

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Overhauling front brakes | Fitting headlining
Engine removal | Ethanol in petrol pt 2
Removing back axle | Restoration reports



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John Porter

Editorial

A belated Happy New Year to you all. Another festive season is behind us and we can look forward to the 2017 classic car season. I have this winter invested in some bags of damp-absorbing beads which help to reduce the damp over the winter that accumulates in the garage. I have even put them in the everyday cars, which reduces the condensation that is quite a problem here by the seaside in the winter months. When the indicator goes red, you just microwave them to remove the moisture until the indicator goes blue and put them back in the car.

Nigel Hilling was good enough to inform me that the ballbearing version of the gearbox spigot bearing that I had been told by a manufacturer was now obsolete was in fact available. (See also Letters & Emails in this issue.) By the time you read this the club stores should have some in stock to allow you to upgrade from the solid standard oilite bush (see last issue of *Sidevalve*). The bearing is common to both sidevalve engines. This is something I will need to do on the Siva at some point as the standard solid bearing squeals like a piglet at feeding time when cold ... I think this is because the secondhand input shaft in the gearbox is pitted where it enters the solid bush, despite there being some lubrication in place. All I have to do is remove the gearbox or engine and then the clutch, which is something to put off until better weather.

One of the tasks that I had been putting off for years has been to remove the fuel tank to sort out the leak around the filler neck – a common fracture point on all upright fuel tanks. Whereas the fuel tank is easily removed on all uprights, it is not so easy with the Siva as the tank is above the chassis, being mounted inside the rear seat base. Ordinarily one would

lift the body from the chassis to get the tank out. Instead I cut the top of the seat base out and took the tank out from the top – much easier. Finding someone to repair the filler neck joint after de-gassing the tank proved to be the first hurdle. There was only one radiator repairer in Weston Super Mare to choose from but unfortunately after two weeks no repair had been done. It never ceases to amaze me that people take work on, don't do it and then moan that they have few customers. All I could do was to take the tank away and find someone else, which involved a trip up the motorway to Avonmouth docks, at the mouth of the river Avon near Bristol. The work was done in two days as they were commercial vehicle cooling specialists where repairs are needed quickly. The tank was cleaned with an acid solution and flushed through. So, back with the tank into the car and an experimental fill of fuel, only to be greeted with a smell of petrol from an entirely new part of the tank. How disappointing ... Anyway, out with the tank to find a tiny area that was seeping but strong enough to withstand a determined prod with a small screwdriver. There was no evidence of rust but there appeared to be a weep from the baffle spot weld. The location was on the wrong side of the baffle which prevented an internal viewing. At this point I thought I would give one of the commercial tank sealing kits a try as I felt that it was best to endeavour to seal the whole tank. Just before Christmas I sent off for a kit that was made up of a degreaser, metal-prep and the sealing solution. The degreaser removes all of the gum, varnish and petrol before the metal-prep is poured in to give a secure foundation for the sealing layer. There were precise instructions on the company's website and an article in *Practical Classics* was also available. Once this process was completed the outer surface of the tank



Spigot bearing



Leaking filler neck on upright fuel tank

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was prepared for painting, but before that the porous area was reinforced on the outside with some fuel tank leak sealer – just a thin smooth skim.

Due to changes in radiator and fuel tank technology – from brass, copper etc. to aluminium core with plastic tanks and plastic fuel tanks – to all intents and purposes, most radiator repairers have become suppliers. The previous skills of soldering are now not needed on a day to day basis and presumably the younger members of staff are unlikely to be taught those traditional skills ... This whole process reminds one that some common services for our type of car are not as easy to find as they once were nor are they as cheap as cheap. To this end, please support other club members by letting Sally Litherland and Stuart Battersby know of services in your area for our FSOC directory on the website. The FSOC is not recommending these services as it will always be up to the individual members to satisfy themselves on the ground. Our use of these services will hopefully keep them going.

100E spares

At the end of November, Neil Patten and I made the long trip to buy some 100E spares

from Richard Owens in Powys – a long way from Neil's house in Dorset. Richard had accumulated a large number of 100E spares over the many years that he ran a 100E Anglia, RUX 504 (below). As Richard had sold the Anglia sometime earlier he had decided to clear his multiple garages to give himself some space for his other cars, one of which is a Morris Minor. Neil was able to use a works van with a ramp to collect the spares and we were able to fairly well fill the back of the van with engine, gearboxes and rear axles. Also included were many light units, electrical items, front wings, bonnets and front panel – so if you need something, contact Neil Patten with your requirements.



John Porter

Obituary – John York

In the first days of the New Year, Liam Cotton contacted me with the sad news that John York of Etwell, Derby had passed away. As were his wishes, John was able to spend Christmas and the New Year at home with his family. John and his wife Valerie were regular attendees at the East Midlands meetings at Woodville. In fact



John York with Valerie and granddaughter Katie.

John was at the first meetings of this relatively new group set up by Liam Cotton for this area, and at one early meeting came with his son, Tim, who is also into old cars.

John was the proud owner of a Ford Anglia E494A and a club member for nearly 20 years. The car will pass to son Tim to look after in Somerset, which is John's home county. John was born in Bristol and moved to Winford (near Bristol Airport) in his early years and he never lost his North Somerset accent – something I realised on our first meeting as I come from the same area. One of the tasks that John undertook last year was to repair the engine in the Anglia, which I seem to remember had a split in the block.

Sincere condolences from all in the FSOC to John's wife Val and their sons at this sad time.

Brian Cranswick

Events

Not long now for Drive It Day, and this is good reason to starting thinking ahead to make sure your sidevalve is sorted and roaring to go. I have a few jobs outstanding on my 103E that require fixing, so I had better get organised to ensure I am ready. The picture at right is from a previously held Cambs group Drive It Day meet-up, outside the George Hotel, Whittlesey.

Below are just a few of the events for 2017. For a more comprehensive up to date list, please refer to the events listing on the club website, or contact your local area group.

11th & 12th February, Great Western Classic Car Show, Royal Bath & West Showground, Shepton Mallet. Club stand. Contact Ivor Bryant if you want to display your car.

1st April, Detling Showground, nr Maidstone. Kent Group Club stand. Details from Richard Greenaway.

23rd April, Colne Valley Railway, CO9 3DZ – Three Counties Group meet up. Contact Robin Thake for further details.

23rd April, Drive It Day, Lakeside Lodge Golf Club, Fen Lane, Pidley, nr Huntingdon, PE28 3DF. Cambs Group meet-up. Contact Brian Cranswick for further details.

23rd April, All Kent Ford Show, Aylesford Priory, nr Maidstone. Kent Group Club stand. Details from Richard Greenaway.



23rd April, Drive It Day Run from Somerton. Somerset Group. Details from Tim Griffiths.

23rd April, Drive It Day meet-up, Bottle & Glass. Merseyside Group, tbc. Details from Joe Wheatley.

2nd May, Merseyside Group Club Stand, Culceth, tbc. Details from Joe Wheatley.

3rd & 4th June, Tatton Park Classic Car Show. Club stand. Details from Joe Wheatley.

9th June, for 7 nights: 3 Counties Group Sidevalve Holiday. Includes half board and all entertainment. At Warners Corton Coastal Village, Suffolk NR32 5HR. For further information please

contact Richard & Shirley Healey: 07881 623619 or 01442 244771; richard.healey@talk21.com.

25th June, Lymm Transport Festival, Lymm Village. Club stand. Details from Stuart Battersby.

7th August, Northern Sidevalve Day, Hebden Bridge Vintage Weekend. Early booking recommended. Details from Joe Wheatley.

13th August, Classic Car Show, Breamore House, Hampshire. Club stand. Details from Sally Litherland.

19th & 20th August, Tatton Park Classic car show. Club stand. Details from Joe Wheatley.

Jennie Thake

Membership Secretary End of Year Report

Firstly, thank you for the Christmas cards and greetings and thank yous to the committee, and particularly this year appreciation of the magazine that I received with the renewals. All the Christmas cards go on display around the house. Happy New Year to all Ford Sidevalve Club members, and thank you all who have paid their membership fees for 2017. If you are reading this then it means that you have paid up – thank you.

All the family came for a Christmas dinner

on the Tuesday after Christmas. As the grandchildren get bigger, our house seems to get smaller! The children had several electronic gadgets: particularly popular was the Virtual Reality viewer. The New Years Eve fireworks were very spectacular when viewed using this gadget, apparently! We had a good laugh as we sat down for dinner when Charlotte appeared wearing Harrison's baby coverall Christmas bib. It was a good fit for a 12 year old who kept it on all through the meal. I am sure she will end up

as a little ballet dancer.

I was looking through some 40-year-old club magazines last week, and on reading them it seems that the same challenges face the committee now as they did back then. One good advance is that the membership is now done on the computer, which even my granddaughters like to help me with under supervision. It was handwritten in the past and must have taken hours to sort out.

Happy Sidevalving New Year.

Nigel Hilling

Yorkshire

General info

We had our Christmas dinner at the Reindeer Inn in early December. Twenty four members, wives and friends enjoyed a good meal and a pleasant social occasion, topped off with the now customary singsong with John Duckenfield on the guitar. The dining room only holds 24 so we were full, therefore if anyone else thinks they might like to attend this year please let me know as we may need to consider somewhere bigger.

Meetings in 2017 will continue on the last Tuesday of the month at the Reindeer Inn. Please come along and join in, whether in your sidevalve or a modern car. One of the first events of the year will be Drive It Day on the 23rd April, although I have no details of events at this time. The York Historic Vehicle Group usually organise a run from York to Sherburn Aerodrome which is open to all but there will be a number of

other events around the region. I will put details of these and any other relevant events in the Yorkshire Regional News on the FSOC website. Once I have enough information a calendar of events will also appear on the Yorkshire page. I also send updates and general information out by email to those on my list. If you want to be added to that list then please email me.

Exeter Trial

The 88th running of the Exeter trial took place in early January. Nearly 300 car and bike entries set off from three starting points to converge on Haynes museum in the early hours of Saturday morning, with 14 observed sections and two special tests to follow. Stan the Anglia put in a sterling performance, only failing one hill, which was the infamous Simms that defeated all but seven of the car entries.

Our success was completely overshadowed when we heard the news of an accident on one of the hills that must have occurred just as we were finishing. A competitor in an open car had failed this particular hill and was attempting to reverse down when his car presumably went sideways and then rolled. The occupants were thrown out but the driver was crushed by the car and killed. A tragic occurrence and the trial abandoned. Whilst there have been various incidents and accidents on trials over the years, this is the first time anyone can remember a fatality in one of these trials since at least the 1950s.

Returning to a lighter note, Stan the Anglia performed faultlessly throughout the trial and the journey to and from the event, clocking up 800 miles in 48 hours. The photo, taken by my navigator Kevin Upson, shows Stan at the breakfast halt.



Richard & Trish Greenaway

Kent

End of year roundup

May I start by thanking all members for re-joining again.

Down in Kent we had another good year in 2016. We ended the year with 31 of us attending our annual Christmas meal which was once again held at Spadework, a charity run garden centre/restaurant for adults with learning difficulties. Unfortunately we had three who had to cancel at the last minute due to illness. As well as our meal we had our usual raffle which helps to raise funds for events during the year. We also had the presentation (thanks to Andy Main for the vote counting) of 'Kent's Favourite Sidevalve', as voted for by the general public at all shows where we have a club stand. In third place we had Ian Armstrong with his Doctor Who replica Ford Siva; second place went to Ray Perkins in his Model Y; and in first place, with a slender majority of 8 votes, it was our good selves, Richard & Trish Greenaway, with our 100E Prefect. Since we won it in 2014 and Ian won it in 2015 it's time a new name went on the shield, so if you

would like to be in with a chance of winning the 2017 Kent Favourite Ford Sidevalve Trophy and also get your name put on the 'JVS' Body Restoration Shield, make sure and book into all club stand events this year.

The year ahead

Regarding club stands, we are currently working on shows/events for the coming year. We will email our usual events/show leaflet out to all Kent members as soon as its finalised. If you currently don't receive our regular monthly news update, please give us a ring (number can be found on colour section in the centre of the magazine) and we will add you to our mailing list. Alternatively, if you are not on the Internet and would like a paper copy, just give us a ring and we will pop one in the post for you.

Talking of shows, the first few of the year are as follows:

- Heritage Show, Saturday 1st April, Detling Showground, near Maidstone
- Festival of Transport, Sunday/Monday 16/17th April, Chatham Dockyard
- Kent All Ford Show, Sunday 23rd April, Aylesford Priory, near Maidstone.

If any of you would like entry forms for any of the above please get in touch and I will get one out to you.

New faces on the scene

On the showground front, as long as all the regulars from last year are still with us we

should have another good year. This year we are joined by Ron and Tim. Both should have their Populars (103E and 100E) ready for the new show season by now.

Ron has owned his 103E for a long time now but has only in the last couple of years pushed on with it, saying that if he doesn't do it soon then he will be too old to enjoy it. I'm sure he would like to thank his son Gary through these pages for all the help he has given over the last couple of years; also thanks to wife Lyn for all the weekends he's spent in the garage, although talking to Lyn at the recent Christmas meal she's looking forward to getting out and about in the Pop with him.

Relative newcomer Tim Borrett purchased a 100E Popular from fellow Kent member Jeff Balderson during 2016. Since then he has sorted the mechanics, and stripped and repaired the bodywork, which has all been done from his lockup garage. Hopefully by the time you read this he should have it back from the spray shop and be getting it all put back together in readiness for the Heritage Show. No pressure, Tim!

For anyone who would like to look at both Ron and Tim's restoration progress, there's been a running report on Facebook: just search on 'Small Ford Side-valves in Kent'.

A third restoration currently underway in Kent is John Pearson with his 107E. Although I haven't spoken to John for a while, hopefully he will be out with us at a few shows this year. If anyone else is currently doing a restoration, please let us know about it. Better still, why not pop along to one of our regular monthly meetings, which are open to any members who would like to come along for the evening and talk to likeminded people. We do talk cars and not football or what's happening in the news. The meetings are held at the Early Bird in Maidstone (full details in centre of magazine) on the third Wednesday of each month, 8pm start.

Membership

Although the overall club membership in 2016 was slightly down, we managed to equal membership from 2015. I mentioned to John Duckenfield at the Regional Contacts Meeting that the Kent Membership was a couple down on 2015, but to my amazement two new members joined right at the tail end of 2016, which brought us up to equal 2015. Here's hoping we can push on in 2017 and increase it further. So if you know anyone who owns or is interested in small Fords then it's up to us, the current members, to push the club in their direction.



Richard Greenaway in better weather

John Pole

Hereford, Worcester & Gloucester

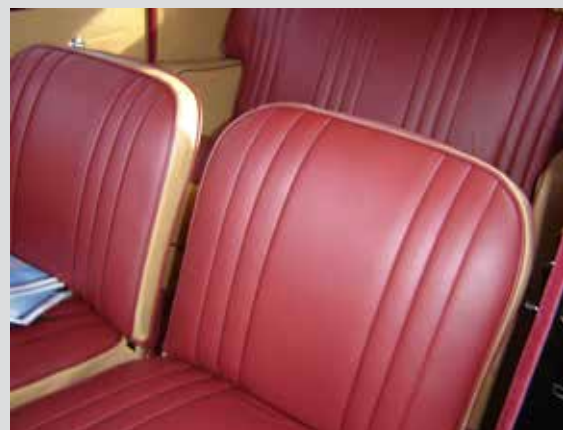
As we approached Christmas and the New Year, we all gathered together to enjoy a pub lunch and a drive.

Members present were Dave in his 300E van, Mike in his 1952 Anglia, Brian in his 1952 Prefect and me in my 1948 Prefect.

The star of the show was undoubtedly Brian's recently refurbished Prefect. It is now fully restored with immaculate interior and paintwork. It has an interesting history, being

used by the Herefordshire Constabulary CID from 1952 to 1956.

After a substantial lunch we set off following Dave through the back lanes of Herefordshire, the highlight being a run along the Much Marcle Ridge. The weather was dry but not clear, so we were unable to see the top of the TV transmitting mast as it disappeared into the mist, but this did not spoil our sense of adventure!



The interior of Brian's 1952 Prefect



Members in a car park

Fred Tutt

Surrey

Planning for 2017 for the Surrey region is underway and we will be in contact with FSOC members, with Surrey and South West London post codes, to get their feedback on the activities that they would like organised and that they would support.

The relaunch of the regional group in

2016 did not go quite as had been planned, mainly because it was difficult being an active Regional Organiser without having a roadworthy sidevalve on the road! Swopping a trusty 1954 Popular 103E for a 1952 Prefect E493A that was not as fully restored as I had hoped proved to be a difficult nut to

crack. The Prefect is not on the road as yet but I am hopeful that come the spring we will be in a position to build on the things that were achieved last year, with the help and encouragement of a hard core of Surrey members.

Liam Cotton & Peter Richards

East Midlands

Unfortunately our East Midlands report did not make it into the December magazine due to a technical fault so I must start this one with a few mentions from last year. Firstly I was privileged to meet with Mrs Ann Williams Saunders, who is a very kind and delightful lady; we had a lovely chat, and she showed me some pictures of her Ford Popular and told of its history. I met her through Facebook as she has kindly donated some old 1980s *Sidevalve* magazines to the club. Hopefully by the time you read this they will be scanned and available on the club website. Thank you very much for this kind gesture, Mrs Saunders.

We would like to welcome new member Mark Harvey to our group. Mark owns a 100E Anglia Deluxe (3-bar grille, seen at the NEC show). He bought the car from the Nottingham area and drove it home with the intention of customising it. After a couple of weeks driving it in standard form he has fallen in love with it and has dropped the customising idea in favour of a restoration to original spec. This proves that although 100Es are not fast they can still be enormous fun to drive.

To us the most important event of the coming year is the AGM, which is being organised by Peter Richards. This will take place at St James Hall in Barton under Needwood (just south of Burton on Trent) on Saturday June 24th. It is set to be a really good event with a road run in beautiful countryside after the meeting, and for those who want to make a weekend of it there is a visit to the Brewing Museum in Burton on the Sunday. If you wish to book for the Brewery Museum, please contact Peter or myself. There will be plenty of other events in our area including car shows, road runs and our regular meetings, so why not come along and join in the fun.

It is my sad duty to inform you that our good friend John York has passed away. We met John through the sidevalve club and he was a regular at our club meetings from the start. John was a very talented man and a first rate engineer. He owned a lovely Ford Anglia which he had restored to a pristine condition; it looked as if it had just come off the production



line. On the rare occasions that he could not attend our meetings he would always call me to apologise. I would insist that this wasn't necessary but he was so polite that he always did. With his soft spoken Somerset accent I

can only describe him as a proper gentleman. He was kind, modest and very knowledgeable; it was always a joy to spend time with him and he will be missed by us all. Pictures are of John's Anglia.

John Duckenfield

Regional Report

Isle of Wight

Let's start the year with some good news! I am very pleased indeed to inform members that the club has a new Regional Contact! Lucy Watson lives in Bembridge on the Isle of Wight and only joined the FSOC in October of last year, having recently purchased an E434A. Her first car was a Riley 1.5., then for twelve years she owned a Morris Minor. After an eighteen month gap Lucy has seen the light and is thoroughly enjoying Evangeline, her new sidevalve toy!

There are relatively few members living on the island but Lucy is keen to meet up with them in order to establish a small regional group. She writes, 'I'm really enjoying being the owner of a sidevalve and look forward to meeting other sidevalvers on the Island and beyond.'

Lucy plans to arrange an informal meeting of sidevalve owners at a conveniently located pub sometime in Spring. In the meantime, if you would like to make contact, Lucy's contact details can be found on the centre coloured pages. I know she will be very pleased to hear from you.

Are you interested in becoming a Regional Contact?

If you live in an area where there is no regional group or Regional Contact, and would like to meet up with fellow sidevalve owners living in the area, why not become a Regional Contact and establish a regional group? You can be a recently joined member like Lucy, a longstanding member (perhaps with a change of circumstance in life – recently retired, for example), male or female, younger or older. You don't have to be an expert – just an enthusiast who'd like to make the most of their club membership. There are no interviews to attend or application forms to complete. Providing you are suited to the role, all you have to do is get in touch with me and I will explain what is involved and the process that makes it all happen. You can then decide whether or not it's for you! It's as simple as that! I honestly believe you would find it rewarding and enjoyable – but there's only one way to find out!



Robin & Jennie Thake

Three Counties

Firstly may I take this opportunity to wish everybody a happy new year. I hope we have an enjoyable rally season, as we did in 2016.

Writing this report in early January, with grey skies and raining outside it is difficult to get out into the garage and get on with the planned jobs on the sidevalve ready for the coming season.

On the first Sunday of November I went on the London to Brighton Veteran car run as a passenger in a 1904 Daracq. This means I leave home at 2.30am to get the car to Hyde

Park for 5am to unload and prepare the car for a 7.30am start. We left Hyde Park on time but within a mile Terry (the owner-driver) said that it seemed to be lacking power, and so it was the first of four stops to sort out the carburettor. With the temperature below freezing, it was challenging (cold hands and petrol)! After stripping the carburettor and finding the problem, and a visit from the RAC man who could see we had everything under control (he gave us all a sweet and left – service for you

at its best), the car ran well for the rest of the day. Arriving at Brighton, the car was loaded onto the support vehicle and then we made the journey home, arriving back at 8.45pm (an enjoyable long day).

We have already booked into two shows so far, Rushden Cavalcade of motoring and the Colne Valley Railway Vintage Rally, which fortunately after much doubt is on after the Colne Valley Railway secured a substantial lottery award to buy the site.

Joe Wheatley

Merseyside

Well, here we are at the beginning of another new year. I hope it is better than 2016 with fewer people passing on and wall to wall sunshine from April to November. I can dream, can't I?

As our season finished in September I don't have much to report. Twenty-one of us enjoyed a festive meal at the Bottle & Glass on Monday 12th December, which made an excellent start

to the festive season. I continue to monitor posts on the FSOC pages of Facebook and chip in when I think I have something to offer. I would encourage anyone to join in as the technical discussions in the FSOC Members Lounge are well worth reading and are an excellent way of sharing knowledge of our cars.

I'm already starting to put together a list of events for 2017 with all the usual favourites

and, hopefully, some new ones as well. Our Tatton Park shows are confirmed for 3rd & 4th of June and 19th & 20th August. Please get in touch if you would like to join us at these, or any other North West events. The picture is from last year's June show.

A belated Happy New Year to you all.



Yvon Precieux

Pre-War Register

Registrar's comments

A new year and I am getting older. My 1938 3-wheeler Morgan is now primed up and ready to go, after some tweaking of the brakes to bring them up to a decent stopping mode, even though braking is just on the two front wheels. I have also installed a 'Scottoiler', that lubricates the chain via the suction from the Ford engine, and I hope to start on the dismantling of the problem engine of the Cheetah and hope this will be ready for the new season.

Further correspondence was received from Frank Conroy who is trying to locate a truck type cover for an army pick up, identified from a photo of an army 7W in the pages of the December 2016 issue. The truck cover is made from the old fashioned tarpaulin material.

Those Ford Prefects

Dave Frost is assisting a Hungarian Prefect owner, a non-member, who bought a car from the UK that does need some sorting. It's a 1939 model and one of the first questions asked concerned the switch that turns on the interior light. Dave advised that the parts book lists a separate switch that is sited on the B post as on his 1947 car. However the switch on his own Prefect is of the Bakelite type, so Dave queried if the earlier models had a different

switch fitted into this panel. Regrettably I do not have photos but the switch installed on the earlier Prefects was of an 'art déco' design that was chromed. Dave's own car also has Bakelite sun visors that came with the car, and a spare that he located from a similar age Anglia. Certainly it would seem that some Prefects had this type of visor as Bakelite was all the rage then. The Hungarian it seems also wants a 1939 type bonnet and hinges. These are impossible to find as they are quite different to the later models. From the information, the car seems possibly to be the vehicle owned by an Eamon Docherty, a previous member of the FSOC. Dave's other Prefect is a 1500cc Spitfire engined Prefect that has now done about 600 miles, although still not finished inside. At the same time he is also restoring a very original 1947 Prefect, albeit with just a few mods such as all-steel roof as on the 1500, and flashing front indicators (in the headlamps), flashing stop lamps and flashing bulbs in the semaphores. In appearance it should look 99% original. Engine lightly tuned with 8 head and separated inlet manifold, so no hot spot.

Change of ownership

Clive Llewellyn dropped me a line on his new acquisition, an 8hp Ford Y, a February 1934 model. Unfortunately the previous owner, Pierre

Terlinden, did not have the original logbook, so Clive does not have any information about owners previous to him as he did not buy the car directly from Pierre, but via a garage, Automobiles Vanderveken (Paul Grant) in Brussels. The information available is that the car was built in Dagenham in February 1934 and registered in Kent in March 1934. One of the car's earlier owners had sold the original registration AKT 145 and replaced it with GGD 415. When Clive purchased the vehicle it was registered in Belgium with the old-timer registration of O ACJ 617. From the information supplied the car is in beautiful condition, a maroon/black, but regrettably has a problem with the steering, which is very loose. Clive is striving to find a replacement steering box and here possibly the club may be able to assist. (Photos 1 and 2)

Early Ford cylinder heads

The early Ford head and sump gaskets like the engine blocks may look similar but are not all the same. The early 8hp Ford cylinder heads (1932-34) do not normally show any designated Ford or Ford prefix (Y or 19E) lettering and do require different gaskets as the engine blocks and heads differ slightly in width. Also, 18 mm Champion 7X spark plugs were used. The 32 engine head gasket carries the part number



Photo 1



Photo 2

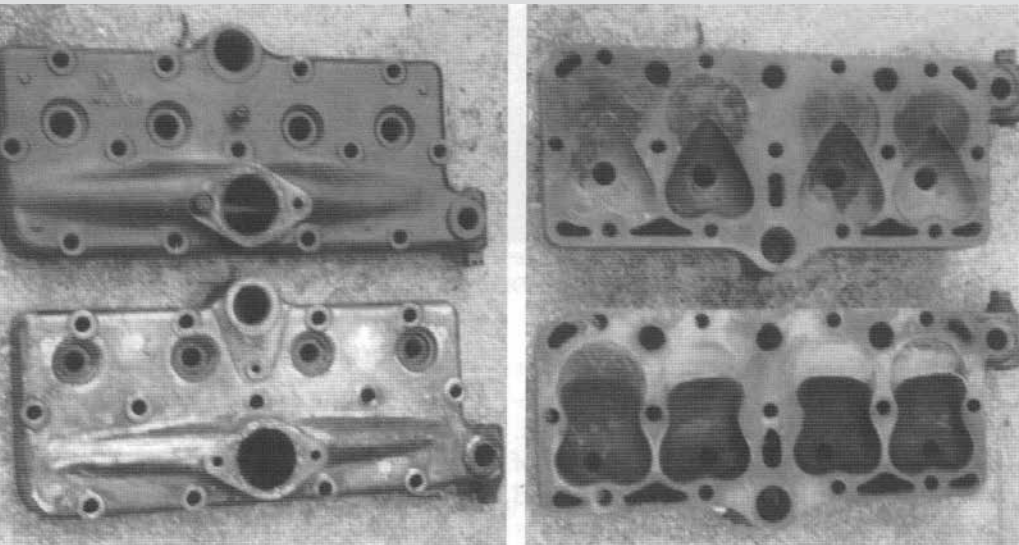


Photo 3

Y6051 whereas the post 34 engine uses part no YE6051B to fit the wider block. The privilege of the A prefix, CE6051A being granted to the Model C block is the landmark for all later Ford 8 and 10 engines from 1935 onwards.

The combustion chambers in both the early Ford and Silvertop aluminium heads were manufactured heart shaped, and unlike the later cylinder heads have their plugs central on the cylinder head directly over the 'heart' shaped combustion chamber. These heart shaped chambered heads (Silvertop and Ford cast iron) can only be used on the very early 8hp engines with their own associated gasket. This initial head combustion design, although fine for an earlier era (T head design), was proved to be inadequate for the newer turbulent (L head) engine technology of the thirties. The first aluminium cylinder head (Silvertop) was actually quite well made, but received a poor reputation, not because of its manufacture and higher compression,

but partly due to its out of date combustion design and unavailability of a proper corrosion resistant coolant, a situation that is still with aluminium automotive parts today if antifreeze is not used. With the inlet valve being not on the centre line of the heart, the fireball from the spark could not develop evenly within the heart combustion chamber, possibly causing unburned fuel to enter the cylinder and hence late combustion.

It is said that a few cast iron Ford cylinder heads with heart shaped combustion chambers do exist with the use of the later 14ml plugs, but I have never come across one. However the potential was there and the dealerships, with Ford's blessing, introduced the late 1934 accessory item 'Alta' 8 and 10 hp aluminium cylinder heads. Oddly enough, fewer of these seem to have survived than the Silvertop cylinder head, especially as they received the revised and more efficient engine combustion design with a new positioning for the 14ml

spark plugs and combustion chamber, the layout of which has remained more or less the same throughout the Ford 8 and 10hp standard cylinder head range.

Photos 3-5 show the early combustion chambers for the Silvertop and Ford heads with the central spark plugs and the later combustion chamber and spark plug position. Of note is that on a sidevalve engine, a broken valve spring cuts down the power, but does not lead to any bent valves or shattered pistons, as similarly the sidevalve engine simply cannot be damaged by over-speeding – unless of course you don't put any oil or water in. Thus the sidevalve design is unrivalled for engines which have to run unattended or under remote control, as used in driving pumps/generating sets/boats and even mechanical elephants.

Finally, the Ford sidevalve engine could be sleeved down to 1099cc to run in the 1100cc category using the early Y conrods and Singer 9 pistons, and exactly this was done to the 1938 Le Mans entrant that survived the race carnage and came 14th, so you can forget about the GT40s as this remarkable Ford sidevalve was the first Ford to compete at Le Mans.

Photo 3 at right shows the early Ford 1932-34 cast iron cylinder head with its heart shaped combustion chamber front and back, with the spark plugs holes at the combustion chamber. The left part of the photo illustration shows the 1934 cast iron cylinder head with a revised combustion chamber with the spark plugs now set closer to the valves.

Photo 4 shows the Silvertop head with the heart shaped combustion chambers and use of 18ml plugs at the heart of the combustion chamber.

Photo 5 shows the top of the Silvertop head and its relative position re the spark plugs.



Photo 4



Photo 5

Tony Lloyd

100E Register

Register forms

Those of you who regularly read the register notes in *Sidevalve* will have noticed that recently I have been asking for anyone who has not sent one in, or who wants to update their details, to let me know either by email or by post and I will get one sent to them. To aid you in filling in the form I thought I would go through some of the more difficult aspects of this.

The register form asks for numbers that are unique to your car. These are the chassis number, the engine number, the Briggs body number and the trim and paint code.

Chassis number

Firstly, let us consider the chassis number. If you open the bonnet and go to the driver's side of the car you will notice that close to where the bonnet corner closes over the bulkhead there is a circular round plate secured by three nuts. The chassis number is engraved into the bodywork around the outside edge of this circular plate. It will start with a star shape followed by the actual number. This is in the form 100E-XXXXXX where X are the number. It will end with a star shape.

Engine number

The original engine number appears on the Ford product plate, which is normally situated attached to the inner wing just above the battery. However, this engine number may not match the number on the engine that is installed in your car. This is because the engine gets changed from time to time during the life of a car. To check the number of the engine that is installed in the car you need to look just above the generator mounting bracket. The generator is the cylindrical unit with a pulley on the front end that is driven by the fan belt. The engine number is located just above the mounting bracket and is engraved into the engine block, and should take the form 100E-XXXXXX.

Briggs body number

Ford bodies were manufactured by a company called Briggs and they issued a unique number to each body produced. The factory was situated in Dagenham, right next to the Ford plant, and they were eventually incorporated into the Ford Motor

BRIGGS BODY NUMBERS			
	Standard	Deluxe	
Anglia	450 1953-55 450B 1955-57 450D 1957-59	450A 1955-57 450E 1957-59	
Prefect	451 1953-55 451B 1953-55 451D 1957-59	451A 1955-57 451E 1957-59	
Popular	456 1959-62	456B 1959-62	
Squire	452B 1955-57 452F 1957-59		
Escort	452 1955-57 452E 1957-59 452D 1959-62		
	5cwt	7cwt	7cwt Deluxe
Thames	455 1954-55 455 1955-57 455F 1957-59 455 1959-61	455 1955-57 455 1957-59 455 1959-61	455B 1955-57 455H 1957-59 455 1959-61

Company. Each number had a prefix, depending on what model of the 100E it was. All 100E Briggs numbers begin with 45. In the beginning the only model produced was the standard Anglia and this was given the prefix 450. When the standard Prefect started to be produced this was given the prefix 451. When deluxe models began to be produced then another letter was added to this number. The table shows a list of the model numbers, with years.

Trim and paint code

The trim and paint code takes the form TC/xxx/xx, where TC is trim code followed by a three figure number which gives the trim colour, followed by

one or two letters which gives code for the paint colour.

Dutch 100E Popular Deluxe – part of the family for 55 years

I have received the following from Michael Eversden in Holland about his 1961 Popular – Tony.

It was on 3 June 1961 that my grandfather drove away from the Tarpots Service Station in Benfleet, Essex, the proud owner of a brand new Ford Popular Deluxe, finished in Pompadour Blue, reg. no. 715 XHK. He was 66 years old and this was his first car. He had just paid £372 10s for the



car (including heater), plus £156 purchase tax and £2 10s extra for wing mirrors.

For the next 14 years the car was little used, mostly for transporting Mrs E. the four miles to do the weekly shop in Basildon and the occasional jaunt all the way to Canvey Island. As a toddler, when I went down to visit from London, the highlight of my trip was being allowed to get in the (always garaged) car, to tug on the gear lever and manoeuvre the giant steering wheel from left to right.

In 1974 my grandfather decided to give up driving and he gave the car to me. It had 42,000 miles on the clock. When I passed my test the following year the trusty 100E was my pride and joy and I not only drove to school in it, but travelled the country. Down to Cornwall, up to Yorkshire and even over to France. These long trips were always a major undertaking and we frequently suffered ignition or overheating breakdowns.

In 1980 I got a job in an orchestra in Groningen, The Netherlands, and the 100E, being part of the family, was imported resulting in a new reg. no. GJ-80-TY. For the next five years the car was used almost daily but in 1987 a piston broke and it was at that point I was forced to upgrade to a 'modern' vehicle. The Pop then underwent a major restoration which took a couple of years, a great deal of welding, a re-spray, and the engine being excellently reconditioned locally. When done, in 1989, we drove all the way to Scotland – a round trip of over 2,000 miles with amazingly no breakdowns. We were young and brave then – roofrack on top and two small children in the back. Seat belts? What seat belts?

Nowadays I enjoy driving the Popular along country roads in Holland in the summer months, now with a period number plate DE-40-99. As classics cars are fairly rare here, heads always turn as we drive by and everyone is always very curious to have a closer look, especially under the bonnet. In 2014 I made a solo CD and if you look carefully at the photo in the booklet, the Pop is to be seen lurking in the background!

This year I updated the ignition (Powerspark) which now means excellent starting every time. I have also fitted a non-electric period-style water temperature gauge, bought locally in Holland and often used on tractors, which works extremely well. I also tracked down a heater control switch (made by Napa Echlin. still available in the USA and now often fitted to hotrods etc.) to replace mine which had died. It is nearly identical to the original fitted in 1961.

The Anglia or Prefect 100E (left-hand drive being designated 101E) was exported from the UK to Holland between 1953 and 1959, but as far as I know, the 'New' Popular (1959–1961) was never seen on Dutch roads.

Tony Lloyd

107E Register

Register newcomers

I must admit that I do not always keep information that I receive about cars up to date. Prominent amongst this are the copies of membership application forms that I receive from the membership secretary. During the Christmas holidays I was sifting through these forms and found among them three 107E cars that were not previously known to the register. One of them is quite an old one and I do apologise to you about this.

First of these is a maroon 1960 107E, 732 UYP. This was previously owned by Luke McRae. This car was originally registered as YUM 773 and is now owned by Andrew Wood of Berkshire.

Secondly is black 107E, XHJ 521. This was owned by James Cockie but is now owned by Lesley Winn of Essex.

The third car is blue/grey 107E, 268 YUA.

This car was owned by Peter Quinton but is now owned by Alan Goose of Nottingham.

Register forms

I know that I do keep on about register forms in the 100E Register notes. If you are a 107E owner, the same applies to you. In fact, it applies to all members of the club that do own a sidevalve Ford. *Your car needs to be registered* with the club via the appropriate register. If you need a form, just drop me a line or send me an email and I will send you one. It is as simple as that.

Unknown 107E

The photograph is of an unknown 107E that I found among the register photographs. Perhaps somebody will recognise it. If you do, please let me know.



Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

In early October Tony Lloyd undertook an inspection for me on a member's Anglia as part of the process to obtain the original registration, and missed the deadline for the December edition for me to thank him.

I have just received a letter from a member to inform me that he has sold his 103E Popular so that I can amend the register records.

This was most kind of him as so many of our sidevalves have been sold over the years and never been reported, so that many of the register records are regrettably very out of date. So if your sidevalve has changed owners in the past or future, please let me know by letter or e-mail. Thank you. Also, don't forget to pass on details of the club to the new owner.

Railway connections

Most major industries and smaller ones had connections to the railway network, either to bring in raw materials or dispatch finished items. Coal trains would have also run direct from the coal fields to serve the furnaces etc. of major industries and for some to produce their own electricity.

Smaller size industries may have just had a siding or two for their deliveries/dispatches whilst major manufacturing plants had extensive internal railway systems, often of many miles, to serve various buildings. The major motor manufacturing plants had extensive internal railway systems and the Ford Motor Company was no exception.

The Ford Motor Company (England) Ltd purchased 600 acres of waste land on the north bank of the River Thames at Dagenham in 1923. The barren marshland required thousands of concrete piles to be sunk to support plant, which became the largest plant outside of North America, and included its own blast furnace and steel making plant. A jetty was constructed on the River Thames and much infrastructure including roads and railways was required to support operations. Since the 1970s the internal rail system has fallen into disuse and later removed, leaving a much rationalised system. With an overnight

freight service now using the High Speed 1 rail link to the Channel Tunnel, the Ford Motor Company has taken up the opportunity to run overnight services from its European plants to Dagenham.

With most of our sidevalves being produced at the plant, the fleet of steam and diesel electric locomotives would have played a part somewhere in their construction and are an overlooked subject.

Ford Dagenham locomotives

Steam

The internal railway employed 0-4-0ST and 0-6-0ST steam locomotives built by Peckett & Sons. Briggs Bodies used a 0-4-0ST Peckett & Sons No. 1861, built in 1934 and numbered 6 in the Ford numbering system, which had its own little shed.

This was one of three that survived in service until late 1968. The remaining two other Pecketts were No. 1890, built 1936 and numbered 7, and No. 2154, built 1954 and numbered 8 in the Ford numbering system. None of the steam locomotives were preserved following withdrawal.

In 1946 the painter Terence Cuneo (1907–1996), known for his passion for engineering subjects, particularly locomotives and the railways, and his wide range of specialist military works was approached by the Ford Motor Company to produce four paintings. One of his commissions depicted the Thames jetty, 'Loading for Export at Ford's Dagenham'. It features one of the Pecketts alongside blue tractors and a number of E04A Anglias and E93A Prefects. One E93A Prefect is on a small platform being swung out from the jetty with one already loaded. Perhaps to be expected, all the cars are painted black.

Terence Cuneo is perhaps most famous for including a mouse somewhere within his paintings since 1953. The mouse was introduced following his cat catching one and presenting it to him as a gift whilst working in his studio.

Over the years I have attended photographic charters and in early 2001 I received details

of one to be held at Dagenham. On Saturday 19th May a family fun day was to be held with a black 0-4-0ST Peckett steam locomotive hired in to give two mile rides around a the plant. The photographic charter was held on the following day. With the aid of fablon on which Ford had been overprinted it looked the part as one of the long lost fleet on that sunny day. The Peckett hauled freight wagons and Ford Anglia 105Es, Cortinas, a Zephyr and a Zodiac added to the cameo scenes.



Photo 1. Crossing over one of the internal roads.

Diesel electric

Three diesel electric locomotives of 44 tons weight were ordered from British Thomson Houston in 1931 and delivered in 1932, for hauling hot metal and slag and to carry out general shunting operations over a distance of about a mile, between the Company's jetty on the River Thames and the Tilbury main line. As they were required to work across the main line to the Ford sidings, they were built to the main line railway loading gauge. They were the first diesel electric locomotives to be built by British Thomson Houston and one gave a demonstration run, hauling freight on the Dagenham-Purfleet main line at a maximum



Photo 2 shows Ford No 1 at Northiam station, having arrived from Bodiam on the second return journey on 2nd May, hauling three vintage carriages.

top speed of 35mph.

The locomotives were a great success and were in service for 34 years, with each locomotive estimated to have run in excess of 25,000 hours. Just after the war, the Allen 6SR27 diesel engines were stripped for the only time, for rebuild, and little wear was found on the crankshaft journals.

Ford No 1 was acquired in 1966 through the generosity of the manufacturers, the AEI group, by one of the members of the fledgling Kent & East Sussex Railway Preservation Society that had been formed to preserve the ex British Railways branch line. Ford No. 1 by now was fitted with the engine from No. 2, that locomotive having been cannibalised in later years to provide spares. Ford No. 1 was delivered to the railway at Tenterden, Kent on 7th July 1966, becoming K&ESR No. 16. Following an inspection of the bogies it was fully operational again in the November and used for hauling works trains.

The British Railways branch line closed to passengers in 1954, with freight services surviving between Tenterden and Robertsbridge until this section closed in June 1961. The preserved K&ESR railway reopened in June 1974 from Tenterden with further

extensions opening over the years to Bodiam. The final goal of running back to Robertsbridge hopefully will occur within the next five years.

Ford No. 1 over the years has been used on engineering trains but now sees little use. Whilst stabled on a siding at Orpins Curve, just outside Rolvenden station, the paint work deteriorated from outside uncovered storage but early in 2016 some bodywork repairs were undertaken. Hauling passenger trains now being very rare, as an additional attraction the railway advertised that it would run on the two May Bank Holiday Mondays in 2016. Two return journeys were made on each day between Tenterden and Bodiam a distance of eleven miles.

Between Rolvenden and Tenterden the gradients are as steep as 1 in 35 in places so Ford No. 1 was assisted by another locomotive. At the time of writing it is unknown if this will be repeated again this year.

Register 25 Years Ago – Sidevalve News, February 1992

A comprehensive article on Rumsey Ltd, the Main Ford Dealer in Bristol 1911 to 1966 was supplied by Malcolm Wells, E83W Registrar,

through his friend John Cottrell. John worked for them between 1960 and August 1966 when the company was sold. On the same day the Ford Motor Company withdrew the main dealership from them.

Roger Garrard from Dagenham, Essex had newly acquired his 1954 103E Popular, and since completing his register form had followed it up with an article. I took up an offer to visit him/the car as we passed his house on the way to visit the inlaws. JHM 221 was the Popular registration whilst Roger's son's Ford Cortina's registration was MJH 34F, the first letters of both cars being reversed.

John Martin purchased a disused 103E Popular from Sevenoaks and moved it to Maidstone, Kent with the help of his father's Ford Transit van. The smaller body parts were transported inside with the body shell secured to the Transit roof. The heading I gave it was 'very perpendicular'. John restored the Popular and another since, and has owned many other classic vehicles of various makes since, re-joining and leaving the club depending on vehicle owned.

A tax disc running out on 29-2-92 would be a rare collector's item and a numerical palindrome.

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

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

Regalia List

Books

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

Stickers

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

Magazines

Binder for Club Magazines (holds 2 years).....	£10.99
Following back copies of Sidevalve News available.....	£1.30
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, October, December	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	
2014 February, April, June, August, October, December	
2015 February, April, June, August, October, December	
2016 February, April, June, August, October, December	
2017 February	

Leaflets

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

Models

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

Badges

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

Clothing

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

T-Shirts

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

Other Regalia

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

Spares List for 8 & 10hp Type Models

Wheels, Hubs and Drums

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

Braking System

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

Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans.....	£65.00
	Track Rod Ends (pair) E83W.....	£60.00
YE-3304C	Draglink (Y model).....	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£77.50

YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50
YE-33111	King Pin Set, complete (Model Y).....	£70.00
CE-33111	King Pin Set, complete (Model C).....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£79.95
E83W-33111	King Pin Set, complete (E83W).....	£59.00
Y-3446	Front axle A-frame Bush (fits all models)	£6.85
353031	Lubricator (grease nipple) each, please specify straight / 45 degree / 90 degree.....	£2.30
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
YE-3616B	Horn Button and Nut (Y model).....	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£8.55
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four)	£29.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size.....	£2.75
E493A 4050	Retainer (rear axle shaft grease).....	£9.95
YE-4209-F	Gear (rear axle) and driving pinion assembly	£340.00
Y-4217	Bolt (diff gear case).....	£5.20
18-4217	Bolt (diff gear case).....	£5.40
Y-4243	Key (rear axle shaft)	£6.00
EB-4245-A	Retainer (rear axle shaft grease).....	£10.25
Y-4507	Gasket (torque tube to differential housing cap)	£1.78
7W-4507	Gasket (torque tube to differential housing cap)	£1.78
Y-4515	Gasket (universal joint housing cap)	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.20
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99
Y-4655	Torque tube bearing sleeve.....	£9.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W.....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W.....	£25.00
	Front Offside Shock absorber (E493A, E494A and 103E only)	£115.00
	Front Nearside Shock absorber (E493A, E494A and 103E only)	£115.00
	Rear Offside Shock absorber (E493A, E494A and 103E only)	£115.00
	Rear Nearside Shock absorber (E493A, E494A and 103E only)	£115.00
	Front Offside Shock absorber (E83W only).....	£95.00
	Rear Offside Shock absorber (E83W only).....	£95.00
	Front Nearside Shock absorber (E83W only)	£95.00
	Rear Nearside Shock absorber (E83W only)	£95.00
	Suspension Buffer (fits all models except Model Y)	£25.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£85.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents	£85.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£150.00
Exhaust Systems		
Y-5230	Model Y stainless steel exhaust system (collection only).....	£147.00
E04C-5230-A	5cwt stainless steel exhaust system (collection only).....	£129.00
E83W–5230-A	E83W stainless steel exhaust system	£185.00
E93A-5230-F	Prefect and 7W stainless steel exhaust system.....	£199.00
E93A-5255-C		
E93A-5230 -F	Anglia, 103E and 7Y mild steel exhaust system.....	£190.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp.....	£9.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular	£39.95
Engine Parts		
E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines)	£12.95
Y-6023	Timing Pin	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
	Front Engine Mounting bolt	£2.00
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95
	Insulator (Engine Rear Support) complete, per side	£21.95
E93A-6250A	Camshaft (Chain Driven)	£62.75
E93A-6270	Timing Chain.....	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger.....	£2.85
E93A-6310	Crankshaft Oil Slinger.....	£2.90
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide)	£25.00
E93A-6510B	Pair Valve guides	£45.00
E93A-6510B	Four Valve guides	£85.00
	Valve guide (per set).....	£170.00
	Short Length Valve (exhaust and inlet available)	£7.00
CE-6505A/B	Long Exhaust Valve (Can also be used as inlet).....	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50
Y-6520	Valve Cover (fits all engines).....	£15.95
100E-6521	Gasket, valve chamber cover.....	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)....	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-6623	Oil Pump Screen (fits all engines).....	£9.77
	Stainless steel dip stick tube	£30.20
	Main Bearing Set (std, -0.010”,-0.020”,-0.030”,-0.040”, -0.060”) (fits all engines)	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Set including rings(s, +0.020”, +0.030”, +0.040	

CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.35
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly).....	£6.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£13.95

Ignition System

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

Electrical System

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only.....	£29.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£135.00
YE-11001C	8hp starter motor (exchange-send with order).....	£125.00
E93A-11048	Screw (brush end plate retaining).....	£3.00
7W-11359	Spring (starter pinion retaining).....	£1.70
BE-11450	Starter Switch.....	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E1 ADKN 13047	Bolt (Head lamp doo catch swivel) and	
E1 ADKN 13050	Nut (Door catch swivel bolt barrel).....	£6.50
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
E04A-13016	Catch head lamp door.....	£4.50 **
E93A-13016	Catch head lamp door.....	£4.50 **
7V-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for E83W).....	£1.62
CE-13061	Retaining Clip (“W” clip) (holds headlamp lens in rim for 103E).....	£1.62
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£1.42
CE-13101	Spring (headlamp focusing).....	£1.60
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside.....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin.....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W.....	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (ncludes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb).....	£26.00
	Model Y Semaphore Direction Indicator (6volt only) (exchange only).....	£70.00
	Model C Semaphore Direction Indicator (6volt only) (exchange only).....	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.95
	E83W Bonnet Corner Pads (Pair).....	£15.45
	E83W Bonnet Corner Pads (Full set).....	£19.25
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover.....	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£25.00
E93A-7002060	Bumper (cowl side panel to tonnet).....	£1.80
E93A-7002060	Two bumpers (cowl side panel to tonnet).....	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00

40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£6.00
48-702610A	Door post rubber bumper – pair bumpers.....	£11.00
48-702610A	Door post rubber bumper – four bumpers.....	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors).....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£3.00
	Roof weatherstrip (enough for 103E or E494A roof).....	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

Miscellaneous Body Fittings

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, “Thames” (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.95
E83W-8215-A	E83W Grille Badge Mount.....	£19.50
7W-16523-B	Shield (radiator splash) assembly.....	£85.00**
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model).....	£19.95
	Starting handle.....	£46.00
	Tube (starting handle guide) assembly plus Shield (radiator splash) assembly plus Starting handle (103E).....	£135.00**
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W, state model).....	£26.00
	Speedo Cable (E83W).....	£23.95
C46412AR	Dovetail (female).....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£50.80
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£19.50
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£1.00
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E).....	£17.50**
BE-964280-H	Window Winder Handle.....	£5.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£14.30**
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£16.95
	E83W wing mirror.....	£19.99
	Bakelite screws (enough for a complete E494A/103E).....	£1.99
	Bakelite screws (enough for a complete Prefect).....	£2.35
	Set of screws for 103E floor.....	£9.95

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

Rear Brakes

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

Steering and Front Suspension

E55-DB1	Top suspension mount.....	£42.00
E55-DB1	Pair top suspension mount.....	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£202.00
100E-1190	Hub seal 0.983”.....	£7.00
105E-1190	Hub seal 1”.....	£7.00
Y-1202	Hub bearing inner 0.983”.....	£35.50

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

105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer	£35.50
E-20-LB-1	Stud and bush	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£18.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style)	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£1.90
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Wheel bearing set (per wheel for 0.0983" diameter stud axle)	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle)	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle)	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063	£30.00

Rear Axle

100E-1107	Wheel stud	£4.00
100E-1175	Rear hub seal, original material	£13.70
100E-1175	Rear hub seal, modern neoprene	£7.00
E493A-4050	Retainer (rear axle shaft grease).....	£9.95
100E-4209	Crown wheel and pinion	£80.00
100E-4235	Half shaft	£32.00
100E-4676	Pinion seal, 100E only	£7.00
100E-4851	Flange (propshaft)	£18.00
100E-5713	Bar rear spring shackle-inner	£5.50
100E-5719	Bush rear spring shackle (set of 4).....	£8.00
100E-5781	Rear spring eye bush	£7.00
100E-5781	Pair rear spring eye bushes	£12.00
100E-7091	Yoke (propshaft)	£12.00
100E-18080-A	Shock absorber	£45.00
E7-ED-1	Rubber bush (bottom shock) (2).....	£5.98

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-6065	Set of 14 cylinder head bolts.....	£18.00
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")	£66.00
100E-6261/2/3	Camshaft bush set (std, -0.005").....	£40.00
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025"	£22.50
100E-6331	Main bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover	£5.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4)	£30.00
100E-6507	Inlet valves (per set of 4)	£28.00
100E-6513	Valve springs (per set)	£30.00
100E-6714-B	Oil filter element.....	£6.50
100E-6763B	Oil filler tube	£15.00
100E-9278	Oil pressure switch.....	£8.85
100E-9448	Manifold gasket, 100E only	£6.50
	Manifold stud	£5.95
E55Z1	Conversion gasket set.....	£27.00
E81Z1	Decoke gasket set	£27.00
	Conversion and decoke gasket sets.....	£51.00
353000ESA	Core Plug.....	£3.50
	Big end bearing set (std, -0.010", -0.020", -0.030", -0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£27.00

Clutch and Gearbox

E66-Z-1	Master cylinder repair kit.....	£12.50
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£15.50
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£14.95
100E-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
100E-7114B	Gear and bush assembly.....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
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 *).....	£68.00
100E-17286	Ring speedo gear retainer.....	£3.20

Cooling System

100E-5255	Thermostat housing gasket.....	£2.20
EOA-8100	Radiator cap, fits 100E and 107E.....	£5.40
100E-8115	Radiator drain tap (not original).....	£5.50
100E-8275	Water inlet tube	£14.00

100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only	£15.80
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order).....	£58.00
100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat	£7.50
EOTA-8620-C	Fan belt, 100E only	£7.00

Fuel System

	Locking petrol cap (stainless)	£14.95
	Fuel pump with spacer (no primer).....	£45.50
	Fuel pipe (pump to carburetor).....	£11.80
	Petrol filler grommet	£12.50
	Gasket (fuel tank sender).....	£1.60
100E-9276	Flexible fuel pipe.....	£16.90
100E-9288	Fuel pump gasket.....	£1.60
&-9374	Hot spot gasket	£3.75
100E-9437	Carburettor flange gasket	£1.95
100E-9502	Carburettor gasket kit.....	£7.50
100E-9627-A	Rubber (air cleaner).....	£8.95
100E-9959	Gasket carburettor float chamber.....	£1.95

Electrical

EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *)	£65.00
105E-10043	Brush set	£4.75
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals).....	£39.00
E0A-10505-D	Voltage regulator (screw type terminals).....	£42.00
100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
105E-11057	Brush set starter motor.....	£4.75
EOTA-11375	Starter pinion spring.....	£4.50
204E-13007A	Headlight bulb pre focus 40 / 50 watt.....	£6.20
	Stop/tail bulb, 12v, 21/5 watt.....	£3.20
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E-134641-C	includes fixing screws.....	£12.95
50563-S	Pair of rear red tail light lamp lenses	£22.60

Ignition System

	Set 100E ignition leads	£14.95
100E-12029	12v Ignition coil.....	£44.50
7V-12098	Nut H.T. lead distributor cap (set of 5).....	£4.50
	D type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange £10 surcharge)	£50.00
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type).....	£17.00
100E-12199	Contact set (D type distributor only)	£17.20
EOTA-12199-C	Contact set (round type distributor only)	£17.20
100E-12200	Rotor arm.....	£5.85
100E-12300-B	Condenser (D type distributor only)	£9.90
105E-12300-A	Condenser (round type distributor only).....	£9.90
100E-12405-T	Spark plug	£4.08
	Set of four spark plugs	£13.00

Badges

100E-16185 / 9	Triangular wing motif	£15.25
E6AJ-1	Prefect boot script.....	£16.00
100E-16606	Prefect bonnet	£16.00
E5AJ-1	Anglia boot script	£16.25
100E-16606	Anglia bonnet	£16.25
100E-16606-G	Popular bonnet	£16.25
100E-16850	Bonnet 'V' motif	£35.50
100E -7042514	Popular boot script.....	£16.00
	Deluxe boot script.....	£16.00

Miscellaneous

E40GB1	Gear lever gaiter.....	£25.50
100E-17262	Speedo cable.....	£22.50
100E-7029744	Rear side window rubber per side (2 door model)	£15.50
100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
100E-7043531	Boot T handle escutcheon rubber seal	£5.95
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£12.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
107E-8260	Top radiator hose, 107E only	£14.20
107E-8286B	Bottom radiator hose, 107E only.....	£15.40
105E-8620	Fan belt, 107E only	£6.80
105E-9448	Manifold gasket, 107E only	£7.00
107E-9959B	Float chamber gasket	£2.45
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only)	£17.20
105E-12300-A	Condenser (round type distributor only).....	£9.90
105E-10043	Brush set	£4.75
105E-11057	Brush set starter motor.....	£4.75

Adverts placed by mail will be posted on the club website (www.fsoc.co.uk) as soon as possible after receipt, then in the following issue of *Sidevalve*. Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

This page contains a selection of our latest adverts. A greater list is on our website under Benefits & Services/ Classified Advertisements for *Vehicles for Sale and Wanted*, and Members Area/Classified for *Items for Sale and Wanted*.

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

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 Vehicles for Sale

1959 300E 5cwt van . Very good condition. Good seats and door panels. New brake master cylinder and wheel cylinders. New exhaust system. £8,250. Contact Ivor Tanner. Tel: 01403 753131. Email: Ivor.Tanner@tesco.net. West Sussex.

1948 E93A Prefect. Current owner since 1972. Good condition running order. 100E engine 12V electrics from 1970s restoration. Original reg. Much document history and many spares included. £3950. Contact Robert Elvery. Tel: 07702 876837 or email: robelfvery@yahoo.co.uk. East Sussex.

1953 Ford Prefect. E493A. Lovely little car in Fawn, with red upholstery, and red carpets. New

MOT, no advisories. 89,000 miles believed correct. Runs very well. New 6 volt battery. Excellent bodywork. Contact Robert Derham. Tel: 07714689292. Email: rjderham@aol.co.uk. Hampshire. (Non-member)

Items for Sale

6v battery, surplus due to recent 12v conversion. Was working fine when on vehicle. I don't want anything for it but a donation to Macmillan Cancer Support would be appreciated. Contact Mark Shepherd. Tel: 07979410337 or email: markshep494@gmail.com. Gosport.

1936 CX parts. Grille, Bonnet, Front Wing, Rear Wing, Headlamps, Doors, Twin water inlet engine with cracked block. Contact Ivor Bryant, tel: 01454 411028 or email: ivor_bryant@msn.com.

Various instruction books/leaflets/warranty books available. Please look on the website for the list (Members Area/Classified). Contact: geofflovelady@yahoo.co.uk. Geoff would like the info to go to the right people for perhaps small charge. Also Ford MC triangular badge and Anglia key ring (but no fob).

100E Windscreen (p 127 of parts list), good condition. Free to collect from Chris at Guildford. Tel: 01483 569865 or email: cjggeg@gmail.com.

Five front seats and a back bench seat for sale. Two pre-war folding seats in excellent condition (one green, one red front/fawn back) at £100 each ono. Three more (103E) front seats with good fronts in red but poor backs at £50 each ono. Back bench seat (orange) in poor

condition. Tel. Michael 01945 464892. Cambridgeshire.

Fordson spares. Including fuel tank with sender, radiator, Fordson bonnets, steel front wings, floor panels, front fibre glass wings good quality, grille, inner wings, 8hp engine & box, axles, steering & brake parts. etc. Contact Phil Passalacqua. Tel: 07785 922447. Email: prpvehicleservices@gmail.com. Stratford on Avon.

Rebuilt E493A engine. Dynamo condition unknown. Starter condition unknown. Box of associated parts some from the engine rebuild, old water pump etc. Contact Robert Derham. Tel: 07714689292. Email: rjderham@aol.co.uk. Hampshire. (Non-member)

Complete 100E sidevalve engine and gearbox. New clutch engine rebuilt, only done 47 miles then taken out and stored. Selling for a friend. Any questions please ask. Wayne Hopkins. Tel: 07966639389. Email: waynehopkins66@gmail.com. Cardiff. (Non-member)

Spares Wanted

Wanted for 1955 300E van. Would like seat belts to suit my van. I have the original doors for this van and the rubber around the windows has perished. Could anybody give advice? Later doors were metal surrounds. Also window tracks are in a bad way. Any help would be appreciated. Contact Frank Stewart, tel: 07931578315 or email: Frankstewart36@yahoo.co.uk.



Sidevalve

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

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

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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.

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

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

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

Please indicate heading:

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

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

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

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

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

Technical Advisor, 8 & 10hp: Nigel Hilling, 16 High Close, Linthwaite, Huddersfield, W. Yorks HD7 5ST. Email: nhilling@tiscali.co.uk. Tel: 01484 843115.

Technical Advisor, 100E, 107E: Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. Email: jnorman2007@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, Whitlesey, Nr. Peterborough, Cambs. PE7 1TX. Email: events@fsoc.co.uk.

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

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War

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

E83W

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

Anglia, Prefect, Popular

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

Specialist Applications

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

Specials

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

100E/107E

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

Regional Contacts and Regional Groups

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

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

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

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

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

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

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

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

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

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

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

Isle of Wight: Lucy Watson 07809440734. Email: sunflowerhenlife@yahoo.co.uk.

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

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

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

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

Northern Ireland: *Please contact John Duckenfield for details.*

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

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

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

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

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

Surrey: Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. *The Surrey Group will be getting together in the spring to plan their 2017 programme of events – but in the meanwhile please get in touch if you need any help or advice.*

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

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

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

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

International Contacts

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

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

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

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

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

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Scandinavia: Håkon B. Øverland, Saupstadringen 43 A, 7078 Saupstad, Norway. Email: hoverl@broadpark.no.

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

Ian Woodrow

Specials & Sports Cars Register

At the start of a new year I hope that some members will have made a resolution to get on and complete any long term restoration or Special projects. I must admit that at this time of year, with the cold and frosty evenings, crawling around under a car on a cold concrete floor and picking up cold metal components and tools requires a lot of determination; hence I seem to spend most evenings in the warm indoors. This does give me the chance to browse the Internet, where I noticed a picture of a reverse ported sidevalve engine.

Reverse ported sidevalve engine

I had come across the term reversal of the inlet and outlet ports before in the Formula 1172 regulations but never seen this modification. One section of the Formula 1172 states:

'Modifications must not include supercharging, conversion to o.h.v., reversal in function of the inlet and exhaust ports or the dividing of the siamesed inlet ports. The standard stroke of 92.5 mm. must not be exceeded and the bore must not be greater than the Ford 10 standard of 63.5 mm. plus 0.060 inch rebore allowance. Standard camshafts must be used unaltered (pre 1962 regulation); standard tappets must also be used unaltered.'

I would be interested to hear from anyone who has any experience of this modification, as there are many questions: is the camshaft direction reversed by replacing the cam chain drive with the pre-war fibre gears, or is a pre-war camshaft fitted to a post-war engine and chain driven? I expect the distributor auto advance would auto retard when going backwards, and would the oil pump work if reversed direction? (Photo 1)

I found quite a lot of information in Philip Smith's book *The Ford Ten Competition Engine*. He writes:

'It will be evident that if this modification is, in fact, carried out, four separate inlet ports will be obtained, with all the advantages thereof. For example, with the four exhaust ports used as inlets, a variety of induction systems is possible, including a separate carburettor for each cylinder, or with ports paired in the Ricardo manner

of 1-4 and 2-3, which avoids overlapping of strokes, but which requires rather long induction pipes.

With this induction system the exhaust side unfortunately suffers. In fact, it is just about hopeless in itself as an aid to power. Not only are the exhaust ports siamesed

but the strokes overlap, giving the valves a very hard time because they get little respite from heat. However, the use of an aluminium cylinder head and liberally finned extensions on the two ports helps matters. The two pipes should be merged about 3 ft. from the block, and it is as well to keep the



Photo 1. Reverse porting

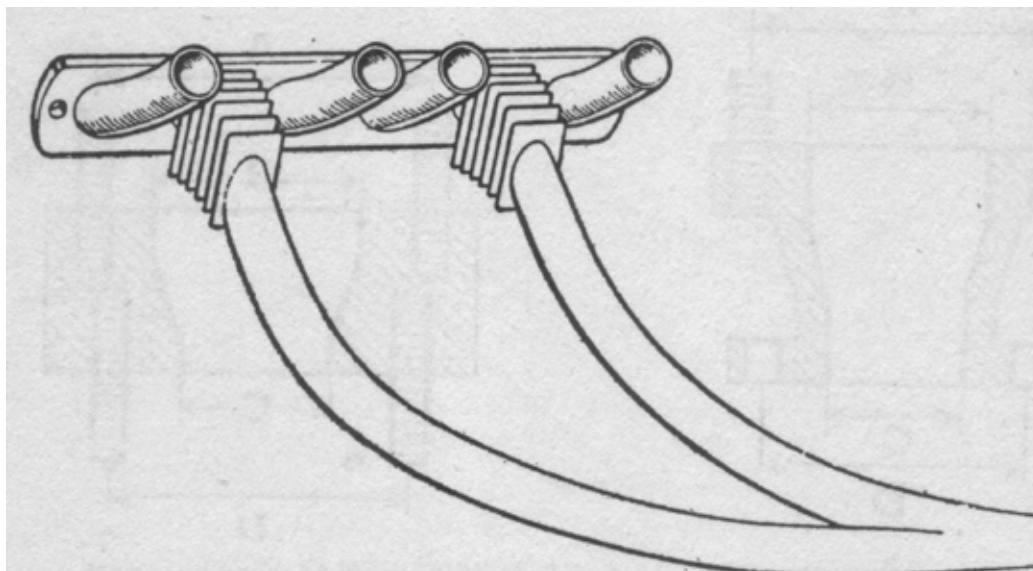


Photo 2. Reverse port sketch

diameter down to about an inch or a little more to encourage high-velocity outflow. See sketch. (Photo 2)

The existing camshaft would hardly do justice to this drastic port alteration, although it might be practicable to reverse the shaft rotation by using a pair of gears in place of the chain drive. With the possibility of such improved breathing, a special camshaft is really essential to obtain the full effect.'

I look forward to receiving any information on the challenging modification!

Information required on Rochdale GT

Member George Moore in Lincolnshire has purchased a Ford Rochdale GT ENB 112 (photo 3). It was purchased via a third party without any paperwork. It is believed a gentleman in the Mansfield/Woodhouse area of Nottingham owned the car for some 35 years and did nothing with it. It stood in his garage on bricks and is in fairly sound condition. If anybody has any knowledge of the history of the car then George would be pleased to hear from them. Please email salmson@tiscali.co.uk.

Tornado Typhoon

Tornado Cars Ltd was formed by Bill Woodhouse and Anthony Bullen, who after a lot of development introduced their Typhoon to the world in August 1958. Unlike most of the other Specials available at the time the Tornado was available in chassis and body form for the home constructor or as a complete factory assembled car, ready for the road. (Photo 4)

The typhoon was designed to take Ford Ten engine transmission and other components.

For £70 a tubular ladder-type frame was available, consisting of main and cross-members of 3" tubing, with a sub-frame of 1½", 1" and ¾" tube to take the engine and components. This frame had a wheelbase of 7'3" or 8'1", depending on whether a two-seater or occasional four-seater frame was ordered, the front track being 4 ft. 2 in., the rear track 3 ft. 9 in.

Front suspension was by a divided Ford axle and coil-spring suspension units to provide i.f.s., while at the back vertical chassis tubes provided the upper mounting for coil-spring suspension units, the back axle being attached by brackets to those units and located by an anti-roll bar and the transmission torque tube. A remote control gear lever mounted on the torque tube was provided and Ford



Photo 3. Ford Rochdale GT ENB 112

Girling brakes were retained. The radiator was inclined forward and hung from an extension of the tubular engine sub-frame, the filler being incorporated in a cylindrical header tank above the cylinder head.

The body for use with this chassis was a fibre-glass moulding, comprising main shell, and bonded to this, a single moulding acting as bulkhead, floor, transmission cover, seat pans and squab. No supporting frame was required, this body shell being mounted directly on the chassis tubes. There were eleven basic mouldings in the body structure, and boot, wheel arches, doors and boot lid were subsidiary plastic mouldings. This was an all-enveloping body with bonnet-top air-intake and inbuilt lamps. The price of this body was £130.

The Typhoon chassis was supplied with fully-adjustable drilled pedals, the mounting brackets for radiator, engine, gearbox, steering



Photo 4. Tornado Typhoon

column, steering box and fuel tank, and the suspension units, body attachments, battery frame and Panhard rod, together with the divided front axle. Thus chassis and body totalled £200. Tornado Cars claimed that a complete Typhoon could be built for less than £250, using used Ford parts (photo 5). They based their claim on their prototype, which was assembled from parts taken from a 1948 Ford Eight bought locally for £25. Even for 1958 I think this figure was quite optimistic.

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Photo 5. Tornado Typhoon ad

Andy Main

Specialist Applications Register

Mercury Part 2

Following on from the December edition, I feature the second Mercury owned by Reniel Pisani.

Reniel saw this Mercury truck for sale (photo 1) on eBay in the United Kingdom, with the owner stating that if he did not sell it, it would go for scrap.

It arrived at the Maltese Docks in August 2015 and soon afterwards Reniel's father is seen with the engine cover removed trying to free up the 10hp engine (photo 2).

The Ford engine and gearbox are coupled to a Leyland Lion rear axle. Although it was dismantled, nearly all the parts were there except for the radiator which Reniel was told had been stolen before the owner he bought it from acquired it. The radiator mesh was cut from near the lower radiator tank. Reniel would like help in acquiring a radiator for it, or at least the upper radiator tank. The upper radiator tank is distinguishable from the badge in front which states: Mercury Tug and Tractor Ltd (photo 3).

Reniel's details are in the magazine as he is the international contact for Malta.

At the moment the year of the truck's manufacture is unknown. I look forward to receiving articles/photographs of the restoration.

Tractors and Tugs

The description of the model appears to vary according to the work they have undertaken for the owner. Powered by the 10hp engine they were a common sight at many British Airports in the 1950s and 1960s towing aircraft passenger steps, baggage trolleys and trailers around busy airport aprons. They were also purchased by British Railways and the Post Office for moving mail/parcels around stations/depots etc.

The National Museum of Flight located at East Fortune Airfield, East Lothian, Scotland opened in July 1975 on an airfield which dates back to 1915 when it was first opened by the Royal Navy Air Service.

In hanger 4, called The Jet Age, is the first Concorde to enter service with British Airways. At the rear is the cockpit and cabin of a British Overseas Airways Corporation Boeing 707.



Photo 1



Photo 2



Photo 3

Underneath it they have on display a Mercury AT55 Baggage Tug built in 1959 as used by British European Airways at London Heathrow Airport (photos 4 & 5).

910 ALR is known to have been on display in 1992 at RAF Cosford Museum in the West Midlands. Hopefully I can find out further information on its history.



Photo 4



Photo 5

Jim Norman

Tales of 718 BLC

The club's decision to take on board 'modified' vehicles is hardly new: it was doing the same on its foundation, as the Ford 100E Owners Club, in 1969. At that time most members' cars were modified, and owners have been modifying the 100E since its introduction in 1953, and the Model Y from 1932.

Until the 1960s these modifications would be quite minor. Really? So no-one fitted different cylinder heads, carburettors and manifolds? No-one fitted Bellamy split axles to their uprights? No-one fitted glass-fibre bodies to their Upright chassis? Modifying a car – any car – is as old as motoring itself; no matter how hard the manufacturer tries, the new owner always finds a way to make it better suited to his or her own needs, or thinks of some simple improvement that those clever men at Dagenham failed to spot! In fact, Ford themselves had a catalogue of extras for the keen owner to add to their car, and many, many other makers could fill any gaps. BLC, before the car left the show room brand new, had had the lower half repainted a different colour, and been fitted with a heater, over-riders front and rear, seat covers, link mats, wing mirrors, fog lamp and an exhaust deflector. Small items, maybe, but there.

The reasons for making modifications are many: to improve appearance; to improve comfort; to increase performance; or simply to make the car better suited to road conditions. As you read this BLC will have reached her 56th birthday, and while the 107E was certainly up to standard in October 1959, things have moved on a bit since then and much original equipment is no longer adequate for daily use.

The 107E's top speed was quoted as 73 mph, which, while only just above the national speed limit, is adequate. The cruising speed of 60 mph equates with that of all HGVs so is acceptable. But the 0–60 mph time of 27 seconds, and hill climbing abilities to match, are no longer so. Something had to be done, and once started, other modifications followed.

I follow a simple rule: any modification made to the car must be by nuts and bolts only, and is therefore reversible back to standard. I realise others do not share this view; that is for them but it is how I have done things. So, what things have been done to make BLC fitter for

traffic in the present millennium?

In fact, the car arrived with some modifications already, not all of which were retained. The external sun visor was the first to go (you either love them or hate them; I don't love them!) followed by the chromed headlamp bezels, replaced by original painted ones with alloy inserts. Of more practical use were the radial tyres and the replacement 1200cc engine.

My first change was the vacuum wipers, replaced by electrics from a Mini, as per 'The Book'. Quaint they might be, practical they are not! At the same time the manual washer pump and bag-type reservoir were replaced by an electric pump from the local motor factors and a period Lucas bottle in a metal frame. The switch was a 100E headlamp switch: twist clockwise and the wipers run; pull outwards and the washers work. There are no additional holes in the dash rail: the wiper motor is hidden in the glove box and it all looks as Ford intended.

Since the car would be used on winter evenings, the original pre-focus headlamps were deemed totally inadequate. There was no messing around, a set of halogen units (old style Mini and Landrover) went straight in. The only modification is to change the connecting cables with a pair with the correct plug for the three-pin bulbs. The new units had provision for side lamps within the headlamps so these were wired in, in addition to normal side lamps below. I like lights, so in addition a pair of period (looking) Lucas spot lamps, but halogen sealed beam, were fitted, as was a pair of Ford accessory fog lamps below the bumper, converted to take halogen bulbs (not a complete success as the reflectors' shape is wrong for the halogen bulb). At the rear, a pair of reproduction and period looking reversing lights and a single rear fog lamp (I know they aren't period, but it's as near as possible) were attached. While on the safety theme, Lucas hazard warning lights were fitted, all operated from self-illuminating switches, and a courtesy switch-operated light was added in the boot.

The main beam brings on, via a switch, the spots and fogs too, and these consume about 30 amps. Since a dynamo's maximum output is only 21A, an alternator was essential, fitted



All front lights in action. Dark roads hold no fears!



The rear lamps in use, both to see and be seen.



Nikki carburettor and manifold. The Lucas washer bottle is behind, positioned to receive heat in freezing weather. Just visible beyond are relays for the fog lamps and radiator fan.

again as in 'The Book'. But such current is also beyond the capacity of the original wiring loom, so spots and fogs are operated through relays, and at the same time the headlamps were converted to independent relays for dipped and main beam, reducing the load on both the original cables and switch contacts. Having gone this far, I decided to add fuses. This was a good idea for the new accessories, but in retrospect was less good for the original electrics. Fitting fuses to the original loom is not easy if the job is to be done properly, and it took much time and effort to work it all out. It did, though, require the ends of only two cables to be cut!

Inside the car is pretty standard apart from



The fuse box and electronic ignition unit on the offside fitch panel. The wiring has been tidied up since the photo was taken.

the switches and dials below the dash rail. From left to right are a cigar lighter (to provide a power source for the dashcam fitted just to the left of the mirror), radio (with CD, USB and SD card readers), warning light for the electric radiator fan, illuminated fog lamps switch, switch for fast speed wipers, switch for the radio (the internal switch died and was bypassed), vacuum gauge, voltmeter and oil pressure gauges, switch for the radiator fan, then to the right of the steering column, illuminated switches for the reversing lights and rear fog light, plain switch to isolate the spots and fogs from the main beam, hazard lights switch, and the heater switch in the position

Ford decreed. A hole drilled in the section of the panel to the right of the instrument cluster (before I bought the car) is filled by a warning light to say the sidelights are on. And finally, carefully hidden, is an immobiliser switch.

The brakes and steering are entirely standard but maintained in first class order; I have always found them more than adequate. The suspension has an additional leaf in each rear spring and upgraded rear dampers. These were added for towing a trailer or caravan, but greatly improve handling and road holding by reducing body roll. They also induce a fair bit of oversteer, always desirable but in this case possibly a bit too much. An additional anti-roll

bar at the front has reduced this to about right.

The gearbox and rear axle are as Ford intended: no synchromesh on first gear and the original 4.429:1 final drive. The engine remains 1200cc, but a worn camshaft meant that the replacement is from a crossflow. These give better torque across the entire rev range so help both performance and economy. The Nikki carburettor and manifold with RHG exhaust manifold do the same, and consumptions of 40–45 mpg is normal on long runs, to which electronic ignition contributes its fair share. There is an already-mentioned electric fan in front of the radiator and out of sight, really only useful in heavy traffic on a very hot day.

Externally, apart from the extra lights, there is little to see that is different from new, although the towing bracket is not one from 'The Book'; it was on when the car was bought and quite serviceable, so left alone. The spare wheel was moved to below the boot floor, using a carrying tray from, I think, a Citroen in a scrap yard.

Is the car fast? Not really, as the gearing doesn't allow much of an increase in speed. It's certainly faster than a 100E or standard 107E, although I've never tried to find the top speed. Is it useable on today's roads? Very much so. It will not compete in the traffic light Grand Prix against a modern car, but doesn't disgrace itself in normal traffic. Is it as comfortable as a modern car? Well, it doesn't have all the gadgets such as air conditioning, electric windows and steering wheel radio controls, but I don't need them. It does the job more than well enough for me and, in the end, that is all that matters.



General view under the bonnet, showing manifold, alternator and screen wash pump.



The interior, with almost every addition below the parcel shelf. You do though have to know what each switch does!

Jim Norman and Mark Bradbury

Overhauling the Front Brakes on a 100E/107E

Disclaimer

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

Safety warning: Working on a car's brakes will obviously necessitate raising the vehicle off the ground using a trolley or similar jack. It is *not* advisable to use the Ford jack or their jacking points since neither are secure enough. Please ensure the car is then securely supported on appropriately rated axle stands positioned in the recommended structural positions on the vehicle's underside – the rear axle casing just inside the leaf spring 'U' bolt points, the main chassis rails (assuming they are rot free), and the front cross-member are examples of suitable positions for the 100E and its derivatives. Before venturing underneath your pride and joy it is advisable to firstly tell someone close by what you intend to do, and give the car a good tug back and forth to check it is secure and not about to drop off. It is also recommended that you disconnect the battery before tackling *any* job on a vehicle. Jacked-up cars and safety-related items such as brakes are not to be messed about with – you have been warned!

Introduction

The following article was written by the Club's 100E/107E Technical Advisor and former Chairman Jim Norman, and has been taken from his book *Technical Tips for the 100E* (available from our Regalia secretary for a very reasonable sum at the usual address; it really is a very enjoyable read and a must-have for the owner of these cars, covering all the main jobs and some upgrades too with Jim's very pragmatic and often humorous slant). The book itself is actually a collection of *Sidevalve News* articles and this particular one was originally published way back in the August 1988 issue. Related future articles will include the rear brakes and brake hydraulics – watch this space!

Naturally things have changed a little in some areas, and particularly parts supply and health and safety so your current FSOC Technical Editor has very slightly tweaked the text where necessary to keep it bang up to date. Now over to Jim...

Changing the front brake shoes

This is the story of how to change the front brake shoes of your 100E or 107E. Early 100Es were fitted with 7" diameter brake drums but in 1955 an 8" drum was made standard. As there are few 7"-fitted cars left (most were fitted with 8" at some stage in their lives) I do not intend to cover these in this section – although the theory is the same anyway.

Few people poke around inside the brake drums on a regular basis, so when you do remove them it makes sense to do all the jobs inside there together. These include examining the wheel cylinders for leakage or seizure, re-greasing wheel bearings and possibly replacing adjusters if their squares have rounded off. Brake cleaner in a spray can is readily available and should be used to clean the dust off the backplates and from inside the drums. **DO NOT** use compressed air.

You will certainly require two $\frac{1}{8}$ " (3mm) split pins and two hub grease seals. There are two types of the latter and you must get the right type. Early ones are for the 0.983" stub axle, while the latter (107E and Popular) are for the 1.0". If in doubt, take a front wheel off and look at the drum which has its part number stamped on it – prefixed 107E for the 1.0" type.

We finally get around to the job itself, which starts by jacking up the front of the car – the higher the better to make work comfortable, but please block it up securely using axle stands. I know I say this every time but you would find a 100E is quite heavy if one ever landed on your foot! Work on one side at a time and remove the hub cap, then lever off the small bearing cap – there is no need to remove the wheel from the brake drum. Use a proper brake-adjusting spanner to slacken off the brake adjusters if they will move, but don't worry if they won't; it just makes the drum's removal that bit more interesting! Inside the

bearing cap is a split pin and castellated nut ($\frac{15}{16}$ " AF) – remove and discard the split pin and unscrew the nut. Pull the wheel off the stub axle an inch or so, turning it if it binds on the shoes, then push it back. You should now be able to grip and pull out the outer bearing. Do not let this fall to the ground. In fact, have a clean sheet of paper there in case it does. Drop the bearing in a clean container of paraffin to clean out the grease. The wheel/brake drum can be pulled off completely.



Nearside front shoes

The first job is to remove the inner bearing from the drum. The grease seal is levered out, then the bearing lifts out and is dropped into the paraffin. Next job is to take off the shoes. They are held down by two dished washers and a spring through which is a pin. The pin is held with one finger pushing from the other side of the backplate, while the washer is pressed inwards and turned through 90 degrees. Unless you have strong fingers you will need a pair of pliers to do this. The washers and spring are pulled off and the pin pushed through the back plate.

The shoe is now free to pull away from the cylinder towards you and allowed to move towards the stub axle. This will relieve it of the tension from the pull-off spring from which it is unhooked and discarded, leaving the spring



Hold down spring pin clips

attached to the back plate.

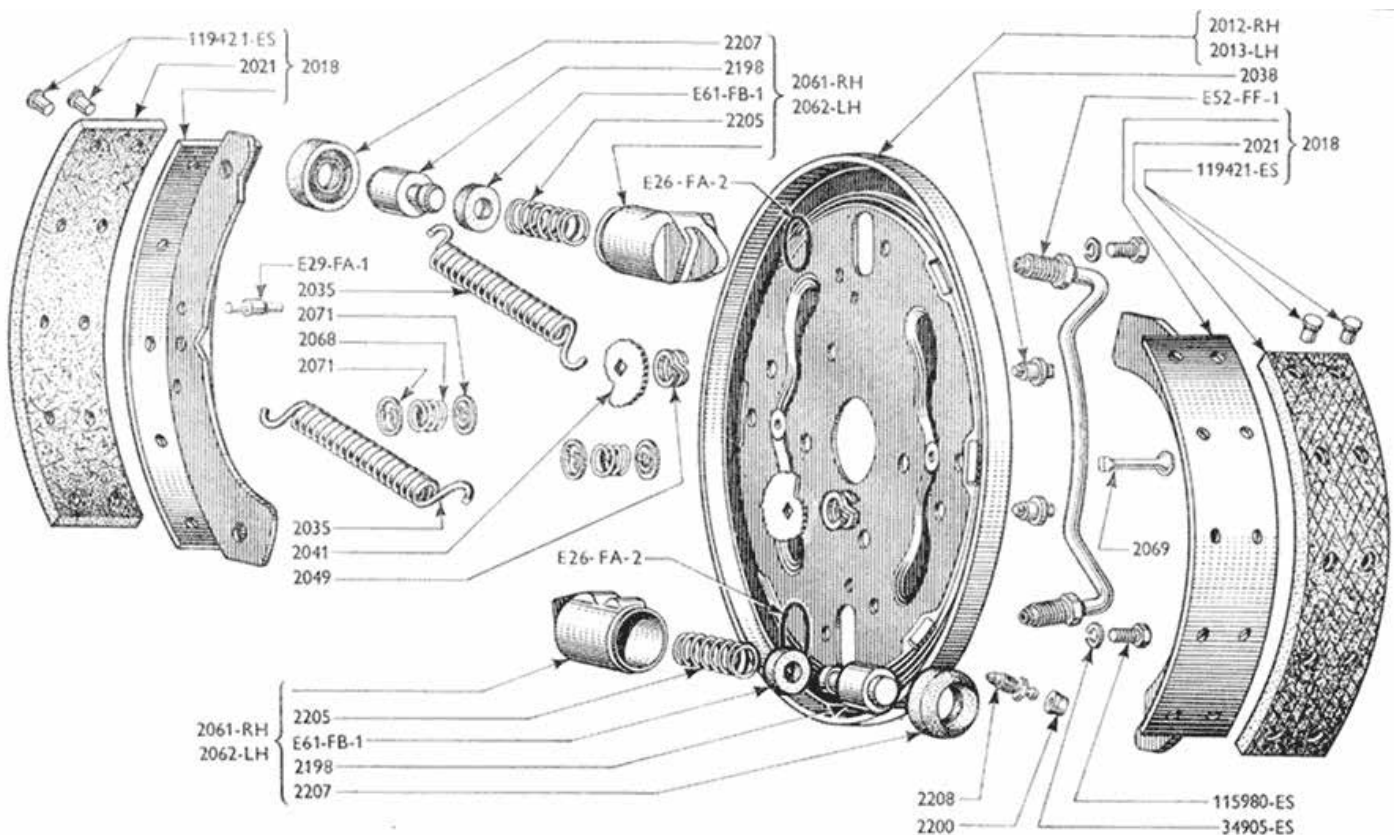
You can now check the wheel cylinder for seizure by gripping the exposed part of the piston, where it protrudes through the rubber dust cover, with the pliers and turning it. If it will turn then it is obviously not seized, so pull back the rubber cover and make sure there is no brake fluid behind it, indicating a weeping seal. This condition would require a new seal or even a complete cylinder – a seized cylinder should certainly be replaced. When carrying out these tests, be very careful not to pull the piston out of the cylinder or a complete brake bleed will be required. Incidentally, the club's spares service can supply brake seals and cylinders – consult the spares list in the middle of the current *Sidevalve*.

Last items on the back plates are the adjusters and, again, these are available from the club. The riveted head is ground or drilled off the originals, but make sure you know which way around the new snail cam goes before you do it! Give the new adjuster a coating of copper

grease or similar (not ordinary grease) and shove it through from the back. Fit the spring, snail cam (right way around), spring washer and nut. Do not over tighten the nut as the shaft will shear quite easily. Hook the new brake shoe onto the pull-off spring and locate it on the cylinder. Fit the hold down pin through the back plate, push on the first washer and spring, and then the outer dished washer using the push and turn method. This will require some practice but you have plenty of opportunity; there is another brake shoe on this side and two on the other to do yet! When you have it all back together, wind the adjuster back so that the shoe moves inwards (towards the stub axle) as far as it will go.

Now it's back to the wheel bearings, which you make the last job to avoid getting grease or paraffin onto the brake parts. Wash off all the old grease and examine the rollers for signs of scoring or pitting which will make the bearings useless. If all is okay then dry them out thoroughly, but do not use a fluffy rag. Work

new grease *into* the cage/rollers – the make of grease is not important but it must be suitable for wheel bearings. If the tin is not marked as such, do not use it. Clean all the old grease out of the drum and smear some of the new grease onto the tracks. The inner bearing is dropped onto its track and the new grease seal is lightly tapped home behind it. Give the inside lip a smear of grease also. The wheel drum is now replaced on the stub axle and is followed by the outer bearing, washer and castellated nut. With the wheel revolving, *lightly* tighten the nut using a $\frac{15}{16}$ " AF spanner to locate the bearings then back it off again. Still with the wheel revolving, tighten the nut as much as you can using only your fingers. If one of the castellations lines up with a hole, fit the split pin; if one does not, back the nut off until it will. These bearings must not be too tight and a small amount of play is acceptable. Fit the bearing cap and hubcap and adjust each shoe by winding in the adjuster until the wheel will not turn, then backing off until it will turn freely.



Joe Wheatley

Fitting the Headlining into an Upright

Disclaimer

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

The following article is a result of *Joe's* own experiences working on *his* car. The Club is naturally very grateful for any technical or other submissions from fellow members.

Safety warning: Apart from the use of sharp tools, trimming work on a car would not normally introduce any obvious dangers, but if the car does need to be raised off the ground then follow the usual safety guidelines given elsewhere. If any glues or similarly volatile materials are being used, ensure the

area is well ventilated and avoid the use of a naked flame. It is also recommended that you disconnect the battery before tackling *any* job on a vehicle.

Doing the job

If the roof decking (external vinyl roof material) is also being replaced, then it is easier to fit the headlining before the external roof material. Before you start, mark the centre of the metal rods and roof beams and the centre of the seams on the inside of the headlining material. Chalk or similar would be best so as not to mark or stain the material. The headlining is supported at the rear by three metal rods and, further forward, the four wooden roof spars. The wooden spars should be fitted before installing the headlining. In addition to the headlining you will need Furflex (or similar vinyl draft excluder for a 103E), 'Hidem' binding and the trim panels which are mounted on the 'B' posts (in four-door cars).

There should be seven seams in the headlining. The three at the rear have the metal rods/hoops through them. These rods have an eye at one end and are plain at the other. The plain end is *carefully* pushed through the



Top of nearside 'A' post



Bottom of 'C' post



Top of 'B' pillar with trim removed



Top of 'B' pillar



Bottom of 'B' post



Top of 'C' post

Letters & Emails

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headlining. Staple the Furflex around the door apertures. If there is no stuff into which staples will go (like the bottom of the 'B' posts) then use a suitable adhesive. The staples (or tacks) visible in the Furflex are hidden by stuff called Hidem binding or tape which has a channel in it into which staples are punched, which then closes, hiding them. The raw Furflex edges down the sides of the door apertures are hidden by the kick plate (fibre board) on the 'A' posts, the fillet pieces next to the front screen, the Hidem binding above the doors, the wooden and fibreboard trim pieces on the 'B' post and the trim by the back seats.

Over the front screen on my Prefect there is a metal cover which hides the front of the headlining and the windscreen hinges, and into which the mirror and sun visors mount. This was covered with headlining material to match the headlining. Under the rear screen there is a fibreboard piece which fits under and up to the lower corners of the rear screen. This too was covered in headlining material, as were the 'T' pieces of trim which fit on the 'B' post between the doors.

If anyone is interested and in need of seeing the completed job, I'd be happy to show you Freddy in Culcheth, Warrington (contact details in the magazine).



View to offside rear window



View to rear

Clutch spigot bearings (1)

Dear Sidevalve,

I very much enjoyed the technical articles in the December 2016 issue of *Sidevalve*. Very informative. I would just like to add a little to John Porter's remarks regarding the clutch spigot bearing. The oilite type bearing, part number E70-7600-A, is the normal fitment, but the ball type bearing, part number B-7600-A, was fitted where the machining of the splines on the gearbox input shaft extended onto the spigot end that pokes into the spigot bearing, as the machining could rapidly wear the plain bearing. Page 70 of the Club reprint of the Ford workshop manual refers to this.

The bearing itself, far from being obsolete, is still very much available. It is part of the SKF metric (yes metric) 62 series single row deep groove bearing range. Original fitment would have been 6203 Z, where 6203 is the basic bearing number, and Z indicates a metal shield on one side, to keep dirt out. These are not common, so I use 6203 2RS which have a rubber seal either side, and keep all the dirt out. This bearing is still very much used by Ford, as it is the bearing in the fan belt tensioner and idler assemblies on 2.4 diesel Transits. Unfortunately, Ford do not sell the bearing separately, and want you to buy the idler at £45 plus VAT, or the tensioner at £140 plus VAT, as I found when the tensioner on my 2003 Transit failed. These bearings I found could be had from my local bearing supplier for around £7 for genuine SKF or £4 for a Chinese one. I went SKF. I keep a couple in stock, as they also fit my Thames 400Es as well as my sidevalves.

As for the article on converting to 12 volt, I recall doing rather little to my old E83W when I converted it to 12V in 1975-6. I changed the bulbs, actually using 5¾ inch sealed beams inside the original headlamp lenses, inverted to get good beam pattern through two lenses, and changed the voltage regulator. I don't recall doing anything to the petrol gauge circuit, which remained accurate, or the semaphore

indicators, which was all it had. They did work rather smarter than before! I seem to recall even using the old 6 volt dynamo, at least initially in the summer, as unregulated they will put out well over 12 volts. I used to use the E83W to commute from Romford into Canning Town, East London, where its low speed was no real hindrance in rush hour traffic, and it gave little trouble.

Regards,

Sandy Glen

Clutch spigot bearings (2)

Dear Sidevalve,

Thank you for an excellent copy of *Sidevalve* for December, containing (amongst others) some well informed interesting articles on both the Ford clutch and electrical systems.

I would however correct the statement that the ball race used for the spigot race is now obsolete.

This is a standard 40 x 17 x 12 mm ball race easily available from any bearing supplier for about a fiver. The usual designation for the double shielded pattern would be 6203 ZZ or similar.

Early cars always used the single shielded pattern with the shield facing outwards towards the gearbox, allowing the bearing to be packed with grease before it was inserted into the flywheel. This was replaced in later cars with the cheaper oilite bronze bush as described, as part of Ford's first class production engineering policy. Not as robust as the ball race, it was usually satisfactory in service with the Ford gearbox. This was not the case in the Morgan three-wheeler application where the longer, heavier and fully floating propshaft would easily eat its way into the bush and cause much trouble.

A double sealed bearing can easily have one seal prised out of place to allow greasing if required, or will last well in its original state.

Hope this helps.

Regards,

Neville Lear

Ivor Bryant

Ford Engine Removal

As you may know, I've recently taken the engine out of my 7Y. It stopped one day after a short run, giving it an airing, but wouldn't start again. We pushed it into the lockup where I store it away from home.

I changed the coil, distributor, checked for a spark etc. but no success. I will point out at this stage that I am no mechanic. Anyway, we towed the car home.

There was a lack of compression. I took the cylinder head off: no obvious issues.

I had a spare engine in the shed which I thought would be a suitable replacement. I probably have more like 15 engines but the chosen one is thought to be good.

John Porter thought it may be useful to describe the procedure for replacing the engine.

Again, I'm no mechanic but have had Ford Sidevalves for the past 50 years, the 7Y all of that time.

This is how I do it.

Position the car with the engine under a suitable lifting beam.

1. Chock the wheels.
2. Release the handbrake.
3. Remove the battery. ($\frac{1}{2}$ " spanner; $\frac{7}{16}$ " spanner for battery clamp.)
4. Drain the radiator, remove the hoses. (Screwdriver.)
5. Remove the bonnet and the bar that connects the bonnet to the bulkhead. ($\frac{7}{16}$ " and $\frac{1}{2}$ " spanner, screwdriver.)
6. Replace the countersunk bolts and nuts for safekeeping.
7. Turn the fan on the dynamo so that it's horizontal.
8. Unclip any wiring at the base of the radiator.
9. Unbolt the radiator and lift it out carefully over the fan. ($\frac{9}{16}$ " spanner, socket, short extension, ratchet; pliers to remove split pins.)
10. Disconnect the choke cable and throttle connector. Disconnect the petrol inlet pipe from the pump.
11. Disconnect the wiring to the dynamo and coil.
12. Disconnect the wiring to the starter motor.

13. Remove the starter motor. ($\frac{1}{2}$ " spanner.)
14. Remove the bolts between the front engine mounting bar and rubber mounts on the chassis. ($\frac{5}{8}$ " spanner.)
15. Disconnect the exhaust pipe from the manifold. ($\frac{1}{2}$ " spanner.)
16. Reach under the car and disconnect the clutch spring.
17. Slacken off the nuts on the end of the engine tension bars ($\frac{9}{16}$ " spanner.)
18. Remove the tension bar brackets from the sump, but not from the bars. ($\frac{1}{2}$ " spanner.)

Inside the car

19. Select neutral gear.
20. Remove the front carpets.
21. Remove the dip switch (only if it's fixed to the gearbox cover). (Screwdriver.)
22. Remove the gearstick.
23. Remove the gearbox cover (depending on model, twist the slips where riveted, unscrew them otherwise).
24. Remove the bolts between the gearbox and the engine. ($\frac{1}{2}$ " socket.)

Back outside

25. Support the gearbox on a jack (small trolley jack).
26. Remove the remaining bolts between the gearbox and engine.
27. Remove the nut from the central head stud and bolt on a lifting eye. I have a BMC lifting eye. ($\frac{9}{16}$ " socket.)
28. With a block and tackle, take the weight of the engine.
29. Remove the two bolts between the front engine mounting bar and the engine. ($\frac{1}{2}$ " spanner.)
30. Raise the gearbox about $\frac{1}{2}$ " or so on the trolley jack.
31. Lift the engine about $\frac{1}{2}$ " or so on the block and tackle.
32. Pull the engine forward from the gearbox to disengage it. It is likely to catch on the accelerator bar on the rear head studs: if so, lower the engine and lift the accelerator bar.



Just take it all steady, don't rush.

33. Lift the engine on the block and tackle (or hoist).
34. Turn the engine sideways so that the front of the engine is at the right hand side of the car.
35. Lift until the engine is higher than the radiator nose cone.
36. Remove the chocks from behind the wheels.
37. Push the car backwards until the engine is clear.
38. Lower the engine to the floor.

That's a lot of damage with a screwdriver, and 4 spanners.

Now sort out the engine, unless you have another ready to bolt in ... that's another story, to follow.



Jeff Hurst

Ethanol in Petrol, Part Two

Readers may recall that in the October 2016 edition of *Sidevalve* I had an article regarding the contentious issue of ethanol in petrol. This article was based on my practical experience working first as a reception engineer in a motor vehicle workshop, then a trainee industrial chemist, and latterly as an Incorporated Engineer working in the petro-chemical industry. It challenged many of the scare stories raised in the motoring press.

At the conclusion of that article I asked for a response from anyone amongst the readers who had experienced problems that could be laid at the door of ethanol in fuel. Whilst I received much supportive comment from individuals who were qualified chemists, motorists of many years experience and members of other owners clubs, I received only one response stating problems, which was from a motorcyclist who had experienced the degradation of the paint lining and coating on his fuel tank. We later established that this was probably due to the use of anti-oxidants in the fuel, not ethanol. Following this, I specifically asked a well respected club member if he had experienced problems. He said that he had issues with the slosh coating on his fuel tank which had detached – I suspect for very much the same reasons.

Corrections

Other than that, no concrete evidence was presented that fuel containing five or ten percent ethanol was harmful in the way that had been suggested in the many articles that abound on the Internet. One particular paper, sent to me by John Porter, written by an

Associate Member of the Institute of the Motor Industry and published by an owners club, was so full of errors as to be totally misleading, and could not be considered as a serious engineering science document.

Some of the particular statements in the document are promulgated in several articles on the Internet and I believe it is important to challenge them, as follows:

- We are not dealing with pure ethanol, but with a mixture of five or ten percent ethanol by volume in petrol.
- Ethanol is not corrosive in its pure state because of its oxygen content: all compatibility charts show ethanol to be less corrosive than petrol to metals. What oxygen there is in ethanol – one atom per molecule – is bonded to one carbon and one hydrogen atom, in the same way that the oxygen in water is bonded to two hydrogen atoms to form H_2O . Iron rusts quickly in water because of the dissolved oxygen in it – not the O in the H_2O . It is common knowledge that the steel in shipwrecks is much better preserved at greater depths because of the low dissolved oxygen levels at those depths. Despite tales to the contrary, E5 (5% ethanol) and E10 (10% ethanol fuel) has no effect on the brass jets of carburettors. This has been confirmed through the carefully planned scientific research of Matthew Tomkins of Oxford Brookes University. The detailed research thesis may be accessed via the FBHVC website mentioned below.
- Ethanol is not acidic, but has a pH

of about 7.3 (water is 7) and thus is slightly alkaline – as one would expect, as it is an hydroxide of ethane!

- There is much talk about natural rubber being rapidly broken down by ethanol. This is simply not true. Many engineers including myself use a chemical resistance chart published by Moss Rubber in the US to determine which elastomers are suitable for use with liquid chemical compounds found in the chemical industry. This runs to eighteen pages. This chart shows that the compatibility of natural rubber with ethanol is excellent, as is butyl rubber, EPDM, hypalon, neoprene and polyethylene. The only elastomers tabled where the resistance of ethanol depends on the dilution of the ethanol are nitrile (buna-n), viton and Teflon. The Federation of British Historic Vehicle clubs publish a Fuel Information section (<http://fbhvc.co.uk/legislation-and-fuels/fuel-information>). This contains a section on ethanol which confirms the information given above and also states that Viton (FPM) is compatible with ethanol/petrol mixtures.
- Those readers who are still concerned about the condition of their fuel feed pipe should view <http://www.carbuildersolutions.com/uk/ethanol-proof-fuel-hose-10mm-38> where an ethanol Viton lined flexible fuel hose is available by the metre, plus clips and crimps.
- One of the issues that has been raised,



notably on the MG owners club sites, is the problem of galvanic corrosion. This happens when two different metals are connected whilst both immersed in an electrically conductive solution. Non-ethanol petrol is not electrically conductive; however, both E5 and E10 are. Research has shown that aluminium is the most badly affected metal, when in contact with both steel and the fuel. The control used was BP ultimate, which contains no ethanol. There were no signs of corrosion to the aluminium with steel immersed in this product after four months; however, the sample immersed in E10 showed classic corrosion pits. I have had no personal experience of this happening, nor have I heard any reports of this happening in the UK, so perhaps fuel marketed in the UK contains an additive to prevent or reduce this effect. However one should remember that these tests were carried out under ideal laboratory conditions with both metal plates abraded to remove any surface coating and to be as electrically conductive (we are talking milli-volts here) as possible. Actually, in our vehicles any aluminium surface of any age is probably covered by a coating of aluminium oxide (brownish), which helps to passivate the metal and reduce the electrochemical effect to zero. For those of you who are still concerned by this, further research by the same source (<http://ttypes.org/tt2/ethanol-blended-fuels>) shows that adding 10% kerosene (paraffin) to the

fuel reduces the voltage between the two metals, and thus the corrosion by 40%. With the very basic carburetion of our old Fords this would probably have little effect on the performance.

Water and ethanol

Finally, I would like to re-iterate what I said about water and ethanol in my original article. Although the website above does demonstrate some scientific method regarding materials affected by ethanol/petrol mix, their information regarding phase separation of water/ethanol from the petrol is misleading because it takes no account of the science. Straight petrol and water do not mix. I remember being taught very early in my driving career how to get rid of free water in your petrol – a chamois leather soaked in petrol will pass only petrol, not water, so the water can be filtered out. Ethanol and water mix together (whisky and soda) and up to a certain concentration will mix with petrol. However at a certain ratio of components, depending on the temperature and pressure, the ethanol water mix will separate out. This is known as phase separation and is the basis of many horror stories found on the web and in motoring magazines that should know better.

This is what the Environmental Protection Agency, a fount of much knowledge in the US, says:

‘Assume a tank containing conventional petrol contains only one gallon of fuel. Assume that the tank is closed and sealed whilst the outside temperature is 38 degrees Celsius, with a relative humidity of 100 per cent. If this tank is left sealed and the temperature drops to 5 degrees Celsius,

water will likely condense on the inside of the tank and dissolve in the fuel. In order for enough water to condense from the air to cause gasoline-water phase separation there must be approximately 200 gallons (a lorry size fuel tank) of air per gallon of fuel over this temperature drop (33 degrees C). Since ethanol fuels can hold even more water than conventional gasoline (as I said in my article) it is even more unlikely that enough water will condense from the air to cause gasoline water phase separation.’

My statement in the original article that 5% ethanol fuel with up to 0.5% water dissolved will be stable down to -25 degrees C has been proved scientifically: information to confirm this is available on the web.

As to the effect of the water and ethanol petrol mix on fuel economy, about 0.5% water concentration (very high) in the fuel would cause a corresponding 0.5% decrease in fuel economy. You would need to be a very smart fellow to be able to notice that, especially if your old Ford runs like mine!

So there we are. I have spent an interesting couple of months, rummaging round on the Internet and reading a lot of very interesting and informative scientific material about the real research into this ethanol /petrol mix, and the actual results. Unfortunately there is also a load of old rubbish published by people who should know better, and if they didn't should find out before they published.

As the man said ‘the truth is out there’.

Once again, I shall be happy to discuss this subject with anyone, or to hear about your experiences or issues. My email is jeffrey.hurst@btinternet.com.



Sent in by Stuart Battersby, from the Lymm Festival 2016

Håkon Øverland

How To Restore A Classic Car Without Really Knowing How

For a retired person, to start with something that he has never done before may be quite challenging. For my part I was persuaded by my good friend to have a look into restoring an old car. In trying to convince me he tempted me by pure chance with a 1957 100E Ford Anglia, like one he knew my father had owned for some years. There are not many sidevalve Fords left in Norway. He did not manage to persuade me at the time, but as this thought began to sink in, I remembered that at the time I got my driving license, my grandfather was about to quit with his 1939 Ford Prefect, and I had asked if I could inherit it. My grandfather was of the old school, and for him the thought of an 18-year-old schoolboy to have a car of his own was madness.

I fancied that if I could really find the old car after nearly 50 years it would be an omen, and as by a miracle I really found it, I was doomed. This was back in 2003.

My original intention was to systematically work through the various restoration needs, and logically I started with the chassis. Fortunately the damage to one side of the car was different to that on the other, so it was

easy to recall the right shape of the beams and the cross members. The difficult part was that although I had some slight training in welding as a youth, the results now were not the very best, and it took a whole lot of grinding before the beams were satisfactory. This took so long that I got temporarily bored, and started to look into other restoration needs. In fact it was only this year after 13 years of restoration work that I finally completed the chassis!

I started to have a look at the dashboard which was in quite a mess. The bakelite panel holding the instruments was delivered separately from the car itself. It turned out that the panel was just a little too wide for the seat where it was supposed to be inserted, so I had to widen this by approximately a quarter of an inch to make it fit. Then the whole dashboard became just too wide, so I had to reduce it at one side by the same measure. The instrument panel lacked the ammeter and the speedometer was stuck. I got a new ammeter from Shirley and had the speedo fixed at a workshop. Then the clock was smashed, so I had to make a new glass for it and make a new dial. It was a challenge to find a colour for the dial that matched the other instruments, but with the help of my children's colour pencils I managed that to my satisfaction. As for the clockwork, I had that repaired by a member of my local car club, and he commented that the prewar clocks of that kind were of excellent quality, as opposed to the postwar.

I took the top off the engine, and one piston had a small chip off, so I got new pistons and rings from Shirley and sent the engine to a workshop to repair it. At the same time I had the starter motor and the generator checked, and fortunately they were both in good order. The radiator was also a complete mess and I had it renewed at a local workshop.

Then I turned to the rear wings. They were both in generally good shape, but the flanges both on the body and the wings were mostly rusted away. That applied also to where the inner mudguards were riveted to the chassis beams. First I stripped them of all the old paint, both on the inner mudguards and the wings. I was impressed by the condition of the steel



As can be seen, I have supplied the car with a new plywood floor.

plate in most parts, though it was more than seventy years of age, and I knew that the car had been left unprotected outdoors for about twenty years! After having finished the necessary welding, I smoothed them with filler, primed them and finally painted them.

To be continued at a later date.



John Porter

Removing the Back Axle From Your Upright

The rear axle in all upright models is designed to be removed as a unit. That being the case then that is how one should remove it from the vehicle. Other than servicing the rear brakes and changing the axle oil there are no jobs that can be undertaken on the assembly when in situ. First of all, remove hubcaps, loosen the wheel nuts and also loosen the $15/16$ " hub nuts after removing the split pins. To remove the unit, chock the front wheels on both sides and then get inside to take out the floor coverings, gear lever and the gear box cover. Getting the cover screws out can be difficult – no 12 UNC at the bulkhead and $1/4$ UNF at the transmission tunnel. If they are rusty then give them a soak before attacking with a snug fitting screw driver. The FSOC stores keeps the complete set of floor screws. Please be aware that previous owners may have re-tapped or performed other acts on savagery on the captive nuts. With cover off, the rear brake clevis pin can be removed to free the rear brake rod. Moving to the rear of the car, jack up to a convenient height to place axle stands under the chassis just forward of the rear pickups. Underneath, unscrew the speedometer cable and then remove the four $9/16$ " headed bolts that hold the swivel to the rear of the gearbox. There should be a locking wire to prevent these from working loose in service ... Prior to releasing the U bolts that secure the spring to the cross member, remove the shock absorber link nuts

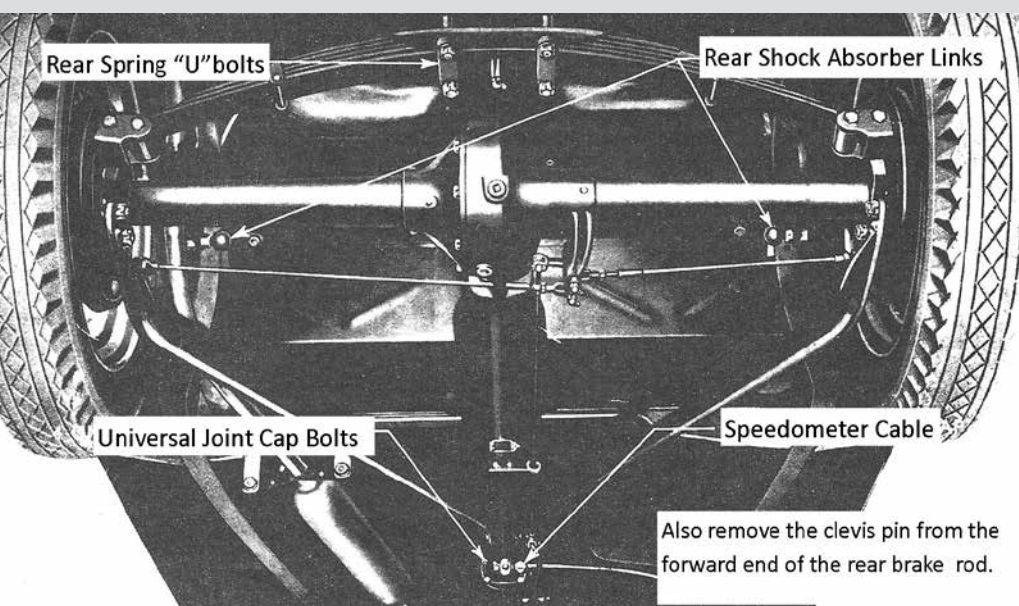
and break the tapers. With the jack under the differential, undo the nuts on the U bolts and remove the U bolts. The axle will now be free to gently drop down to the ground, although a gentle wiggle might be required to free it from the cross member. If the vehicle is high enough off the ground you can wheel the axle out, or if not then remove the rear wheels and pull out on the jack.

So, there it is on the ground looking back at you. If you have to dismantle the axle casing, you will need to remove that very heavy duty spring. This can only be done safely with a spring expander which you can hopefully borrow or make one up yourself. Do not attempt to remove the spring using pieces of wood, G clamps or ropes because the stored energy can injure you or others. While contemplating this situation, soak the spring shackle nuts and bolts as they are likely to be seized after many years of exposure to the elements. With the spring expander in place, wind out the device to take the load off the shackles – you will know when because the bolts will be free to turn. If they are not seized in the bushes, the bolts should be straightforward to remove and the spring is then free to be stored away from the work area. What to do if the bolts won't turn? Easiest way is to hacksaw through the shackle bolts on either side of the spring. This will release the spring from the spring perches. Now you have the

problem of removing the old bushes from the spring perches and the ends of the springs – in addition to whatever job you had in mind at the outset.

These bushes are notoriously difficult to remove with your knuckles and fingers intact...

Back in the day, Ford dealers had some pretty robust tools to extract these bushes, all of which do not seem to have survived the periodic dealer clearances. So in this 21st century, we have to use other methods. With the spring removed, the bushes can be pressed out and new fitted at your local engineering shop. Not so with the spring perch bushes, unless you dismantle the axle casing into two halves to make it more manageable in the press. This will entail first removing the rear drums and backplate assemblies, then the torque tube, driveshaft (secured to the pinion shaft with a stubborn dowel that is peened over) and radius arms. Then split the axle casing so that the entire differential assembly can be removed as one unit – wrap it up and put to one side. Most presses will allow the bushes to be replaced in the same manner as the spring bushes. Those of you with the earlier bushes can use exactly the same procedure except that the alignment of the squares on the pins is essential – so mark their alignment before removal. A lot of work for this job? Yes, but it is only going to be done once and safety is essential. I am looking into finding a suitable bearing/bush press to do the job in a similar way to the Ford manual – more details in another issue...



Gary Milner

Restoring My 1968 Ford Popular 103E

Registration number 517 ARL

Everyone loves a Ford Popular and the era it comes from, including me. I've always admired pre-war designed cars with their mechanical simplicity, social history and charm. For a long time I thought that one day I would own one, and what can better the 103E?

I started looking to purchase a 103E back in 2013, where my initial idea was to find something that was running and driving, which I could improve over time. This proved rather more difficult than I first thought, as only a few cars came along on Internet sites like eBay, which was where my main focus was. I should have joined the FSOC before trying to find a car as this may have helped (tip number 1). Over several months I duly bid on a few cars and failed, probably because I just considered them too expensive – or so I thought at the time, not knowing what I would end up with and doing!

In April 2014 I saw an advert for a partially restored 103E, which already had the shell/chassis repaired and painted to a high standard including 'all the parts to finish' (don't always believe this type of statement!). Anyway, as everyone knows, never buy a car in the rain or at night, so I didn't. As I live in Colchester, Essex and the car was in Cornwall, I did the only sensible thing I could think of and agreed to buy it over the phone, without seeing it and including paying a deposit to secure it! Not something I would recommend but I had a good feeling about it and you only live once. As Del Boy would say, 'he who dares wins'.

All I had to do then was find a way of getting it back to Colchester, a round trip of some 690 miles. Needs must, and I borrowed a friend's trailer, and even though I have never towed a trailer with a car aboard before that's exactly what I did. I'm quite good at it now! My wife and I set off on Easter Sunday 2014 (always get your wife on board early as it stops problems later!). A Premier Inn and two days later I saw my new Ford Popular and, as I thought then, six month project safely tucked up in my garage. The first thing I did now was join the FSOC – good move! And get a workshop manual.

The car had no current V5C but did come

with the RF60 original log book, an old 1976 MOT certificate and tax disk. 1976 was the last year the car was on the road. At this time I did not know how important these documents would be in retaining the original registration number, which I think is so important if you can. I took advice from the club website in sorting this out as soon as possible. The process can be a little unpredictable, which it certainly turned out to be. Many thanks to the FSOC for inspecting my car and producing all the necessary documentation to submit to the DVLA through their V765 scheme. I sent the documents and I duly waited. My application was returned after a couple of weeks due to some misinterpretation on my part regarding payment and the need for a NOVA certificate to verify no tax was payable – why, I just do not know. Another three weeks went by and a NOVA certificate was obtained, payment sent and all documents returned, great! After another few weeks the postman pushed a letter through the letter box from the DVLA.

I couldn't wait to open it. Hey presto, a new V5C for my car – fantastic! With a big smile I read it out loud. OH CRUMBS! (Or words to that effect.) They had registered it with an age related number and wrong year, totally ignoring my application to retain the original number. I knew 517 ARL was available. Over the next two months many letters, phone calls and frustration ensued. At one point I nearly gave up but that just would not be right! This car deserves to have its correct number. The big breakthrough came when I finally got passed to an extremely helpful lady within the DVLA kits and rebuilds department. I actually had her direct number and name. I was told that they had lost part of my original application to retain its number – oh crumbs! So, I sent all documentation again direct to her and within the week she sent me a new V5C, All present and correct. 517 ARL, 1958 – fantastic! Well done, lady at the DVLA! All in all it probably took around six months. The one good thing is that the number is non-transferable so my Ford Popular 103E should spend the rest of its days as it started life.

Enthusiasm was plenty and the process was started off trying to identify all the parts

supplied along with the car to determine what was usable (not much) and what was missing (lots). This is where the learning process starts – quite exciting, really. Long lists of parts needed and things to do were made, which only got longer and longer as time went on. I tried to concentrate on small projects that were achievable at the time and within my budget, and not the entire restoration as a whole.

First project was the engine and gearbox. Both seemed in very good condition. The different engine number from the RF60 would suggest that it had been replaced sometime during its 78,000 mile life. New valves, guides and springs including a head skim brought the engine back into good order. Other little projects completed at this stage were reconditioning the fuel pump, carburettor and fuel system, including the petrol tank. The fitting of a new ignition system and 12 volt conversion incorporating a dynamo looking alternator to keep things looking correct and hopefully more reliable. This is the only non-standard modification I have made. All original parts have been retained if needed in the future.

Next project was the suspension and running gear, including steering which was refurbished along with the complete braking system and finished with a new set of Avon tyres.

Many projects both big and small followed over the next couple of years, including full interior re-trim from the head lining to the carpet. I suppose the carpet is another non-standard feature but I'm okay with it. This



Pile of Popular parts



Nearly there

took over eight months of evenings and some weekends. Restoring the metal floor panels, fitting of all the glass/seals and replacing the wood floor sections were also completed during this time. As everyone knows there are endless small jobs that take ages to work through.

The last major project was the hunt for some good front and back wings as the original ones were beyond reasonable repair. I also needed both bonnet sections. I finally found a reasonable set of wings and bonnet (if still a bit dented and rusty) in Liverpool, also at the same time I found a rare mint set of front Bakelite window trims in Birmingham. Another Premier Inn and two day trip with my wife was in store – I’m still keeping her onboard during these difficult times! The wings etc. did need a substantial amount of work to restore but they came up superb and have been professionally painted along with the bonnet, headlights and hubcaps. Again, this project took over five months.

Would I do it again? ... I’ll have to ask my wife. All I can say is I have thoroughly enjoyed the experience and all of the knowledge I have gained.

Many thanks to the FSOC for supplying parts and help, and especially to John Porter, for always having the time to give me advice and encouragement when we meet on the club stand at the NEC shows.

I could never imagine parting with this car

– I have just put too much into it. I am sure it will now be a firm fixture. I look forward to the warmer months of 2017 and taking it out on a Sunday (if I’m not working on it) and even to a few shows – everyone likes a Ford Pop! It seems that anyone over 60 learnt to drive in one: they must have been brave! Restorations on these cars are rarely ever finished. I think there will never be a time when I will sit back and say ‘it’s done.’



A fine interior