and Prefect Instruction Book (1953-59).....	£9.90
The John Howe Book of Cartoons.....	£6.30
Ford Motor Cars, 1945- 64.....	£9.15
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).....	£1.15
Running In Instruction Sticker (100E).....	£1.15
Running In Instruction Sticker: First 500 miles (100E).....	£1.15
Window Sticker-FSOC design.....	£1.06
Silver Jubilee Window Sticker.....	£1.06
Historic Ford-'Keep off My Arse!!' sticker.....	£2.05
I Love My Sidevalve Sticker.....	£2.05
Register Sticker (state model) each.....	£1.42
FSOC 30th Anniversary Sticker.....	£0.90
FSOC 40th Anniversary Sticker.....	£1.12

Magazines

Binder for Club Magazines (holds 2 years).....	£8.45
Following back copies of Sidevalve News available.....	£1.15
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.90
Running in booklet Anglia / Prefect (date 9/49).....	£1.95

Models

Ceramic Cream Model of 103E Popular.....	£5.70
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£2.15
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.66
FSOC Grille Badge: Round or Square.....	£12.45
Register Grille Badge: Popular/Prefect/100E/107E.....	£12.50

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/L.....	£25.25
FSOC Sweat Shirts embroidered in script.....	£16.20
<i>Raspberry SM; Racing Green in SM/Med</i>	
<i>Red or Sky Blue in Med/L/XL/XXL</i>	
<i>Navy in Med/XXL; Black in Med/L/XXL; Burgundy and Royal Blue XXL</i>	
FSOC Polo Shirts embroidered in script.....	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
<i>New FSOC Sweat Shirts embroidered with FSOC logo.....</i>	<i>£16.50</i>
<i>Royal Blue only in Med / L / XL</i>	
<i>New FSOC Polo Shirts embroidered with FSOC logo.....</i>	<i>£13.90</i>
<i>White or Royal Blue in Med / L / XL only</i>	
<i>New FSOC Sweat Shirt and Polo Shirt embroidered with FSOC logo.....</i>	<i>£27.90</i>
<i>Royal Blue Sweatshirt with either Royal Blue or White Polo shirt Med / L / XL</i>	

T-Shirts

Model designs.....	£9.50
<i>E83W picture printed on front in Red or Black XL</i>	
<i>Upright picture printed on front in White L/XL</i>	
Script Badge Design.....	£8.60
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM</i>	
<i>Ford Anglia: White or Yellow in SM only; Green, Royal Blue, Navy or Red in SM/MED, Black MED</i>	

Other Regalia

Licence Disc Holder.....	£1.05
Blue FSOC Mug.....	£4.85
DVD of Ford Archive material and FSOC events.....	£5.95
FSOC 40th Anniversary Beer Glass.....	£20.75
FSOC 40th Anniversary Beer Tankard.....	£23.50
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£3.50
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.45
Pack of two dusters.....	£4.50
Pack of three dusters.....	£6.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-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
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£10.50

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2119-B	Compensator (hand brake cable).....	£5.20
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 must accompany order).....	£29.95
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57).....	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.50

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

Steering and Front Suspension

E55-DB1	Top suspension mount	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings	£110.00
	Mount bearings per side-2 x E 38- DB1	
	plus 2 x E 37-DBB	£23.00
	Suspension insert	£65.00
	Suspension insert plus top suspension mount	£99.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension inserts	£190.00
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£30.00
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member)	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand	
	(exchange £10 surcharge *)	£27.50
100E-3289/90-B	Pair track rod ends	£30.00
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Front suspension bush kit - 4 x E-10-DB- and 8 x 3063	£25.00

Rear Axle

100E-1107	Wheel stud	£2.50
100E-1175	Rear hub seal, original material	£12.25
100E-1175	Rear hub seal, modern neoprene	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£7.30
100E-4209	Crown wheel and pinion.....	£80.00
100E-4235	Half shaft.....	£30.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft).....	£18.00
100E-5713	Bar rear spring shackle-inner.....	£5.00
100E-5719	Bush rear spring shackle (set of 4)	£7.25
100E-5781	Rear spring eye bush.....	£6.50
100E-5781	Pair rear spring eye bushes	£11.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber.....	£40.00
E-7ED-1	Rubber bush (bottom shock) (2).....	£3.00

Exhaust

100E 5250/5225/		
5255	100E mild steel exhaust system.....	£138.00
100E 5250/5225/		
5255	100E stainless steel exhaust system	£235.00
Y-5251	Manifold to exhaust clamp with stainless steel bolts	
	and brass nuts.....	£9.95
	100E exhaust fitting kit.....	£22.50

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£19.95
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£200.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£65.00
E93A-6270	Timing Chain	£14.99
100E-6308	Crankshaft thrust washers (per set) std, + 0.025"	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040",	
	-0.060")	£41.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£7.50
100E-6505	Exhaust valves (per set of 4)	£26.00
100E-6507	Inlet valves (per set of 4)	£20.00
100E-6513	Valve springs (per set)	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-6763B	Oil filler tube.....	£15.00
100E-9278	Oil pressure switch	£7.50
100E-9448	Manifold gasket, 100E only.....	£2.50
	Manifold stud	£4.95
E55Z1	Conversion gasket set	£27.00
E81Z1	Decoke gasket set	£27.00
353000ESA	Core Plug	£2.50
	Big end bearing set	
	(std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only	£4.00
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit	£10.50
E74-7580-A	Release bearing.....	£14.50
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit	£13.95
100E-7052	Front oil seal	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80

100E-7111	Counter shaft.....	£31.00
100E-7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.32
100E-7223	Gearbox lid gasket	£0.90
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal	£7.00
100E-7569	Clutch pressure plate, 100E only	
	(exchange £10 surcharge *)	£44.50
	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80
100E-8115	Radiator drain tap (not original)	£3.50
100E-8260A	Early top radiator hose, 100E only	£15.40
100E-8260B	Late top radiator hose, 100E only	£12.25
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (old unit must accompany order)	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat	£6.50
EOTA-8620-C	Fan belt, 100E only.....	£6.00

Fuel System

	Fuel pump with spacer (no primer)	£43.50
	Petrol filler grommet.....	£12.50
	Gasket (fuel tank sender).....	£1.25
	Flexible fuel pipe	£15.80
	Hot spot gasket	£1.95
	Rubber (air cleaner).....	£7.25
	Gasket carburettor float chamber	£1.45

Electrical

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *)	£43.00
105E-10043	Brush set	£4.75
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£35.98
100E-11001-C	Starter Motor (please send old unit with order)	£45.00
105E-11057	Brush set starter motor.....	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
EOA-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with	
100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
50563-S	includes fixing screws.....	£15.75
	Pair of rear red tail light lamp lenses	£26.50

Ignition System

	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£42.95
7V-12098	Nut H.T. lead distributor cap (set of 5)	£3.00
	D type distributor only (rebuilt-exchange £10 surcharge)	£50.00
	Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
	Distributor cap (D type).....	£25.00
100E-12116	Distributor cap (round type)	£14.75
105E-12116	Contact set (D type distributor only).....	£15.20
100E-12199	Contact set (round type distributor only)	£15.20
EOTA-12199-C	Rotor arm	£5.25
100E-12200	Condenser (D type distributor only).....	£9.60
100E-12300-B	Condenser (round type distributor only)	£9.60
105E-12300-A	Spark plug	£3.70
100E-12405-T		

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£21.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle	£8.95
	Stainless steel locking petrol cap.....	£14.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50

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

E72-Z1	Clutch slave cylinder kit, 107E only	£4.00
105E-7550C	Clutch driven plate, 107E only	
	(exchange £10 surcharge *).....	£26.00
105E-7563D	Clutch pressure plate, 107E only	
	(exchange £10 surcharge *).....	£44.50
107E-8260	Top radiator hose, 107E only.....	£10.75
107E-8286B	Bottom radiator hose, 107E only.....	£12.50
105E-8501	Water pump, 107E only.....	£40.00
105E-8620	Fan belt, 107E only.....	£3.00
105E-9448	Manifold gasket, 107E only.....	£2.00
107E-9959B	Float chamber gasket.....	£2.00
105E-12116	Distributor cap (round type)	£14.75
EOTA-12199-C	Contact set (round type distributor only)	£15.20
105E-12300-A	Condenser (round type distributor only)	£6.50
105E-10043	Brush set	£4.75
105E-11057	Brush set starter motor.....	£4.75
353000 ES	Core plug, 107E only.....	£2.50

Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut)	
	all models except E83W.....	£2.55
Y-4637	Thrust Washer (pinion bearing)	
	all models except E83W.....	£1.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E	£20.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E	£20.00
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00
	Shock absorber (specify which one required)	£85.00
	Front wheel bearings (wheel), not E83W.....	£56.00
	Front wheel bearings (per axle set), not E83W	£110.00
	Front wheel bearings (wheel), E83W.....	£56.50
	Front wheel bearings (per axle set), E83W	£110.50
	Suspension Buffer (fits all models except Model Y)	£15.99

Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£117.00
	5 cwt stainless steel exhaust system	£111.00
	E83W stainless steel exhaust system.....	£106.50
	E93A-5230/Prefect and 7W stainless steel	
	exhaust system	£199.00
E93A-5230 /		
E04A-5255-B	Anglia, 103E and 7Y mild steel exhaust system.....	£170.00
Y-5251	Manifold to exhaust clamp	£9.95

Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6038	Front Engine Mounting	
	(exchange and send both parts with order – remove rubber	
	from mount).....	£9.99
	Front Engine Mounting bolt	£0.95
	Camshaft (Chain Driven).....	£62.75
	Retainer (camshaft sprocket) chain driven camshaft.....	£3.15
	Timing Chain	£14.99
	Washer (camshaft thrust) all engines from	
	1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.90
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set)	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.95
Y-6513	Valve Springs (set of eight) (fits all engines)	£22.50
Y-6520	Valve Cover (fits all engines)	£15.95
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£4.97
Y-6561	Drive Sleeve (oil pump and distributor drive gear)	
	(fits all engines)	£4.09
Y-6566	Dowel (oil pump and distributor drive gear bush)	
	(fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.86
Y-6610B	Oil Pump Gear (fits all engines).....	£4.85
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
	Stainless steel dip stick tube	£29.75
	Main Bearing Set	
	(std, -0.010",-0.020",-0.030",-0.040", -0.060")	
	(fits all engines)	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
E15-Z-1	E93A 10hp Piston Set including rings	
	(std, +0.010",+0.020",+0.030", +0.040").....	£205.00
	E93A 10hp Piston Ring Set	
	(std, +0.020", +0.030", +0.040").....	£43.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34).....	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.25
	Manifold stud.....	£4.95
	Manifold stud (set of 4)	£18.80
	Decoke gasket set (E93A 10hp engine).....	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
	10hp cylinder head gasket	£19.95
YE-24052C	Studs (Cylinder head) set.....	£34.99
	Set nuts for cylinder head studs.....	£4.00

Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal	
	and send with order)	£13.85
Y-5102	Gearbox Rubber Mounting (Y & C models only).....	£38.50
	Gearbox Mount Upper (not Model Y or Model C models)	£9.95
	Gearbox Mount complete, per side	£20.95
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear	£1.25
7W-7050	Retainer (main drive gear bearing).....	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly	£4.57
YE-7059B	Mainshaft and Bush.....	£35.50

Spares List for 8 & 10hp Type Models

Rear Axle

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

Braking System

YE-2019A }		
CE-2019B }	Brake Shoes (set of 4-all models-	
7W-2019 }	exchange £10 surcharge)	£55.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y	£20.00
7W-2035	Spring (brake retracting) not E83W	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W	£18.50
E83W-2035	Spring (brake retracting) E83W only	£6.30
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.75
7W-2116	Front Brake Dust Covers	
	(pair, fits all models except Models Y and C).....	£8.50
7W-2205	Rear Brake Dust Covers	
	(pair, fits all models except Models Y, C and E83W).....	£13.20
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.99
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.99
Y-2454	Brake Pedal (exchange-remove rubber from old pedal	
	and send with order).....	£13.85
	Brake pedal return spring	£6.25
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.76
7W-2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE-2793	Spring (handbrake lever pawl)	£0.85
7W-2853C	Hand Brake Cable	
	(fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.40

Steering and Suspension

Y-3030	Bolt (front axle to radius rod Model Y)	£25.00
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£24.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans	£65.00
	Track Rod Ends (pair) E83W	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink	
	(C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.87
YE-33111	King Pin Set, complete (Model Y).....	£70.00
CE-33111	King Pin Set, complete (Model C)	£70.00
7W-33111	King Pin Set, complete	
	(7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£79.95
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.85
YE-3616B	Horn Button and Nut (Y model).....	£7.80
E93A-4020	Shackle Bush (metalastic type)	
	saloons and 5cwt vans 1946 onwards.....	£7.65
E493A 4050	Retainer (rear axle shaft grease).....	£7.30
Y-4217	Bolt (diff gear case).....	£3.30
18-4217	Bolt (diff gear case).....	£4.60
Y-4507	Gasket (torque tube to differential housing cap).....	£1.75
7W-4507	Gasket (torque tube to differential housing cap).....	£1.75
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.09

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

Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
Y-7069	Washer main shaft intermediate gear thrust	£7.50
E04A-7070	Retaining Ring (snap ring)	£1.55
YE-7071B	Washer intermediate gear thrust washer	£7.60
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.75
Y-7086	Gearbox rear gasket.....	£4.50
Y-7111	Layshaft.....	£41.65
103E-7114	Counter Gear (10hp)	£46.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.32
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7223	Gearbox lid gasket	£2.50
Y-7523	Clutch return spring	£5.90
7W-7533	Clutch linkage clevis pin	£2.15
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order)	£66.00
E74-7580A	Clutch release bearing-All models	£14.50
E70-7600-A	Clutch Pilot Bearing	£6.35
C-943070	Gear Lever Gaiter (except E83W).....	£19.60
E83W-943070	E83W Gear Lever Gaiter.....	£19.99

Cooling System

Water Pump Repair Kit.....		£32.50
E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£4.99
Y-8109	Radiator cap (brass screw type).....	£6.99
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.95
	Radiator Hose (moulded-E83W-state top/bottom).....	£10.60
	Radiator Hose (moulded-bottom).....	£12.70
	Radiator Hose (moulded-top, pressurised radiator cap	£16.30
	Radiator Hose (moulded-top,brass non-pressurised radiator cap)	£11.70
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£89.50
YE-8606B	Fan Blade (11").....	£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£9.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£7.95
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump) ...	£7.99

Fuel System

	Fuel Pump with spacer (no primer).....	£43.50
	Fuel Pump repair kit	£27.45
	Fuel pump stud	£6.35
	Fuel pump stud (set of two).....	£10.60
E04A-9080	103E/E494A Petrol Filler Grommet	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.35
YE-9355	Fuel Pump Cover (all models).....	£1.97
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp)	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£3.10
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)	£87.50
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.25
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

	Set E93A ignition leads	£14.95
E83W 12024A	6V Ignition Coil (All models-not original)	£38.75
YE-12100B	Distributor-rebuilt (exchange-send with order)	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards)	£13.50
YE-12185B	Toggle (All models 1935 onwards)	£0.62
YE - 12191B	Spring (distributor weight) no 1 - light	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£15.20
YE-12200C	Rotor (All models 1935 onwards).....	£5.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy	£1.28
YE-12300B	Condenser (All models 1935 onwards)	£9.60
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.70

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	£5.95
YE-10160	Felt (dynamo drive end bearing).....	£0.85
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only	£25.95

E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£115.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining)	£0.98
BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.90
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£5.70
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.20
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE-13081	Spring (front sidelight socket 1934 onwards except E493A) ..	£0.62
CE-13101	Spring (headlamp focusing).....	£0.70
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£25.00
103E-13408B	103E Plate (rear lamp base), please specify nearside/offside	£21.55
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.99
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£3.05
40E-13466	Panel bulb 6V 3W.....	£3.60
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£2.95
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£2.99
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)	£8.99
	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).....	£11.99
	E83W Bonnet Corner Pads (Full set).....	£15.50
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.95
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.90
	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)	£32.25
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E83W-111172	Opening windscreen rubber for E83W	£21.30
48-702610A	Door post rubber bumper (one per door post 1937 onwards) ..	£2.50
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal	£4.50
62E-731942	E83W Door Rubber seal (enough for both doors)	£16.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van	£18.30
7Y-940502-B	Front screen rubber for 103E/E494A/E04A	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards ..	£2.80
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe) ..	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect	£30.99
E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.99
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) ..	£5.99
YE-16750B	Bonnet Clip (Y model)	£19.95
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W)	£26.00
	Speedo Cable (E83W)	£23.95
C46412AR	Dovetail (female).....	£4.35
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£49.80
	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
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£12.50
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.60
BE-964280-H	Window Winder Handle	£4.99
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards) ...	£4.95
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£4.00
C-949967C	Striker Plate (C and CX, 1934-1936)	£4.00
	Bootlid Script Badge (Popular, Prefect and Anglia)	£14.95
	E83W wing mirror	£19.99

17

Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Post-war Upright

1954 Ford Popular 103E. Standing in garage since 1992 and not run since. Needs tyres, battery and rear light lenses. Basically solid with an excellent interior and a very good basis for an easy restoration. £2200 ono. Cambs. Tel: Chris on 01223 860933.

1951 Ford Prefect E493A. Solid yet in need of restoration. Original registration with documents. Complete car with some spares if required. Good general condition. Email for photos or more details. £850 ono. Barry, South Wales. Tel: Mike on 01446 721432 or email situpandbeg@hotmail.co.uk.

100E & 107E

1956 Ford Anglia. Lovely 1956 Ford Anglia 3 bar deluxe. 1172cc. MoT 14th July and tax free. Had new carpets and seats retrimmed. Pictured in Sidevalve News April 1998. Still has original plates and buff log book. Ayrshire, Scotland. Tel: Stephen Mc Cartney on 07957 290816 or email steviejam@hotmail.com. (Non-member)

1959 Ford Popular 100E. Chester-Le-Street, County Durham. Tel: Rob on 07795 603188 or email robsbigbox@yahoo.co.uk. (Non-member)

1956 Ford Prefect. In need of restoration. I know very little about these cars, but need to clear it from our garage where it has been sitting for many years. Not sure how big a challenge or the feasibility of restoring it. Open to offers. South Devon. Tel: Paul Carpenter on 07703 768762 or email paul.carpenter@mail.com. (Non-member)

Specials

STOLEN from North Wales area. Ford Super Two in very poor condition with faded Caterpillar yellow respray over original white body. No registration plates. Damage to rear passenger side. Seized 1172cc engine. Any information gratefully received. North Wales. Tel: John Shore on 07789 622494 or email john.s11ore@tiscali.co.uk. (Non-member)

Wanted

100E wings. I need two good 100E front wings or lower rear corner repair sections for same. Notts. Tel: Barry on 07989 191908.

OHV cylinder head. I'm after an 8hp special overhead valve cylinder head as made by Arden or Aquaplane in the '50s and '60s plus other performance tuning parts. Best prices paid. Greenwich, CT, USA. Tel: Shaun on +1 203 661 1343 or email oldgeezerracing237@gmail.com.

E83W wiring harness. Wanted to suit my 1955 E83W; also a headlamp reflector. Gloucestershire. Tel: Richard Thornhill on 01452 371832 or email richardthornhill46@btinternet.com.

E93A side panels. I am looking for a pair of E93A 1939-47 side panels which are usually riveted to each side of the lower grill and also bolt to the wing and the long side panel. Alternatively, a grille with the panels attached. South Essex. Tel: Dave Frost on 01268 750400 or email dave.frost2@virgin.net.

10hp cylinder head. Early 10hp cylinder head type wanted with the hole at the front to fit pillar type dynamo. Also complete dynamo to suit. 6 volt horn with bracket. All for pre-war E93A. North Wales. Tel: Peter Tinsley on 07880 763871 or email p.tinsley@tiscali.co.uk.

E93A handbrake lever parts. The umbrella handle handbrake lever arrived with my E93A Prefect but it is missing the release button and rod. One in usable condition would be welcome. Essex. Tel: Dave Frost on 01268 750400 or email dave.frost2@virgin.net.

Air Cleaner for E93A Prefect engine. One set of rails (lower part) for the adjustable front seats. One ashtray for the rear doors. Emblem – red '10' with wings – for the LEFT side of the bonnet, or at least the red '10'. Norway. Email Haakon B. Oeverland on hoverl@broadpark.no.

Information about 843 UXY. Information needed about 1955 Popular 103E. I'm living in Ireland and recently purchased a '55 Popular from a friend whose brother owned it, but passed away. There's a 'Sidevalve Owners Club' sticker on the rear window and the reg. number is 843 UXY. Black in colour. Anything greatly appreciated. Cork, Ireland. (Non-member) Tel: John Collins on 00353857277475 or email collinsauto@gmail.com.

Shorrocks inlet manifold for 10hp engine. Woodbridge, Suffolk. Tel: Julian Faithfull on 07884 380509 or email julianfaithfull42@gmail.com. (Non-member)

Spares for sale

Various 6 volt 103E items for sale. Following the conversion of my 1956 103E Popular to 12 volts, I have 6 volt items for sale including: a new battery, two brush dynamo and regulator, two coils and a fuel pump. Any reasonable offer accepted. Bristol. Tel: Rob Palmer on 01275 332608 or email janetrobert@talktalk.net.

Various 100E parts for sale. Windscreen, bonnet, hubs, brake shoes, manifolds, anti-roll bar, radiator, vacuum tank plus miscellaneous bits and pieces including headlamp bezels, starter motor and dynamo. Also a set of Hepolite pistons W13555 (+.040"). Steering box for 100E and steering box for 103E. Parts for L. M. Ballamy front suspension, Raymond Mays suspension add-on unit for rear of transverse sprung Ford Special, telescopic damper adaptors for transverse sprung front suspension. Aquaplane engine mounting and export water pump. CRS Century chassis kit. Tel: Andy Rayfield on 020 8656 7350 or email Andrew.Rayfield@BTinternet.com.

Various Sidevalve engines and engine parts. 100E engines complete and can be stripped for inspection (will need restoring) £150 each. New boxed Hepolite pistons, LS 4674 + 0.030 (some rings missing) for '35 to '39 10hp 1172cc £150. New boxed Hepolite pistons, 7789 + 0.040 (some rings missing) same as above but 4 ring £150. New boxed Hepolite pistons, RSW 10165 STD complete £200. Rings are available for pistons at £43 a set. E93A 4 new white metal Conrods (1.500") very hard to find, cost over £75 each just to re metal £400. Tel: John on 01744 340385 or 07508 458143 or email johnbonessnr@aol.com.

Various Sidevalve parts. Front and rear axles for 103E or E493A (etc.) plus other parts. Also some spares for 100E: front seats, steering shaft and wheel, dash with clocks, chrome strips and other parts. Barry, South Wales. Tel: Mike on 01446 721432 or email situpandbeg@hotmail.co.uk.

Various 100E & 300E parts. 2 off 100E/300E radiators with starting handle holes (both need refurbishing). Also, I have a set of 100E Anglia or Prefect seats, both need reupholstery so offers please. Notts. Tel: Barry on 07989 191908.

Part-worn tyres (one of each): 475-500 x 18 Michelin £35. 525-550 x 18 Michelin £35. 475-500 x 18 Remould £35. 475-400 x 18 Spartan Remould £35. Shropshire. Tel: John Crowe, 01948 663768 or 07860 301355.

100E gearbox. Good condition. £35. N. Wales. Tel: J. Beaumont on 01352 710848 or email calcoed@talktalk.net. (Non-member)

100E engines for sale. Two 100E Ford engines, one stripped but believed complete and other marinised. Cheshire. Tel: David Wood on 01829 732117 or email diddie1@live.co.uk. (Non-member)

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

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



Sidevalve News

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

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

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

Classified advertisements appear at the editor's discretion, and are subject to submission to the editor by the tenth of the month preceding publication.

This is a free service for both members and non-members, although an individual may not normally have more than two advertisements in any one issue.

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

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

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

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

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

Please indicate heading: ☐ For Sale ☐ Wanted

☐ Pre-war ☐ Post-war upright ☐ 100E/107E

☐ Special ☐ Spares ☐ Miscellaneous

☐ Other (please state)

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



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

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

Name(s) of account holder(s)

Bank/building society account number

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

Branch sort code

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

Name and full postal address of your bank or building society

To the Manager	Bank/building society
Address	
Postcode	

Reference

F	S	O	C	S	U	B	S								
---	---	---	---	---	---	---	---	--	--	--	--	--	--	--	--

Banks and building societies may not accept Direct Debit instructions from some types of account.

This guarantee should be detached and retained by the Payer.

The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request FSOC Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by FSOC Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If you receive a refund you are not entitled to, you must pay it back when FSOC Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

Instruction to your bank or building society to pay by Direct Debit.

Service user number

6	3	0	6	5	6
---	---	---	---	---	---

FOR FSOC LTD OFFICIAL USE ONLY

This is not part of the instruction to your bank or building society

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

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: _____

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

Signature(s)

Date

Brake set up

Adjusting mechanical brakes on the Model Ys and Cs can be a time consuming affair should owners not be aware of how to adjust them correctly. Also, with today's need to keep to a modern braking standard, the braking bias needs to be more so at the front with the rear coming on a fraction after to give ultimate efficiency on what is quite a primitive system compared to the post-1937 Fords. The most important aspect is to ensure all the angles in the various links are correct and in order to do this, all connections, bushes and brake parts should show no play.

Initially, just adjust the rods on one side only, so that when the brake pedal is all the way down to the floor, the angle between the rod and the arm on the brake mechanism is at 90 degrees at its maximum. Similarly, adjust the rods on the other side to the same length. Provided all play has been eliminated, the force at the pedal should be the same on both rods. The only exception to this rule is where more wear is relevant to one side, and here just a very slight adjustment may be necessary.

Next you must turn to the brake linings. The shoe linings need to press directly on the drum over the full length of the linings, not just at the tip or centre, as this will not be sufficient to generate good braking. Assemble the brakes and adjust the brake shoes to just touch the drums, after which, take a test drive on a quiet part of a road. With the brakes set as mentioned, press the pedal and hold it down so that the brakes start to drag, while still able to drive. Hold the brakes in this situation for a couple of minutes, release, and let the brakes cool.

This should be repeated twice up to three times, after which one should adjust the shoes yet again to bring them back as close as is feasible, without touching the drums. Once done, further adjustment should only be made at the back plate to compensate wear on the lining.

On post-37 Fords, provided play is eliminated and angles set correctly, there should be no problem with the brakes. However, it is worth dismantling the expander unit and checking the pin has not elongated inside the hardened cone. Refer to photo 5.

Modern Fuels

Modern fuel generates a much higher temperature than in the 1930s and towards the 1960's when different fuels started to evolve. Going from my comments in the last issue I would suggest that the inlet valve gap be increased to 0.0135" to a maximum of 0.014", with exhaust valves starting at a minimum of 0.016" to 0.017" with a max at 0.018" should one experience valve problems. It all depends on the car's usage. With short journeys, the smaller setting should suffice, but if longer

Ethanol content of different UK petrol brands as supplied by the individual companies between spring and summer 2011. Changes will be made for the 2012 season, so the content can only be taken as an historic guide.

BP	Normal 95RON unleaded has Ethanol added at 5% at all sites across the UK. BP Super unleaded —BP Ultimate does not have Ethanol added except in the South West of England (no detail on what counties).
Esso	Esso Normal 95RON unleaded has Ethanol added at 5% to petrol at most sites in the UK. Esso Super Unleaded does not contain Ethanol except in the South West of England (Devon and Cornwall).
Shell	Shell has been very reticent about divulging any information but recently did reply with some information. However in one sentence the reply states that the biocomponent is present in <i>all</i> Shell products yet in another it quotes 0-5%? It is therefore safe to assume that all Shell petrol contains 5% Ethanol.
Texaco	Normal Texaco 95RON unleaded has Ethanol added at 5%. Texaco Super Unleaded does not contain Ethanol
Total	Initially Total indicated that Ethanol was not added to Total fuel (including standard unleaded petrol), except in the North West and South east of England. This does raise questions on their ability to comply with the required overall average of Ethanol in their fuels. A later communication was less informative but doesn't raise those questions when it said – the quantity of Ethanol in our petrol varies dependent on location. The only statement Total can make is that our petrol grades will contain up to 5% Ethanol. Like Shell, it is only safe to assume 5% Ethanol levels.

journeys are contemplated and incurring hilly areas, then a far greater gap at the exhaust certainly may be necessary. Also, keeping your ignition and plugs up to scratch will help to cope with modern fuels. The information in the box above, from the November edition of *Enjoying MG* by Tony Fryer, may also be useful.

Ford Prefect

BET 976 (photos 6 and 7) is a 1939 model in Dorchester grey owned by a Mr Docherty. This is one of the last E93A vehicles to be stuck between two specifications whereby it still retained the bonnet hinges and door handles but not the bulbous headlamp that were just slightly convex as per the new improvements by the Ford Motor company. The car was initially acquired from a local garage, then ownership passed to a John Brookes of Alveston in Derbyshire, to Roy Morley, and then to Mr Docherty. I assisted in

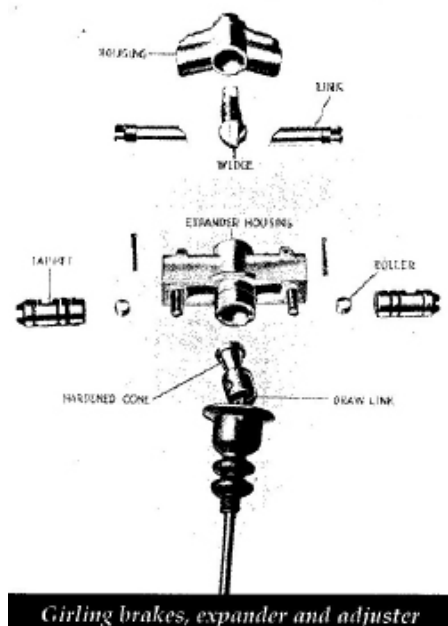


Photo 5

the restoration following what had been a right mess up with a previous, so called restorer who had welded the chassis on one side two inches shorter than the other, besides losing various fitting belonging to the car. At the time the car just needed the early bonnet hinges. With no log book it is hoped that the vehicle is still around as it was painted in one of the best colours for a Prefect, maroon. (Photos 6 and 7)

New members

We welcome Anthony Newnham from the Isle of Wight with a Model Y that is not on the register of surviving vehicles. Info is via the membership secretary Jennie, so hopefully we should have more detail on the car, a black saloon, for the next issue.



Photo 6



Photo 7

E83W Register

Yvon Precieux

01475 529267 (6-9pm)

Registrar's Comments

One of the enjoyable aspects of the E83W register is the quality of the vehicles restored and the variety. As mentioned in the Pre-War pages, the list of vehicle types that have the small sidevalve engine is quite long. However there is always some category where it was assumed that E83Ws could not be found. So, as the register endeavours to include and list all vehicles that are surviving, below you will see a custom E83W (photo 2). Considering the treatment meted out to vehicles such as the E83W, one intriguing question I would like to have answered is, how come the majority are so dent free? In fact, once painted and restored, most are quite immaculate for a goods vehicle. Trucks certainly took the brunt of the damage posed by overburdening the vehicle and without doubt the doors would have taken many thumps besides the usual dents in wings and the grille.

Crama Coachworks Bellbar Ltd

This was the name of the company that purchased PJJ 449, a black/green E83W truck way back in 1998, Peter Crouch being the owner (I assume it is not Peter Crouch, the footballer for Stoke City). When purchased, PJJ came luckily enough with the old log book and an old MOT. Contact was made with the FSOC in August for retention of its original plate. Historywise, the vehicle was first registered in South London and used for general road repairs and work. By the time the vehicle was transferred outside London in 1964 to Welwyn Garden City, it had had six previous owners and by 1967 had entered into its seventh with a new purchaser from Wheathamstead. As with many vehicles of a certain age bought during this period of the 60s, the truck remained unused and parked up in a garage for the next 30 years. It was sold on to a garden contractor who gave up the ghost after finding the amount of restoration just too daunting and finally to Peter Crouch, Crama Coachworks. Photo 1 depicts the vehicle under restoration and it certainly does look like a quality job. So, can we have some more photos of the finished article?

Photo 2 is OUY 674, a Thames van that was purchased by Stewart Silman from a customiser some time back. The Thames is of May 1955 vintage and is seen in its then current form with a partitioned windscreen, additional sills and modern running gear topped with a 1600cc Cortina engine. The bodywork looks more or less intact. The question now is, where is it now, and regardless of its new pedigree, is it still around? Pictures, please, for the next issue.



Photo 1

From the Archives

Looking through the records, 1989 seems to have been a good year for the number of E83W owners joining the Club. Neil and Jenny Fieldes were just two of the joiners that year. Their E83W was a 1954 van painted dark blue (photo 3). One of the primary questions asked was 'How does one keep the rain out of the back of one's van?' I similarly have rain coming into the C van when it rains. This may be something to do with the fact that the then owners were based in Drumnadrochit: that is Loch Ness monster country where, similar to Wemyss Bay, the rain comes at you horizontally besides the vertical. A further comment refers to the woodwork below the windows requiring to be prematurely replaced due to water ingress. However, apart from these minor matters it appears the van was fine once the fuel system was cleaned out when purchased.



Photo 3



Photo 2

The vehicle needed to be in top condition as the Fieldes lived some 600 feet up a very winding and steep road. Prior to the tank and system being cleaned, the van would baulk halfway up as the rust was stirred up within the tank. The vehicle had been stored as from 1964 with two other vans by its original owner, who had used the vans during the period he had his business. Not willing to part with them, the original purchaser stored them until it was eventually time to let them go. One vehicle went to his son and another went to the Fieldes. VPD 22 was a government requested van and as with a number of Ford E83Ws it bears the Ford contract brass plate, in this case 6 VEHS 15962. The E83W has since been sold on but we still have photos.

Fleet Vehicles

Fleet vehicles have always been a good buy where a larger company requiring a variety of vehicle types and weight could obtain a good contract with a motor manufacturing firm. I note from the archives that Andy Main, your Pop and Prefect registrar many years back did much research in investigating the fleet of Ford vehicles owned by the Maidstone and



Photo 4



Photo 5

District Motor Services Ltd, the Chatham and District Traction Company Ltd, and the East Kent Road Car Company Ltd. This resulted in a comprehensive list of E83W Fords used by the said firms. A number of the 10hp Fordson delivery vans were registered GKP with WKL, JJG and BKM. All refer to E83Ws that are detailed to the period 1944 to 1957, when probably there was some expansion in the companies concerned. Of the Ford delivery, some lasted some 16 years after the war years with the shortest lasting just seven years before the vehicles was disposed of, either by fleet tender or individually as newer and more modern models were acquired. The name Lumsden and Scrivens pops up as and when certain vehicles were required to be sold on.

Tool Kits

As with most cars of a certain era, a tool kit came with a car when purchased. Similarly the E83W had a Ford tool kit made up of various spanners and other tools. The carrier for these tools came as a roll made out of hard wearing Hessian material. The list of tools is as follows:

CE-17005	Hessian Bag (Tools)
01A-17105	Spanner $\frac{1}{2}$ & $\frac{7}{16}$
E83W-7048	Box Spanner (for cylinder Head) $\frac{7}{16}$ & $\frac{1}{2}$
01A-17016	Spanner $\frac{7}{16}$ & $\frac{5}{8}$
B-17025-A	Pliers
B-17020	Screwdriver (wire)
E93A-17125	Gun (hydraulic lubricating)

68E-17019 Iron for tyres (includes brake adjuster squares)

CE17017-B Spanner (spark plugs)

EO1 A-17021-A Wrench (monkey).

Some tools (especially spanners) will be marked ENFO (English Ford) and FoMOCO (Ford Motor Company).

PDD6

I mentioned the earlier history and the initial condition of this truck in the last *Sidevalve News*. Now, under the ownership of Richard Thornhill of Gloucester, PDD6 is being restored extensively to a very high standard, as photos 4-5 show. Richard was unaware of the photo shown in the last issue. He purchased the truck after David Carlile (Gloucester) and has progressed on the restoration that had been initiated by the previous owner. The present situation is seats being reupholstered and engine reconditioned. Work remaining refers to the doors, windscreen surround, wiring and the truckbed. Richard has finally been able to track down the original owner, Mr Nichols, and the truck that once used to transport pigs to market will be sign written under the Nichols name.

Canadian Capers

Les Foster: I'm currently working on finishing the restoration of my E83W pickup. A replacement chassis has been refurbished as the pickup's original frame had some accident damage, and now it's off to be sandblasted and then powder coated. Then, transferring all the already-rebuilt components to the 'new' frame, it will be time to begin some repairs to the cab and box and, some day, new paint. (Photos 6-7) Meanwhile, I'm trying to sell the Estate and another pickup chassis – all part of 'down-sizing'. This may now be old news as it has been out for several years, but I recently saw a film called *Bride Flight* which tells the story of young men and women who survived the disastrous post-war floods in Holland and emigrated to New Zealand. The brides-to-be make a memorable flight from Amsterdam to meet up with their prospective husbands in New Zealand and there the fun begins. Some are content with their new lives, others not.

The story is entertaining but it is the vehicles in the film, set in the 50s and 60s, that will really get the attention of FSOC members! When one of the brides meets her fiancée, she is driven home in an E83W steel boxed pickup, the NZ version with all-steel roof, different box, etc. It is quite a long scene and the pickup is shown driving from every angle. Many other Sidevalves and later British Fords are seen throughout the movie in the background.



Photo 6



Photo 7

Although mostly in Dutch with sub-titles, it is still a great show for the Sidevalver!

Calla wishes to make it clear that she is wearing Les's overalls, hence the voluminous look in the photo!

100E Register

Tony Lloyd

The Changing 100E contd.

As well as the change in the size of the starter jet, from engine number 185247 – which would be around November/December 1955 – a different choke control was fitted to the carburettor. The original one had two positions, one for normal starting and one for very cold weather. The new one, whilst incorporating these two positions, was also a progressive device, i.e. the more the control knob was pulled out, the richer the mixture.

Ford's Service Letter No3 from 1956 details the operation of the new device. It recommends that when starting from cold the control knob should be pulled out to the first position, or to a point determined by experience where the engine will start easily. As soon as the engine fires the control knob should be returned fully. If the engine tends to stall at this point the accelerator should be used to keep it running. The knob should only be fully pulled out to the second position in very cold weather and it should be returned to the first or halfway position as soon as the engine begins to 'hunt'. Used in this way the best fuel economy is attained.

Vapourisation – the Dreaded Enemy

The change that affects 100E owners the most came in October 1955 with engine number 166251. Again this was due to customer complaints, particularly from those in hot climes.

The standard layout for most cars had been that the carburettor was mounted to a combined inlet/exhaust manifold. If a mechanical fuel pump was used, this was operated by a lobe on the camshaft and was consequently bolted to the engine block. The advantage of this arrangement was a hastened warm-up of the engine. The 100E was no exception to this. The great disadvantage to this arrangement was and is that the fuel pump, fuel pipe and carburettor all get nicely warmed by the exhaust manifold and pipe.

Even in 1953 the Regular (2-Star) fuel that the 100E was designed to run on gave vapour lock problems in hot weather. The Ford design engineers came up with a solution to the problem and this was implemented in October 1955.

The solution was to insulate the carburettor and the fuel pump from the manifold (in the case of the carburettor) and the engine block (in the case of the fuel pump) by a quarter inch-thick gasket. In addition the fuel pipe from the pump to the carburettor was routed slightly away from the exhaust manifold (although it was ensured that it stayed in the air flow from the fan).

To accommodate this, the carburettor to manifold fixing studs were lengthened, as were the pump to block studs. The fuel pump received a longer operating arm, the contact face being lengthened from three quarters



of an inch to one and three eighths inches. If the cylindrical air cleaner was fitted then the support bracket had to be modified, as also was the carburettor to accelerator rod assembly.

I would think that all 100E cars on the road today have this modification. All cars post October 1955 would have it anyway. If it has not been done then the owners would be experiencing major vapour lock problems with today's fuel.

Problems today would occur if a car was found that had not had the modification done, or when the engine is reconditioned and the thick gaskets are omitted. Many new old stock gasket sets have only the thin gaskets and it is easy to forget that thick gaskets were originally fitted.

Another small modification was to the carburettor to manifold gasket. There had been complaints that a whistling emanated from the carburettor at low engine speeds and also at around 30mph. To obviate this, from engine number 201141 a slot 3/8" wide and 5/32" deep was cut into the gasket immediately below the cold start orifice. This means that there is

a right way and a wrong way to fit the gasket which may not be immediately obvious.

As I said in the first instalment, check your parts list. Know your part number and you will not go far wrong.

That is about it for the mechanical changes. Next issue we will start on the body and the cosmetic changes.

Where are they now?

If you know of any car that appears in this section, please let me know the details.

1955 300E Van, FGL 151

Last heard of in Wells, Somerset in 1989: a 5cwt van converted to an estate by Ford, so it is worthy of some note.

1956 300E Van, 630 GNO

Another van-to-estate conversion: a 7 cwt 630 GNO residing in Maidstone, Kent in 1988.



Anglia, Prefect & Pop Register

Andy Main

Registrar's Comments

Hot on the heels of the DVLA exemption consultation on MOTs for older vehicles came the announcement in December that the DVLA is proposing the closure of its local offices in 2013, with the consultation closing early this March. Many Club members have used the services of their local DVLA office when obtaining the original registration under the V765 scheme. Those obtaining an age related registration or change of tax class would also have involved a visit. Whilst the proposed closures are to save millions of pounds, are we heading towards an electronic system only which will include other supporting evidence as required? Will this lead to more fraudulent claims generally? The DVLA has the option to inspect a vehicle before it is registered: will this now be undertaken by an inspector at/from the heavy goods stations of the Vehicle and Operator Service Agency (VOSA), an agency of the Department of Transport?

I needed to visit my local DVLA office recently and found the staff member that served me very helpful and knowledgeable. Briefly talking to him about the proposed closure consultation, he mentioned that perhaps some of the services provided may be taken over by the Post Office?

New Members

We welcome five new members to the register: Tony Creese-Smith from West Sussex with an unusual E494A Anglia; Rex Berrecloth from Essex with his E493A Prefect; and three 103E Populars belonging to Edward Cummings from Bristol, Brian Rampton from Hampshire, and Bryan Williamson from Nottinghamshire.

Ford 100,000 Mile Club

Following my initial mention, and Derek Smith answering my plea for a photograph of the 100,000 mile rear sticker, I found further reference in Club News, April 1980. 'Any Ford owner that could prove (e.g. by MOT certificates) that you had completed 100,000 miles in his car can join. You got a key fob + "exclusive" window sticker'. Details on who to apply to, and address, were given. Has anyone got the key fob?

One More Ride

One year ago Dick Eburne's first article appeared, following an initial approach to the Club from his daughter for one more ride in an E93A Prefect. A very short ride took place in Tony Young's E93A Prefect, Emily, at the Southern Sidevalve display at the Lingfield Steam & Country Show on Sunday 7th August. Dick is featured beside Emily. Afterwards he joined the Club.

I had found Dick's 'My Upright Fords' article most interesting and asked if he could produce further copy for me, which arrived over the Christmas period. Here is the first part of Dick's second article

1960s with a Sidevalve Ford

Why a car at all?

In the mid 1960s I was living at home in West Wickham, Kent, taking driving lessons to upgrade my full motorcycle licence. The instructor's car was a nearly new Triumph Herald. In between lessons with the instructor I was practising with my father in his A55 Mk2 Cambridge which was an uncomfortable experience for both of us. He wasn't a good driver, perhaps because he hadn't started to drive until his 50s.

I was also practising in my friends' cars. They had a variety of ancient machinery. I had to learn crash gearboxes and manual advance/retard systems, and cope with vehicles that would now be classed as unroadworthy. Most of their cars were beaten-up pre-war relics that were on their last legs.

My personal transport was an Ariel Red Hunter motorcycle with a single seat sports sidecar. It was an improvement on a solo motorcycle because I could take my camping gear with me when Youth Hostelling most weekends without having to tie it on with yards of rope. The combination was cheaper to insure than a solo, yet still did 60 or 70 mpg with a maximum speed of about 65-70 mph when lightly laden.

But I still got cold and wet. Camping wasn't enjoyable if I was cold before I put the tent up, and I camped at weekends all year round.

I wanted a car so that I could arrive dry, perhaps with passengers. There were only a few young women willing to travel in a

sidecar, and even fewer willing to ride pillion. But a car? That was acceptable particularly in the mid 1960s when young men owning their own cars were a minority.

I wanted a car to use as soon as I had passed my test. My father wanted me to have one too. He wasn't keen on lending me his pride and joy; his second-ever car and the first one he had bought new.

Which Car?

He and I sat down every week with the local newspapers and scanned the advertisements for cheap used cars. Then we discussed them, listing the pros and cons for each car advertised. His involvement was important because I would need help with the initial costs, not necessarily for the purchase but for the insurance and any major repairs. At the time my pre-tax salary was about £50 a month and disposable income after tax, accommodation and travel wasn't much. I could afford to spend about £50 to buy the car and insure it for a year, perhaps up to £70 with father's help.

We soon eliminated a whole range of vehicles. Small modern cars were too expensive to buy or to insure. Out went Morris Minors, Morris 1000s, Austin A30 and A35, Standard 8 and 10, Ford 100E and 105E, and Triumph Herald. Larger older cars were either too expensive on fuel or too much to insure. I went to see a post-war Vauxhall 14 in good condition that I could afford to buy at £30. A quick visit to the local insurance broker's shop killed that possibility. That large six-cylinder car with a 1781cc engine would have cost £70 to insure.

The staff in the insurance shop were very helpful. They suggested pre-war Austin 7s, Morris 8s, Ford 8s or their immediate post-war equivalents. Anything more powerful than a 10 would cost too much to insure, even



Dick and Emily

third-party only. Some of my friends were driving with Road Traffic Act insurance only, or – whisper it quietly – no insurance at all. My father wouldn't agree to either. I had to have at least Third Party insurance or no car.

I had driven my friends' Austin 7s. I had considerable difficulty with my size 13 feet. I couldn't drive Morris 8s any distance. My foot would cover the accelerator and brake, or clutch and brake. I could only drive by twisting my foot to press with the side of it. A Morris 8E would have been possible but they were beyond my price range.

My friends had several Sidevalve Fords, from the Y to a modern Popular and a couple of 100Es. I could drive any of them except a very early Y which was narrower around the pedals. I had never driven a Sidevalve Ford in the rain so I hadn't experienced the erratic windscreen wipers.

Running Costs

If I could afford to buy a car, could I afford to run it? I would have liked a car which had good fuel consumption. I had been very impressed with a friend's 1950s Standard 8 which had carried three of us and luggage for a fortnight to and from Devon, averaging about 45 mpg. A neighbour's Sidevalve Morris Minor had a similar mpg. Both were too expensive for me to buy. Later in my driving career I too reached similar economy with an 850cc Minivan.

I thought that I could maintain a simple car. I had learned WOLTB – Water, Oil, Lights, Tyres, Brakes. I had been maintaining motorcycles for several years with minimal tools while working and living away from home. I had enrolled in car maintenance classes that would start soon after I expected to pass my driving test. We had a large garage, a reasonable selection of tools, and I had friends who were used to repairing ancient cars. Unless some major failure happened, and perhaps even then, I could service and repair

a car without needing to take it to the local dealer.

If my eventual car was an upright Ford, then spares were easily available at any Ford dealer. The last Ford Popular 103E had been produced only a few years ago and they were still common on the roads. Every scrap yard had piles of upright Fords, pre and post-war, and parts were cheap whether new or second hand.

My father and I decided that a Sidevalve Ford, preferably post-war, would be a suitable first car – once I had passed my driving test.

Driving Experience Before My First Car

In the early 1950s my family lived in South Norwood, London. There was only one car in our road. It was a 1930s Ford Y that was a sales representative's company car. His area was SE London. His Ford started reliably every weekday morning and returned every evening. He was rarely able to use it for leisure because of the limitations of petrol rationing. Now that road is lined with cars.

My parents went to Gibraltar and after a year there bought a nearly new Austin A40 Somerset, although neither of them could drive. The first part of any driving tuition in Gibraltar was how to do a hill start, because most of the few miles of road were uphill.

There was only one driving instructor in Gibraltar and he was also the only driving examiner. If he, as instructor, thought you were ready to take the test, you would probably be passed by him as the examiner. If you insisted on taking the driving test before he thought you were ready, he had an infallible solution. Part of the test included a three point turn. It was always taken down a dead end street with high walls that narrowed as you went further. If he thought you were ready, he would ask you to do your three point turn at the beginning of the street. If he thought you weren't ready, you had to turn where the street

was narrower but where it was just possible to do a nine or ten point turn if you were careful.

To be continued ...

Register 25 Years Ago – Sidevalve News, April 1987

Following on from the past series on 'Know Your Regalia' I started a new series called 'Know Your Re-manufactured Parts'. The first four items listed were bumper grommets that fit on the bumper bracket that passes through the front wings and are available for the E93A Prefect, E04A, E494A Anglia, 103E Popular, and export 5cwt van, part number E93A – 17772/3. The different shaped E493A Prefect version had also been produced, part number E93A – 17772/3-B.

The most expensive moulding tool, but very well worth it, was for the 'Gear Lever Gaiter' part number C-943070. Two smaller rubber items were the dust covers for the track rod ends/ drag link, part number YE-3332, and the front axle 'A' frame ball, part number Y-3446. (In 2012 all are still available on the spares list in the sections 'Steering and Suspension', 'Clutch and Gearbox Parts', 'Rubber Grommets' and 'Seals').


An advert from the 26th April 1956 *Doncaster Chronicle* was reproduced for the National Popular Week, April 30th–May 5th. Whilst over 100,000 motorists are enjoying 'These Popular' advantages, you could purchase one for £413-17-0. The basic price was £275 plus £138-17-0 Purchase Tax. On the 23rd March my now late father had just done that.

John Hayes' 1954 103E Popular was featured hard at work on a hill climb somewhere down in Cornwall on the Motor Cycle Club's Lands End Trial.

October, 1957 PRACTICAL MOTORIST AND MOTOR CYCLIST 315

For higher smileage...

It's the atomotive 12. Without Benzole that gets more smileage into your car. There's more life in every drop, more power in every pint, more **smileage** in every gallon. Atomotive 12 is perfect! Fill up for higher smileage—**with HIGH-ATOMOTIVE NATIONAL BENZOLE.**



Go NATIONAL BENZOLE

...AND SUPER NATIONAL MIXTURE FOR HIGH PERFORMANCE CARS

80 PRACTICAL MOTORIST 81

You too can have Beautiful Bodywork



VITAL STATISTICS
Celerbrite contains a fine film which particles being approximately 1/100th of an inch in diameter. When applied, Celerbrite particles adhere to every particle of dirt, so matter how deeply ingrained. When a driver is "dirted" particles leaving and adhering to the ground—leaving a special protective coating on the original surface.

CELERBRITE

August, 1958 PRACTICAL MOTORIST AND MOTOR CYCLIST 167

Miles ahead!



THE NEW NATIONAL BENZOLE ROAD MAPS Another National success

1/-

You can't go wrong with the new National Benzole Road Maps—as an entirely new approach to road-map-making. They show not only the highways, but also the main by-ways more clearly than any other map of Great Britain.

Your charts cover the whole of England, Scotland and Wales. In addition there is the "London Special" with Greater London and surrounding districts in one map and Central London in six sheets to make the whole.

GET YOUR SET TODAY!

Specials Register

Ford Special – GL 6877

Gerry Bath: In December 1954 I became the proud owner of a new Ford Thames 5 cwt van, and as the value of my old Ford 5 cwt was by now quite low I decided to convert it to a Ford 10 special. It was already some way there as it was fitted with a 10hp engine with 8hp cylinder head, 4.7 to 1 Crown Wheel and Pinion which had been obtained quite cheaply second-hand, telescopic front shock absorbers, and an anti-roll bar at the rear.

The first job was to remove the body which was riveted to the chassis. This was soon done but it revealed some unintentional holes in the chassis. These were quickly made a more regular shape with a file and left as lightening holes.

While this was being done various body designs were drawn out, and I eventually decided to try an all enveloping body but using all single curvature panels so that no panel beating was involved. The only exception was the fairings over the rear wheels, which I managed to do myself.

To keep the car as low as possible the floor rested on the bottom flange of the chassis with the occupants seated between the chassis side members and the torque tube enclosing the drive shaft in the middle. This was possible as the side members bulged out just ahead of the rear wheels. This low floor line meant that something had to be done about the bracing tubes that run from below the torque tube to each rear nut. I noticed that Lotus had omitted them when using a Ford rear axle so I decided it was worth taking a chance and doing the same.

The only other alterations to the chassis were to remove all the leaves in the rear spring above the clamps, and to fix a [complete] ball bearing in the centre of the front axle beam running between vertical guides attached to the front spring attachment bolts on the front cross member. This was to prevent the car moving sideways on the spring shackles during cornering, upsetting the steering – especially noticeable on a Ford as the drag link from the steering box runs across the car. Other small modifications were to lower the steering column and fit a remote gear change. The base of the gear lever was a steering ball joint actually clamped to the torque tube which moved with the rear axle, but the movement was so small that it was never noticed.

The design of the body can be seen from the photo. The bulkhead & dashboard was similar to that which I had evolved for a monocoque sports car earlier (which was never built) and it stiffened the chassis in this region. The cut-off 'Manx' tail was just then becoming popular on cars such as the Cooper 1100 and was very easy to make.

Most of the bodywork was again made during my holiday in August 1955 and I was



very pleased to find that the complete car only weighed 8cwt in spite of using standard components.

The first competitive event in which the car was entered was the Naish Hill on September 17th. I was very happy to obtain a second in class as the car was fitted with a standard inlet and exhaust system. This I thought was support for one of my favourite sayings, 'Simplicate and add lightness'.

However, I decided to try to improve the performance by using a double choke Stromberg carb which had originally come from a 30hp Ford V.8. A manifold was made to take this carb and a four branch manifold was obtained from a friend for the exhaust. The carb was modified to take Amal jets and the car was tried out on the road. The initial acceleration was very good, but after about 200 yards, misfiring started every time. This was eventually traced to the fact that the mechanical fuel pump was unable to cope with the demand, so an S.U. electric pump had to be added. However, the performance was never as good as I had expected and the only event in which it was used was a sprint in May 1956 at Staverton, when the manifold came apart. I was able to drive home with it tied together with wire.

The standard breathing system was refitted, with the exception of the exhaust manifold which was retained for a sprint at Castle Combe towards the end of May, when another second in class was obtained. In July I managed to win the class at a sprint at Long Marston. In this form the car would achieve as much as 50mpg on a run to and from and including a meeting.

Soon after this I decided to 'retire' again and advertised the car in *Motor Sport* for £90, which was cheap in those days for a Ford 10 Special. The car was sold the same day to a chap from Reading who was passing through

on his way to a holiday in Cornwall. In the course of the following week I received over 80 replies to the advert.

Pegasus – NYB 66

Gerry Bath: Whilst I was working at the Bath Ford agents, one of the Storemen rebuilt a Triumph Super 7 with the best parts of two cars. I bought the parts he did not want to keep, which included the front and rear axles, hubs and brakes (which were 10 inches diameter hydraulic), wheels, the chassis frame, springs and steering column.

With this as a starting point, I designed an I.F.S. system using the rear springs mounted across the front of the chassis frame using an old Ford front cross member. Radius arms made from Ford drag links ran from below the chassis to the eyes of the lower leaf spring. The kingposts were made from Fordson Tractor track rods, which were fork ended to mate with the spring eyes and were machined to pass through the holes in the stub axle intended for the king pins.

A Ford steering box was mounted on the chassis, and another one was cut to provide bearings for the slave arm and mounted on the other side of the chassis. This gave a 3-piece track rod system, the geometry of which was very close to that of the lower leaf spring under wheel deflections.

The chassis frame of the Triumph 7 was one of the later pattern to take half elliptic rear springs, so this was cut, forward of the arch, and quarter elliptic springs, made from Ford front springs, were fitted to the chassis. Further location of the rear axle was provided by radius arms whose pivot points were friction shock absorbers. Before going to this system, I made an A-bracket from Ford drag links attached to the sheet metal cover over the differential. This tore away the first time power



was applied, giving me my first experience of torque reaction!

My first idea for a power unit was a spare Raleigh V twin engine and gearbox unit I had available. My original idea was to produce a hill climb special inspired by the cars I had seen at the Naish Hill Climbs at Clapton in Gordano. (Incidentally, I was a spectator at the first Naish Hill Climb to be run after the war, 1946 I believe, which was itself about the second motoring competition to be run. It included an R type M.G. in the entry.)

The idea of using the Raleigh engine faded when I had more experience of the three-wheeler and I decided to use a Ford 10 engine and gearbox. The gearbox was fairly easy as I was able to accumulate enough useable parts from the scrap heap to make a complete gear box.

The engine was more difficult as Ford 10s were not easily come by and I eventually found an ex-Ministry engine, less sump, timing cover and head. I had this rebored and although the crankshaft was rusty, I only lapped in the journals with emery cloth, leaving the rust pits as oil retainers and they gave no trouble at all.

The engine and gearbox were mounted in the frame with one of the larger Austin 7 radiators ahead of it.

The next problem was the rear axle which was one of the worm type, giving a ratio of 6.5 to 1. This was eventually overcome by fitting another Ford gearbox behind the first, but the other way round so that it geared up instead of down. Only second and top gears were left in this box, which in overdrive gave a ratio of 3.75 to 1, which with the 4.50 x 19 tyres gave very high gearing.

I took the car in this form to a Bristol M.C. & L.C.C. practice day at Castle Combe (minus body) in April 1951. (Those were the days!) I realised from this that the gearbox set-up

was unsuitable and also learned the damage that can be done to a car by vibration when a carburettor fell off and a gearbox casting broke due to vibrations caused by the prop shaft running untrue.

I soon managed to obtain an Austin 7 rear axle quite cheaply from the local garage which was quite suitable as it was designed for 1/4 elliptic springs and the Austin wheels were the same size as the Triumph. This axle was fitted by June 1951 and a start made on building a body. Most of the work was completed by August by working during a fortnight's holiday and the car was on the road, taxed and insured as a Pegasus.

A new Crown wheel and Pinion had to be fitted to the axle as the existing ones were damaged. The performance and roadholding were very good and was improved still further when some shock absorbers were fitted to the rear and a pair of Ford 8 carburettors on special inlet stubs were added to the engine.

My enthusiasm for the performance led one of the other mechanics, who was the proud owner of a Matchless 500, to say that he could give me a 50 yards start and catch me within quarter of a mile. There was only one way to prove it, so we assembled one evening on a long straight level stretch of road at Combe Down and proceeded with the contest. The outcome was that it took him something like three quarters of a mile to catch me!

My first official competitive event was at Naish Hill Climb, September 1st 1951, and the following week I entered for some Driving Tests. In both events I was unplaced.

During the winter, the rear axle became more and more noisy and on stripping down was found to be badly damaged due to having been meshed incorrectly. Another expensive lesson had been learnt as they cost me £8. By this time I was working at the B.A.C. and through various contacts I had the two teeth of

the original pinion built up with stainless steel, filed to something like the right shape and reassembled. Anyway, the axle gave no more trouble whilst in my possession.

My first race was at Castle Combe on May 3rd 1952, when I finished 6th out of 10 in pouring rain and suffering from clutch slip. The class in those days was sports cars up to 1200c.c.

The other event in 1952 was a race at Thruxton on August Monday when it rained again going to the start line and although I made a good start from the front row of the grid, which was obtained by ballot, I was wearing goggles which soon steamed up and I was unplaced. Since when I have always favoured a visor, at least in England!

1952 was also the year when an old Ford 8 van of 1939 vintage was purchased in June for £111 and was intended for everyday use. The Raleigh was eventually sold in July.

A few modifications were carried out during the winter, including replacing the upper front transverse leaf spring by fabricated wishbones, and making up adaptor plates to enable the 17" wheels from the Ford van to be used on the Austin hubs.

One of these adaptors failed in practice for a race at Castle Combe in April 1953 when a friend was driving and the wheel came off right in front of the paddock. The failure was mainly due to poor welding (which I had not done myself) so I did not bother with adaptor plates again.

We both drove at a sprint at Staverton, near Cheltenham in May, this time without incident. I recorded the time of 37 secs. I think the distance was a kilometre.

My most exciting event was at Naish Hill in June, when I recorded exactly the same time as Ashley Cleave in his well-known Morris Special. This meant another run each but, although we both improved on our previous runs, the times were still the same. The next runs were yet faster, but still the same and it meant yet another run off to decide the tie. On this attempt I was a fraction faster than Ashley Cleave and so I won the class. I was not so lucky at the September climb and finished second in class.

This was the last event I did with the car as I had decided to sell it, which I eventually did to someone in Chester, but I did see it a couple of times afterwards when I was at Oulton Park.

Articles by kind permission of Peter Stowe and Gerry Bath.

Sidevalve Drag Racer

Dan Anderson: This morning Mr Odgie came in to Mini Sport with his drag car. He had a problem with his fuelling and wanted an expert opinion about his carburettor so booked

a Rolling Road session with our technician Rob, who has got unparalleled experience with carburettors.

Mr Odgie's car was painstakingly built from the chassis up by himself. It runs a Ford 100E Sidevalve 1172cc engine, mounted on a Ford Popular 103E chassis. He has made his own suspension for it but used the back axle from the 100E and the gearbox from a Ford 105E to get 4 gears rather than the 3 gears that the engine's original gearbox would give him.

Mr Odgie likes to test his car on the drag strip a couple times a year by attending the Flathead Meltdown, the world's only heads-up drag racing event strictly for flathead-powered cars. The flathead engines were the basis of the original Hot Rod engines but these days have fallen out of favour for the overhead valve engine. Mr Odgie also uses the car on the road regularly, enjoying the retro engine on a daily basis.

Thanks to Dan Anderson of Minisport for this article and pictures.



Letters and Emails

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

300Es, past and present

Dear Sidevalve,

I have rejoined the FSOC after about a year's absence and received my February *Sidevalve News*. I own a 1957 Squire with the wood trim, and I took interest in the picture on page 23 from Peter Skerry. It shows a picture of a sidevalve in Malta and states that it is a Squire, but it is not: it is a 300E van that has had some sort of windows fitted which make it look like a Squire/Escort.

It is the fuel filler and the dodgy windows, plus headlight surrounds, that give it away, so my guess is that it was originally a 300E 7cwt van, deluxe model. I owned a converted 300E 7cwt in the early 60s that resembled a Squire too, shown here.



The 1957 300E van was purchased from a 'Bomb site' corner dealer when we lived in North London: yes, there were still a few around then. I forget how much I paid for it but he did me a deal on a 1937 Morris 10-4 I had then that I bought for £50.

As we were proud parents of our first baby boy in 1960, I needed to upgrade my transport. The 300E van had been converted and the dealer called it his 'countryman': sales talk, no doubt, although it was a proper job. Fuel tank moved to the rear, a proper footwell fitted professionally, and fold-down seat in the rear. It still had the van doors, though. The side windows were aluminium type, fixed but well fitted. We fell in love with it and we travelled many miles on our holidays for several years. It was my daily car to and from work – a head turner.



Later in life I always fancied finding a Squire and one day in 1982 I was told about one by a friend of one of my boys. It was in a sorry state to say the least and needed a ground-up restoration. I set about locating parts at auto jumbles etc. I also had a Ford Mk1 Consul 1954 and a 1954 Mk1 Zephyr which I had recently restored that I was taking to Club events which gave me the opportunity to look for parts. In my spare time I stripped the Squire down to a rolling shell including removable panels, glass, every single nut & bolt and self tapper, engine, transmission etc. (below).



My Club mate was a panel beater/restorer of 50s Fords. He took it away to his workshop and did all the metal work, fabricating and re-spray. He brought it back to me minus doors, wings, bonnet, tailgate etc. and I rebuilt it, seats re upholstered and fitted, all done in a lock-up garage.

It took me about four years. I was 64 when I completed it in 2000 and loved every minute of it, seeing the new life I had given this car that a few years before was doomed for the scrap heap. It was a proud moment, and I'm not a mechanic.



I do not drive much these days: classic cars and modern motoring are pretty hard to mix. We now live in Swanley and my Squire has its own private snug garage, so everyone is happy.

Regards,

Tom Bowles

Events and Ballamy

Dear Sidevalve,

I have attended two events in recent months.

On Saturday 10th September I took my Anglia to the Peopleton Autumn Show with my son Simon, who was in his 1967 VW Beetle. The weekend was fine and I once again met up with husband and wife owners of another Anglia, who were at the event last year. This village show is very well attended, with an impressive array of vehicles including six Rolls Royce cars which must have dated from the 1920s/30s.

On Sunday 9th October I went to the 12th Malvern Classic Car Show (below). The weather was exceptionally good and milder than normal for that time of year. I had earlier reconnected my Delaney Galley heater and it was on for the winter. I couldn't help but notice how effective it was on this exceptionally warm day! I spent most of the time looking around the autojumble stalls and purchased an unused pair of fibreglass rear wings for the Anglia from one stall-holder. After a quick look around the cars on display it was back home early due to other commitments.



I enclose a photograph, taken whilst carrying out some routine maintenance on the Anglia, showing the interesting angle of the jacked-up car due to it being fitted with Ballamy front suspension. I would add for the benefit of Health and Safety enthusiasts that I would not dream of working underneath the car with it jacked up in this manner.



Regards,

Michael Whitworth

The Ultimate Sidevalve Journey

Prefect restoration

Dear Sidevalve,

I am a new member from this year and I have been restoring my 1952 Ford Prefect. I have put a new head cloth in it, new carpets, new piping on the wings etc. plus a respray.

I used to do these cars up in the 1960s, mostly the engines, as there were a lot of them on the road in those days. I had one myself but to tell you the truth the one I had then was not as good as this one.

Yours sincerely,

Peter Stothard



David Manterfield

If ever you are concerned about the reliability of your Sidevalve and don't travel very far, then worry not, just read on. I have just finished reading a most fascinating book about two young men who were looking for adventure, so decided to get into their 1950 E493A Prefect and with very little planning or money set off to drive overland to New Zealand!

The two young men were Denis Logan (Den), age 21, and his good friend Derek Jakeman, age 25, who both worked at Halfords in St Albans. This was in 1962. The Prefect, purchased for £30, was already 12 years old and had covered a considerable mileage. No modifications had been made to the car other than carrying a few basic spares such as ignition parts, fan belts, oil and a few spanners and grease gun, plus the essential adhesive tape and wire.

So on 25th August 1962, with only £320 between them, they filled the tank, checked the oil and water and set off for Dover on the first leg of their epic journey.

Once across the Channel they continued through France and Switzerland and over the Alps into Italy, camping along the way. After some sightseeing in Milan they headed off along the French Riviera, into Spain and on to Gibraltar for the sea crossing to north Africa.

Before crossing to Morocco they had to report to the British Embassy in Gibraltar and were strongly advised not to drive through Algeria, as it was still classed as a war zone and unsafe. But, being young and maybe a little foolish they decided to ignore the warnings: having travelled so far they were not going to give up now, so they went ahead and made the crossing. They went through Morocco, Tunisia and into hostile Algeria where they were held at gunpoint on several occasions, but did make it through to Libya, realising how fortunate they were to have got there unscathed.

The next stage was really tough – driving through the Sahara Desert to Egypt in a humble Ford Prefect, not a modern 4x4 with air conditioning and all the fancy navigational aids. They encountered many problems in the desert, which included unknowingly sleeping

in a minefield in No Man's Land between Algeria and Libya. It was sheer good luck that they got out without being blown to pieces. They both almost died on a few occasions. Crossing the Sahara, they got hopelessly lost and were fortunate to come through alive. Their trusty little Prefect however was still providing reliable transport regardless of the tough demands they were making on it.

On arrival at the Egyptian border they were informed that the only way they would be allowed to leave was by sea, as the border with Israel was closed. This was a major blow to our two adventurers as this was their intended route. As money was running out, they decided to get a ship via Cyprus to Beirut and drive back through the Balkans, Austria, Germany and home.

After 50 years one of the adventurers, Denis Logan, now in his 70s, has published a book about this amazing journey. The book is entitled *The Lane via Benghazi* and is a fascinating read. I couldn't put it down until I had finished it, and I am not a great reader normally! My little article has hardly scratched the surface, as I didn't want to spoil all the details of the full story in the book.

I purchased my copy from Amazon, but I am sure it is available from most good bookshops. It is definitely a book for any Sidevalve owner to read.

- *The Lane Via Benghazi: The Tale of a Smile and an Open Hand*, by Denis T. Logan. Published by iUniverse.com, May 2011.



OFO: The Next Installment

Dennis Hoey

I am pleased to be able to report that OFO557 has found a new home.

After the article appeared in the December issue I was contacted by a number of Club members. The response was very friendly. The article appeared just before Christmas. I was away over the festive period and most people are busy at that time of year, so I decided to make a simple list and call back after Christmas.

The first person to call was Dave Till, a member who lives in Scunthorpe, so reasonably close to Mablethorpe. I think Dave was quite surprised when I called him back in early January. He was happy to take the car and work on it to bring it back to life. A date was fixed and Dave turned up with a nice trailer, ably assisted by his friend Terry Pears.



Dave Till and Terry ready to roll



Terry making things fast



OFO leaves home

Dave has a 100E – a 57 Anglia, KEE 99 – and Terry is a tractor man owning a Fergie. Both Dave and Terry like to show their vehicles and we had plenty in common. I had the car rolling nicely so after a push back down my narrow drive at breakneck speed we were easily able to load up and secure the car. I was sorry to see it go but I am happy that it has gone to a good home and will eventually take its rightful place back on the road. I have since heard from Dave's daughter that the car arrived safely in Scunthorpe and Dave is very happy with it.

Many thanks to all who contacted me. Some of you sent me some nice pictures which really should be sent to *Sidevalve News*.

I have enjoyed belonging to the FSOC for many years and always look forward to receiving the magazine. In this case it has been particularly helpful in keeping the car a viable proposition. I have happily renewed my subscription for 2012.