

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Implementation of the Road Worthiness Directive

AGM 2018 Report | Building a Tool Kit – Part 3

Capillary Temperature Gauge Fitting



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John Porter

Editorial

As I write this editorial in early July, a few weeks of sun have brought the inevitable talk of hosepipe bans – it wouldn't be a good summer without the prospect of water shortages. On the sidevalving front, so far there has never been a better season for getting out and about. Along with the glorious weather have come the changes to MoT testing and more classics being not required to have an annual MoT. The Federation of British Historic Vehicle Clubs has published a useful summary with advice in their latest 'News', which is available to read on page 12, and the FSOC website in the members' area. Please take the time to read this summary.

It appears that the pre-1960 vehicles that were automatically exempt from an annual MoT will now have to be registered every year at the Post Office using form V112, but there will be an online version available. *Things may have bedded down by the time you read this.* Please note that 'substantially altered' vehicles will not be MoT exempt – there is guidance on the government websites and in the FSOC members' area. So, if you have fitted a more modern engine, steering, suspension, etc, then *you must get the vehicle MoT'd.* If with a 100E, the bulkhead and / or transmission tunnel has been cut and altered to get a larger engine or gearbox in, then there may be difficulties ahead – do research this area before you do anything!

On the subject of MoTs – and these for standard vehicles will be of a voluntary nature – do make sure that you pick a 'classic friendly' test station, as some of the chains and main dealers use 'play equipment' which is not designed for use on vehicles of the age of our cars. I recently spoke to a distressed owner of an MG Midget who was shocked at the severity of the shaking that went on during this part of the test. Any experiences of the use of this equipment on our sidevalves would be appreciated. Please pass on to the chairman (contact details in the magazine).

Testers also need to understand the differences between historic and contemporary vehicles. There is a list of 'Historic Friendly Testing Stations' on the FBHVC website: www.fbhvc.co.uk/legislation-and-fuels/historic-friendly-mot-stations. The FSOC would like to get a nationwide list of suitable testing stations together to benefit other members, so please let us know if you have a 'classic friendly' station near you.

The 'VNUK' insurance situation has resurfaced recently with news that the European Commission has decided to push ahead with reforms to force classics (or anything else that you can sit on with an engine) to be insured. This included laid-up and SORNed vehicles. The Department for Transport is pushing for an amended version of the Directive, rather than the comprehensive one favoured by our friends in Brussels. No doubt we will hear more about this in the next few months. It is entirely likely that once we have left the EU, all of these arrangements – roadworthiness and insurance regulations – will continue.



Part of the one-man testing equipment used in some of the larger test stations.

Lastly, a number of reminders: getting a registration on your sidevalve will go one of two ways. In the first case, you can apply for the original registration if you have an old logbook (RF60) or original style V5. The second case would be to apply for an age-related registration. To apply successfully for an age-related registration, you need to make the vehicle roadworthy, with proof in the way of an engineer's report or a voluntary MoT, and certificate of insurance, identified in both cases by the chassis number. For both applications, the FSOC will need to inspect the vehicle at around the time of the application and the registrar then writes the dating letter for DVLA. You may get advice from other quarters that suggest other ways around this but, in our experience, if you make an application then you have to take the time to do it correctly. If you don't follow the procedures then DVLA will naturally send the application back for you to start all over again.

Should you buy a sidevalve without a current V5C then pay accordingly, despite what the seller may tell you! In some cases vehicles may not have a chassis number stamped into the chassis frame or the turret top (100E/107E). This situation could put you into the DVLA VIN allocation followed by a 'Q' registration, and the resulting demand by DVLA for an IVA (Individual Vehicle Approval) test. Common sense tells us that our cars in their standard form cannot pass this test. A vehicle with no documentation should alert you to tread carefully, as that is your risk, not the club's.

Contents

- 2 Editorial
- 3 Regalia Preview
- 4 Events; Regional News:
Three Counties
- 5 Regional News: Surrey
- 6 Regional News: Kent
- 7 Regional News:
Scandinavia; Merseyside
- 8 Regional News: Wiltshire
- 9 Regional News: East
Midlands
- 10 Regional News: Yorkshire
- 11 Old Ford Rally, Gaydon
2018
- 12 Implementation of
the Road Worthiness
Directive
- 13 Pre-War Register
- 15 E83W Register
- 16 100E/107E Register
- 17 Spares & Regalia List
- 21 Order Form
- 22 Pop Shopper
- 24 Club Officials & Regional
Contacts
- 26 Anglia, Prefect & Pop
Register
- 28 Specials & Sports Cars
Register
- 31 Specialist Applications
Register
- 32 Summary Minutes of the
27th Meeting of the Ford
Sidevalve Owners Club
- 36 Building a Tool Kit – Part
3
- 38 Capillary Temperature
Gauge Fitting
- 39 Tales of BLC

Sally Litherland

Regalia Preview

We will shortly be able to offer some lovely items for sale in all sizes through our new Online Store (via our website), including this boiler suit and hat. The samples received so far are excellent quality and they were

enthusiastically received by members attending the AGM. I had hoped our esteemed Chairman would model the boiler suit, but at nearly 30 degrees, 'boiler suit' took on a new meaning and he refused! More information soon.



Brian Cranswick

Events

A really hot season so far – I hope your sidevalve can cope with the high temperatures! Below are only just a few of the forthcoming events. For a more comprehensive, up-to-date list you should refer to the Events page on the club website, or just get in touch with your local area contact.

A reminder to all the regional groups: please keep the events coordinator notified at events@

fsoc.co.uk for all your events that will have a club stand, as this a requirement for the FSOC insurance cover.

18th & 19th August, Tatton Park Classic Car Show, Knutsford. Club stand. More details from Joe Wheatley.

19th August, Biddenden Tractor Fest, Biddenden. Kent Group club stand. Details from Richard Greenaway.

9th September, Kent Classic Car show, Aylesford Priory, Maidstone. Kent Group club stand. Details from Richard Greenaway.

15th & 16th September, Footman James Manchester Classic Car Show. Club stand. More details from Joe Wheatley.

23rd September, York Racecourse Classic Car Show. Yorkshire Group club stand. Details from Nigel Hilling.



Sidevalve selection at the 2018 AGM – see page 32 for report

Robin & Jennie Thake

Three Counties

After a bad start to the season due to wet weather, our first trip out in fine and dry weather was to Maldon Museum of Power: a very good event, with pumping engines running during the day and also a good selection of cars, motorcycles and tractors on display in the show ground. Also, a band was playing and singing for most of the day.

Our next event was the three days of Enfield Pageant of Motoring. The weather forecast was not good, with the best forecast for the Saturday, so the attendance was higher for that day, including our club stand. As it turned out, the weather held for the entire three days, with plenty of sun and entertainment, especially on the stand near to us. The Y&C Club had a problem when the pinion on the rear axle of one of their members lost some teeth. It was stripped on Saturday and by mid-morning on

the Sunday they could drive round to our stand with a completed job.

The following week we went to St Albans Steam Rally, a show we had not been to before, and it turned out very good, with plenty to see and do, and a lot of interest in our sidevalves. It was great to meet Phillip Birch from Gloucestershire, who was visiting relatives in the area and decided to make the trip to the show, not expecting to come across us.

After a week's rest we were then off on the Isle of Wight holiday. I managed on the outward journey to work out a route for the 160 miles to the ferry at Lynton without going near a town or any traffic jams, but it did include two 1-in-5 hills – double declutch to find bottom gear! We had a great time on the island, organised by Richard and Shirley Healey. The hotel we stayed in was close to the

waterfront, looking over the Solent. After a busy week visiting many attractions, it was off for our journey home, this time via Portsmouth: not good on a Friday afternoon.

The total mileage while we were away was 450 miles, so our next show on Fathers Day was a pleasing twelve miles away at Audley End House. There was a good selection of classic cars, and plenty of general public asking questions and reminiscing about when their Grandad had one like that!

Our last event in June was even closer, just five miles up the road for us at the Hatfield Heath Festival, where we had nine cars on our stand. The event attracted more cars overall than usual as the weather was glorious sunshine all day, and surprising as England were playing in the World Cup.

Fred Tutt

Surrey

Greetings from the Surrey Regional Group.

A day out with the Kent Group

Following an invitation from Richard Greenaway and Glen Woolway, Fred Tutt and his friend Nick Haynes set out on a sunny Sunday morning in June, with fingers crossed and spanners packed, to drive the 60 miles to join the Kent boys and girls and represent Surrey at the Bewl Water Classic Car Show.

Bewl Water is a reservoir straddling the boundary between Kent and East Sussex that supplies water in the Medway towns, Thanet and Hastings, holding over 31,300 million litres of water, and the largest body of inland water in south east England. There were eight cars on show, with war stories, maintenance tips, how fast we got the cars to go, learning to take a run at all the hills, holding up the Sunday traffic and reacting with calm to Mr & Mrs Angry: all good sidevalve stuff.

One hundred and twenty miles there and back is the longest trip so far undertaken in Percy, the 1952 Prefect NJJ 714, with its restored sidevalve engine. The engine ran like a Singer sewing machine and Fred is now full of confidence, wondering what all the fuss was about in planning the adventure.

Who is parked next to Fred's E493A NJJ 714 at Bewl Water Rally? (The number plate is only for show.)



A one hour journey in your day car, and double that in a sidevalve!

Looking forward to a joint venture next year (how about Sussex joining in, Dave P?).

The rest of the summer

Leigh Country Fayre

By the time this report is read, the Surrey Group will have had a club stand, for the first time, at the Leigh Country Fayre. At the time of writing we have four sidevalves booked in to attend, which is an encouraging improvement on our car show attendance in recent years.

The Cranleigh and Capel Shows

We will have a club stand at both of these popular local classic car shows on consecutive weekends (12th and 19th August), so if you plan to come along with your sidevalve or just your day car then come and say hello.

Surrey Regional Group Meeting

The next one of these is after the holiday period on Tuesday 16th October at Effingham Golf Club (KT24 5PZ), starting at 7.30 pm. We will circulate details of the meeting in advance. The



Kent Group with Surrey guests at Bewl Water Rally.

plan is to catch up on the various restoration projects as well as talking about what events to organise for 2019.

Other news

Thanks to Andy Main, who drove over from Kent to do an inspection in Guildford on the 100E of Alan Durbridge and his grandson Ben Williams. It was a bit of a surprise to see how much 'non-standard' restoration work had been undertaken. A fantastic paint job, and let's hope they are able to convince the DVLA!

It was also interesting to hear from John and Peggy West, who live in Hertfordshire. John spent most of his adolescent life in Guildford, with fond memories and love of the area, and was a member of the Surrey Group back when Tony Russell ran it. They were interested in joining the Surrey Hills Road Run that had been advertised in *Sidevalve*, but unfortunately we had to cancel it due to lack of support. Perhaps next year, John?

Andy Main dazzled by Alan Durbridge's 100E paint job!



Richard & Trish Greenaway

Kent

As I write and since the last magazine, we have had another six club events. First up, we had the Dartford in Steam – never one of my favourite shows, but reasonably well supported by the members in North West Kent, so that's why we tend to do it. This year we had nine booked in, but come the day we had twelve on the stand, which was the first time we'd had more than ten. Amongst those it was good to see SE Essex Regional Contact Clive Dove, come down and join us for the day.

Next up we had our first road run of the year. For whatever reason, we always have trouble enticing members to take part in road runs, as we only ever seem to get the same 6-8 members who are interested. After leaving Notcutts Garden Centre, we'd travelled only about two miles when Mick Osenton in his 100E Anglia came to an abrupt stop, so good old Glen was out with his tool box to sort the problem. Luckily it was only a faulty condenser, so we were all on our way in a matter of minutes. That was the only incident of the day. Our first stop was at Pery Court Farm Shop, where we stopped off for coffee and cake as well as a look around the farm shop. A surprise for most was the appearance of Kent member Derek. Unfortunately, Derek has been out of action of late due to several monthly sessions of chemo, but I must say I was surprised to see how well he looked. I've seen him since and he's still doing well.

On leaving the Farm Shop we headed up on to the Wye Downs, but unfortunately the weather was a bit murky so the view that we were promised by Lynn will have to wait for another time. From there we headed down to Hythe, then took the coast road taking in Dymchurch, New Romney before stopping off for a look around the lifeboat station in Greatstone. Anthony Oliver, a relatively new member who lives nearby, had rung me a couple of days before to say that if we would like to stop off at the lifeboat then he would show us around. Although now retired, he has done 30 years of service for the local lifeboat. Once again, many thanks Anthony. From

there we drove along to Dungeness where we had fish and chips in the new RHD Railway restaurant, before heading back through the Kent countryside to Maidstone and beyond.

Early June took us off to the Isle of Sheppey for their annual show. It was a good day all round, with lovely weather and a double figure turnout of vehicles. Although not in a sidevalve (maybe next year?) we had a planned visit from Belgium sidevalve member Marc, his wife Ingrid and son Wim (see photo). In conversation, Marc said he is hoping to come over again next year with his 100E Prefect. Also along for a chat was our newest Kent member, John Gilkes. After giving him a copy of our events list, he was hoping to make it along to our midsummer get-together at the Six Bells.

Our next show was the Bewl Vintage Rally. Unfortunately, we had to give this one a miss as we had a family birthday to attend in Scotland. In my absence, Glen took control of things and once again we attracted a good number of members along. Amongst these we had for his first time on a club stand Nigel North, who came along with his wife Sue, in his very nice Ford 7Y. He's since said he enjoyed the day and made enquiries about coming to the Fun Day during July. Also in attendance we had two other Regional Contacts. I feel bad about not being there, as this would have been the first time that we'd had three Regional Contacts at a Kent show. The two in question were Fred Tutt from Surrey and Clive Dove from SE Essex, who ventured down to Kent for the second time in as many months. We hope to see you at the Fun Day in July, Clive.

Our annual midsummer run (June monthly meeting) this year took us to the Isle of Grain, where twenty of us met up for a meal at the Six Bells in Cliffe. Of those, thirteen members came along in sidevalves, one of whom was new member John Gilkes in his nice looking two-tone Pop.

Finally, fourteen of us went to the Wrotham Steam Rally at the beginning of July. Of those in attendance we had long-time Kent member Alan Bewsey and his wife along in their 100E



Prefect, which he was telling me he had owned for 38 years. Unfortunately, we don't see him out with us much as he prefers to do weekend shows further afield. Also along for the day was Mark Steadman in his 100E Anglia, who was down for the day from Sydenham.

Future events

At the time of you reading this article, we have only five events left during 2018. The first of these is another new event for us, the Biddenden Tractor Fest on Sunday 19th August. Early indication is we should have at least eight cars in attendance. Although the main emphasis is on tractors, there is a selection of other vehicles plus lots of stalls and country events to look at. Then we have the annual Kent Classic, which as usual takes place at Aylesford Priory on Sunday 9th September.

Sunday 23rd September is the date for our second road run of the year. For this we will be meeting up at the Riverside Country Park in Gillingham at 9:30am, before we head off for a trip round the Isle of Sheppey, with a planned stop for coffee mid-morning, then a meal (venue to be decided) at the end of the day.

We then have a four-week break before our final event at the Offham End of Year Gathering. This leaves us with our final event of the year, which as usual will be our Christmas meal: this takes place on Wednesday 19th December, probably at The Bull, Penenden Heath. More details in the October magazine.

Søren Palsbo

Scandinavia

Back to basics

I admit that I would probably have helped break up the first weaving machines when they appeared many years ago, had I lived then. And I admit that it is not wise to reject any technical evolution blindly. Nevertheless, it seems that nowadays we sometimes invent new devices which are neither needed badly, nor really useful, when you think it over. Could it be that the inventors hope, first and foremost, to create a desire to possess these new devices and earn a lot of money by doing so?

Recently my wife and I hired a taxi in Copenhagen, as the route 8A bus departed from the nearest bus stop seconds before we could catch it and it had started to rain. No bus shelter there, of course. As we climbed into the taxi and wriggled ourselves down in the back seat – the comfort of London taxis has

Photo: Lennart Bydal

sadly been unknown in Copenhagen for many years – I was able to watch the instruments in front of the driver. It was evening, and the many lights looked like a major amusement park. In the centre was a big picture of the car in question, with ever-changing arrows showing the direction of either electric power or power from the traditional engine, almost competing to drive the car. This could be why the taxi was going much too fast in central Copenhagen!

If the driver had paid much attention to the movement of these power arrows then his driving would have been even more dangerous. Luckily, he looked ahead most of the time. How important is this flashing dashboard indicator? Is it 100 per cent entertainment?

My Ford Popular 104E is quite another story. It was built to transport its driver and passengers from A to B. The smell in the cabin tells that the power derives from petrol, and the

Merseyside

There is no Merseyside regional news for this issue, as Joe Wheatley is in hospital for an emergency eye operation on a partially detached retina.

He is recovering, but can't use a computer much for a couple of weeks.

engine sound and speed indicator tell me that it is difficult to exceed the speed limits. Very practical! Therefore the driver can concentrate on driving safely from A to B. Let's get back to basics!



Sally Litherland

Wiltshire

What an amazing summer this is turning out to be, with classic car events, fetes and vintage festivals every weekend – almost too many choices. In our Southern Wiltshire area we have had classic car meetings at the new Alabare Vintage Emporium in Wilton, organised with the Three Counties Vintage & Classic Car Club (3CVCCC), which included lovely homemade cakes. If you are into vintage things then it is a real treasure trove (I bought a hoe, not a vintage cake!). A meeting at Compton Abbas airfield in May was also a delight, with vintage planes arriving and taking off all day, but the trip there, ducking and diving up and down hills around Milton Abbas, tested Molly. At one point I wondered whether I would have to turn around and go up in reverse, but my extensive ‘entourage’ forced me onwards (sweating) in first.

Vintage Nostalgia in early June brought out many classics and was a lovely family day out, but I didn’t see any club members. Dig for Victory the following weekend in Bristol was another happy event – several FSOC members attended, and there was camping, enactments, vintage shops, music and dancing the night away, even an ‘air raid’ lighting up the night sky late in the evening.

Immediately after that ... Bembridge! Four sidevalves taking the Isle of Wight by storm and laughing all the way. It was an early start

from Salisbury, meeting up with Mike Howlett in Matilda at Pickets Cross near Ringwood, then onwards in convoy to Lymington across the New Forest, with Google informing me, ‘You have lost GPS’ at every significant turning! On the Isle we drove half-way to Bembridge, meeting Lucy Watson in Evangeline at B&Q, Newport, then setting off again in a longer convoy. IoW roads are perfect for 40 mph, so at 35 mph our speed didn’t seem to bother anyone and we rarely had a significant tailback. Arriving at the campsite in Bembridge, Mark Hickling and his son, Richard, with Annie were already all set up with a ‘proper’ tent and electricity. Two days racing around the island, with Evangeline in the lead setting the pace and Molly at the back (because she had working brake/indicator lights), was an interesting extreme sport for our old girls! By the seaside were hair-pin bends on steep hills, with chuckling spectators and long hills where we stopped and at the top whooped, ‘I did it in third!’ Lucy looked after us wonderfully with tours, pub visits and supper at her shack on the beach. The campsite at Whitecliffe Bay has excellent facilities – and if you book to stay there, the ferry crossing is discounted. Dave Barry (FSOC Member) and Pat invited us to coffee, showing us Dave’s sidevalves and Pat’s most amazing wire Wight Fairies (see her Facebook pages). Dave arranged for us to

Date for your Diary

Southern Sidevalve Day at Breamore House on 12th August, 10am–4pm. Exhibitor Booking through Gemini: www.classicmotorshows.co.uk/breamore-house, and please mention that you are with the FSOC to ensure space. I’m looking forward to seeing lots of you there! Any queries, please contact me, Sally Litherland: 01722 323035 or salitherland@hotmail.com.

visit a friend with several barns containing a fascinating vintage / classic car and motorbike collection. Finally, we all drove to Yarmouth where Lucy, Mark and Richard waved Matilda and Molly off back to Lymington. The ferry crew were also amazing. They said they had looked after the Y&C Club visit the week before, and made sure our cars had the best places away from any salt spray.

It was hard getting back to reality in Wiltshire but I did come down with a bump as the AGM was held two weeks later on a beautiful day in Calne, at the fascinating Atwell-Wilson Museum. Nearly 20 cars and around 40 members attended the meeting, many doing the road run to the Lysley Arms before setting off for home. It was an excellent turn-out.



Mark Harvey

East Midlands

Hello all, welcome to my first article as the new East Midlands group Regional Contact, having recently taken over the reins from Liam Cotton.

Firstly, I must let everyone know that the Lupin Farm show on 19th August 2018 has been cancelled due to organiser Edwin being unwell and requiring an operation, but the good news is he's on the mend. As a group, we are hoping to arrange a drive out day on that date; if anyone is interested, please contact me a.s.a.p.

I thought as my first attempt at writing for our magazine that I would tell you how I became obsessed with the Ford sidevalve: at least, that's what my missus thinks!

I have always loved Fords, from the very first car I remember: my Grandad's 300E van. After passing my driving test I bought myself a 1976 MK3 Cortina, and this was followed by Mk 2 Escorts, a Mk 2 Escort van, a P100 pick-up, a 58 Pop Upright custom, plus many other makes and models in between.

For many years I have raced on oval circuits, favouring a Mk 2 Escort. Following a bad crash racing and injuring my back, I was told that my racing days were over, or I would be paralysed. Pretty good incentive. Whilst laid up, a mate of mine had a solid Mk 2 Consul that he was going to use for banger racing. To stop this I offered him my other race car in a swap. He took me up on it but I soon realised this was too big for me and put it up for sale. I was approached to do a swap for a 1958 100E Anglia, and the love affair began. The swap done, I got it back to my unit and there it sat for a few years while I got back into racing hot rods on the ovals. In 2012 I gave the Anglia to my son, Jake, for his 16th birthday. He's currently buying everything to put it back to original spec.

Realising that I needed deeper pockets than I could find racing ended for good. Then came a 300E van known as Flippin' Different. Heart ruled the head and it was soon clearly too big a job for me. Whilst on holiday I sold it on and that's where my boy, Henry, came along, the 1956 100E Anglia Deluxe in Photo 1.

It had been restored by the previous owner and everything painted black – and I mean everything, including the headlining and



Photo 1

everything else that didn't move, or did, to be honest. Wiring that blew my mind, and when all the unwanted was removed it left me with a carrier bagful. I have since spent months stripping the black paint off to get it back to the original green, whilst using it as often as I can and calling it a rolling restoration, which as you can see in Photo 2, to be honest, is not really happening, as all I want to do is keep it roadworthy and keep using it.

I am lucky to have been invited by Colin Pudge and the club to show the car at the NEC Classic Car show and restoration show, and received lots of attention, mostly because it's a useable car and an ongoing restoration. I know I've missed out a lot, but otherwise we'll be here all week reading it.

Lastly, can I say a big thank you to all my fellow East Midlands group for their support in accepting my taking over from Liam. If you are in our area, please do come along to one of our meets on the last Thursday of every month at the Greyhound pub, Woodville, Leicestershire.



Photo 2



Photo 1

Nigel Hilling



Photo 2

Yorkshire

News and events

Wow, what weather! We've had a long overdue prolonged hot and dry spell in June which will hopefully have continued after writing this in early July. Our June meeting at the Reindeer brought out a good number of cars and we managed to sit outside all evening. Photo 1 shows most of the attendees.

By the time you read this, our only remaining club stand for the year will be at the YHVG, Knavesmire event on Sunday 23rd September. There is still time to enter, or it is normally possible to enter at the gate on the day. A few of us are off on a run up to Tan Hill on the 28/29th August. Let me know if you are interested in joining us.

Our local members have been attending many events over the last couple of months, including the Haworth 1940s weekend, Tatton Park, the Hope Motor Show, Rufforth BYVN, the David Brown Motor Show in Huddersfield, and Thornes Park in Wakefield, to name but a few. Keep those sidevalves rolling! Let me

know what you have been up to during the year and I'll add a few lines in my reports, or send a full article directly to the editor.

2018 AGM

The 2018 AGM was held at the Atwell-Wilson Motor Museum in Calne, Wiltshire this year. John Duckenfield (100E), Bert Marshall (103E) and wives made a long weekend of the occasion as they have done for the last few years. Rob Goodland (107E) and family also travelled down. I went down in my Anglia in convoy with Steve McKenna in his 103E. The museum was interesting and included examples of a Model Y, E494A, and 103E. It was good to meet up with faces that we tend to see only once or twice a year. Steve and I called in at the Shrewsbury Vintage Vehicle Show on the way back on the Sunday to meet up with members of the North West and Welsh Borders group on their club stand (Photo 2). We all must have clocked up over 400 miles over the weekend, in hot temperatures with all

windows open.

The Y&C Isle of Wight tour

Once again I crossed over to the dark side by accompanying Steve McKenna in his Model Y on the Y&C Tour of the Isle of Wight in early June. Steve's engine has a cracked block, which allows water to leak into the oil with potentially disastrous results. A block sealant slowed the leak but was still of concern. We were fortunate in that the small amount of water would settle in the bottom of the sump, where it could be drained and not get mixed with the oil during running. At the time of writing, we haven't been able to find the crack as it doesn't appear to be in the head, block top, or bores, so it looks like engine out for a pressure test. Despite the worry of the water emulsifying the oil, we managed to complete the drive down and back with a week on the island without mishap. That's another 800 miles on the clock for Steve, and another reminder that you shouldn't be afraid to use your sidevalve. Photo 3 shows Steve's Y amongst others at Calbourne Water Mill, and Photo 4 a sidevalve-powered Cannon trials car that we just happened to come across in Shanklin.



Photo 3



Photo 4

John Porter

Old Ford Rally, Gaydon 2018

This event regularly attracts a huge range of classic Fords, from Model Ts and As to the front wheel drive Escorts. There were even some military Fords, with a selection of commercials and a couple of tractors. Well represented were the Fords of the late fifties through to the last of the Capris: Cortinas, Consuls, Zephyrs, Zodiacs, to name but a few. There was a decent autojumble to check out, but like most stalls these days, very little for our cars – the later Fords being catered for (still more stock about).

From the point of view of the FSOC, this is one of the largest gatherings in the centre of the country. Sidevalves come from far afield to make a varied line-up. This year we had examples of most of the models from the late thirties through to the end of production. Each sidevalve was driven to the show – no trailer queens here! Perhaps two of the most rare standard Fords were the 5 cwt van belonging to Mark Fellows and a 7W tourer driven from deepest Gloucestershire by Phil Birch. There were two vehicles from the Andrew Bailey Collection based in Hinckley: a recently acquired 300E van (driven by Colin Pudge) and an E494A Anglia (driven by Andrew Bailey). This Anglia was originally owned by Andrew's father, bought back by Andrew and restored to its present condition. Nick and Annette Whitehouse drove from Worcestershire in Nick's E494A Anglia, owned for many years by his father, and this example is in original condition.

Mick Hartley brought his recently completed Anglia, which has been the subject of various Coventry Group demonstrations at the NEC Restoration Shows. Despite their assistance, Mick has completed the car and got her roadworthy! Yet another E494A Anglia was brought by Geoff Hammond – there must be something about this rather more luxurious small family car in the Midlands. This model was always considered to be one of the more rare Uprights – not anymore.

The two 100E estate car models were on show – one was the late model Squire belonging to Geoff Crowther. This local car

has been the subject of a fairly comprehensive overhaul, bodily and mechanically, and arrived with a freshly rebuilt engine. The other was the rather scarce Escort (the original Escort!) belonging to long term owner Paul Reddell from Birmingham. This car now sports an aluminium cylinder head and twin carburettors, together with the rare as hen's teeth overdrive, giving Paul six forward and two reverse gears. It was good to see the Willett brothers at the show with their E494A Prefect and 103E Popular from Northampton. Most of these sidevalves do not live around the corner, so distance is not a problem – time often is!

This long standing venue has recently become the British Motor Museum and remains a trust since being set up as Leyland Historic Vehicles in 1975, to look after all of the group's historic vehicles. Just listing the marques under the BL banner gives some idea of the breadth of the collection. Originally set up as a collection of BMC and British Leyland vehicles and automobilia, the museum passed through Ford's hands where some of the exhibits were sold off and some Ford exhibits added. Latterly, Ford sold the museum to Tata at the same time as Jaguar Landrover. Today, the car collection is nearly 300 strong. The base of the collection stems from the Trust's historic beginnings as British Leyland (BL) Heritage, but it now takes in smaller manufacturers such as Morgan and niche producers such as Land Rover and Jaguar, as well as the mainstream producers from the past, such as Austin and Morris. The Trust also works closely with the heritage arms of Britain's major car concerns, including Ford, Jaguar and Vauxhall, to bring some of their historic vehicles to the museum for visitors to enjoy. In fact there is something for everyone, so it is well worth a visit in its own right.

Overall, a great show with excellent weather – perhaps a bit too good out there on the tarmac! Apologies to those that I did not get to speak to but this year, for the first time in many years, I thought I would visit the museum. If you have not been to the Old Ford Rally, why not give it a try next year for our fiftieth anniversary of the FSOC (formerly 100E Owners' Club)?



E494A (Mick Hartley), 300E van (Andrew Bailey) and 100E Escort (Paul Reddell)



100Es (Graham Marsh and two non-members)



What a lovely pair – carburettors



103E Popular (David Heard) and E494A (Annette and Nick Whitehouse)

Implementation of the Roadworthiness Directive

The implementation of the Roadworthiness Directive on 20th May 2018 continues to raise many questions for our members, and for that reason we have decided to take an exceptional step of publishing an Addendum to the various articles we have published so far.

This information supersedes all previous advice the Federation may have given including that in Issue 3 of the Newsletter. We must stress that all previous advice was provided in good faith based upon information supplied to us by the Department for Transport (DfT) and its Agencies. The Federation apologises if any members have been misled by advice previously provided.

The advice given here describes the process as it has now been clarified by the DVLA which manages the exemption process on behalf of DfT. The Federation offers no opinion as to whether the process described precisely follows the law as set out in the relevant Regulations.

Nor has the Federation undertaken any comparison of the process with the various forms of guidance which have been made available to the public via either the gov.uk website or by the DfT directly.

David Whale, Chairman, June 2018

Changed MOT/GVT exemption regime

Principles of exemption within the vehicle licensing system

- The Regulations provide the exemption (forty years old and not substantially changed within the last thirty years) for cars vans and motorcycles. That is a matter of law and does not of itself require any action.
- The regulations are more complex for other classes of vehicles, as the Federation has made clear in past Newsletters. The Federation remains unclear as to whether and to what extent the online licensing system will take account of these complexities.
- The definition of 'vehicles of historic interest' contained in the Regulations is not carried through into the licensing system.
- The system also does not depend upon the vehicle being in the Historic taxation class.
- DVLA has chosen not to check vehicle status until at least the next available date for relicensing of the vehicle.

- The system is based upon the DVLA database showing a vehicle as having been registered at least forty years ago. That database assumes the vehicle to be exempt. The Federation of course recognises that a vehicle may not have been registered immediately after it was built and a mechanism has been established to ensure such vehicles can enter the 'historic' taxation class. There is currently no mechanism of which the Federation is aware by which this anomaly can be dealt with in this system.
- Conversely, a vehicle can become eligible for MOT exemption some months before meeting the historic taxation class exemption requirement.
- Confirmation by an applicant as to whether a vehicle is correctly identified as exempt, as described below, does not feed into any database and DVLA has no intention of creating such a database.
- The confirmation provides only a mechanism for proceeding with relicensing of a vehicle if the MOT is not still 'valid'.
- Conversely if the vehicle has a valid MOT (even if it is a 'voluntary' MOT) a confirmation or otherwise need not and indeed cannot be made.

Licensing system operation

At a Post Office

- If a vehicle registered over forty years previously which does not have an MOT is being presented for relicensing at a Post Office, a V112 (or V112G as the case may be) must be shown to the Post Office clerk before relicensing may progress. The Post Office clerk will simply look at the signed form, confirm that fact on their system and return it to the keeper.
- If the vehicle has a valid MOT, even if voluntary, no V112/V112G will be required.
- This process will be repeated at each annual relicensing.

Online

- If a vehicle registered over forty years previously which does not have a valid MOT is being presented for relicensing, a page headed 'Check Vehicle details; MOT/GVT Exemption test certificate declaration' will appear.

- This page says that DVLA records show the vehicle is over forty years old and thus may be exempt from testing and that the record assumes the vehicle has not been substantially changed. This page then enables the ticking of one of two boxes; these declare either that
 - the record is 'correct', i. e the vehicle is not substantially changed and thus exempt, or
 - 'incorrect', i. e. is substantially changed and thus not exempt.
- The applicant then selects 'continue'.
- If the applicant has selected 'correct' then licensing will continue towards completion.
- In the unlikely event of the applicant selecting 'incorrect' in respect of a vehicle with no MOT, a new page requiring the applicant to go to a Post Office with an MOT will appear and licensing will not proceed.
- If a vehicle that is being presented for relicensing online has a valid MOT (even if it is voluntary), the process will complete without the page containing the declaration appearing. The page cannot be voluntarily accessed if the vehicle has an MOT, whenever that MOT expires.
- This process will be repeated at each annual relicensing.

Enforcement

- The Federation has been advised by DfT that the database upon which the police undertake MOT enforcement will show a right of exemption at forty years after registration. The police will not, to our knowledge, have visibility of the confirmation process and thus will not be aware whether a vehicle over forty years old does require an MOT because it is substantially changed within the rules.
- While the Federation has no reason to believe that members should be concerned on this account, the Federation should make it clear that it has no information regarding how and whether there is guidance to police officers regarding enforcement of the actual Regulations, or the validity of the actions of keepers in either providing a signed V112 (or V112G) or checking the online declaration box.
- For the avoidance of doubt, the obligation not to use an unroadworthy vehicle on the road is unaffected by this process.

Yvon Precieux

Pre-War Register

Registrar's comments

We seemed to have a summer this year so I decided to take a photo of all of my cars, in date order (Photo 1). The Cheetah now has the dual Webers fitted.

As far as I am aware, we have very little material in our archives about the motor sport achievements of Model Ys, Cs and CXs. They are significant in the part they have played in the quite extraordinary achievements of the Ford 8 and 10 engines, which for historic racing extended from the 30s well into the 50s and 60s. The 10 engine especially has its pedigree in performance setting, and it would be worthwhile to build up this aspect of our cars' history for future reference, and to point out (to the uninitiated) how the Ford sidevalve engine (to the initiated) is highly regarded as being a landmark competition engine. So, in this month's register the topic is competition.

Racing and rallying Ys and Cs

In the register pages I would like to make acknowledgement of one particular specialist body constructor / tuning expert and former Bentley racing mechanic, J W Bessant, who, under the name of The Povey Cross Motor Company, constructed special bodied Ys and prepared C tourers in various tuned guises at the company premises in Horley, Surrey. A typical Bessant modification in a Model C tourer was tested by *Autocar* in 1935, and consisted of careful balancing of crankshaft, pistons and conrods, polishing of inlet parts, upping the compression ratio, fitting of stronger valve springs, installation of special inlet / exhaust manifolds to accommodate twin SU carburettors, straight through exhaust system and installation of an electric SU fuel pump in lieu of the mechanical unit. The SU fuel pump was placed on the driver's side bulkhead forward of the tool box. Total cost was £88.00, but remember, Ford was producing the two door Y in late 1935 for £100, and £28 for a speed modification. Naturally for the *Autocar* journalist relegated to testing the lower market family saloons, etc of the day, the performance on the Bessant modified versions in comparison was



Photo 1

instantly noticeable, in fact positively startling, and every endeavour was made to speed test on the Brooklands track. With passenger ballast equivalent to 11 stone and allowing for slight speedometer optimism, tests were run to extract the best acceleration figures without causing damage to vehicle, oneself or your silent passenger. Taking the mean average of runs in opposite directions of the track, 50 mph was realised from a standing start in 16.15 seconds and 60 in 24.15 seconds. Although in this case sustained maximum speed was not indulged in, an accelerating quarter mile was covered at 71 mph. Hill-climbing performance was given a favourable report with the 1 in 5 Brooklands hill taken at 18.76 mph in first gear from a standing start. Criticisms on the mechanicals were few and confined to noticeable mechanical roar when accelerating fast. Top gear flexibility was not useful below 15 mph and accessibility to the oil dipstick was rendered awkward due to the special manifold.

One of the earliest vehicles out of the Bessant stable was a two seater Y Special in 1933. The Povey Cross Motor Company eventually manufactured a slightly modified two seater / semi-four seater, the latter being accomplished with some difficulty due to the impossible containment of a further two passengers, the hood and any luggage in the space provided. The body style featured cutaway door stops, scuttle or wind cowlings, a high screen of the

fold flat variety, and a hood which disappeared in the luggage compartment under a tonneau cover just behind the front seats. Later vehicles featured a front bench seat with some harsh criticism being levied at the narrowness of the individual seats initially.

A specification similar to that described on the Model C tourer in this article was given to the JW Special Y, although pistons were shortened by with 12mm off the skirt. Optional extras included a Vertex magneto at £7 10s and independent front suspension à la Les Ballamy. The cooling system was considered an oddity in that it was expected to boil over at times, the cooling fan being omitted and a steam valve inserted in the overflow pipe from a somewhat shortened radiator some five inches lower than standard, but wisely with a deeper centre core. An oil pressure gauge together with temperature, rev counter, speedo and Bluemel-Campbell steering wheel was included and took the cost of the Bessant Ford two seater / semi-four seater to some £190, or £210 with independent suspension. Maximum speed was attainable at 68.18 mph. Photo 2 shows Jack Bessant navigating in his two-seater BPC 796 at the 1934 RAC Bournemouth Rally, where he was placed 9th with 117 competing.

The Smithfield racer

Ireland has a proud history of racing with the



Photo 2

pre-war sidevalve 8 and 10hp engines. The Leinster trophy is just one event out of many. Maybe more sporting information can be identified via our Irish membership and brought to the attention, be it in these pages or in the Specials Register, as events like this continued well into the early sixties. The following is an extract from the 1935 July edition of *Autocar*.

‘The second Leinster Trophy Race was held on Saturday last on a new circuit of 5 and 11/12th miles in the neighbourhood of Tallaght, a few miles from Dublin’s municipal boundary. The course did not seem to appeal to many of those who contemplated entering for the race, but the result proved it to be quite as good as the thirteen-miles circuit at Skerries over which the inaugural race was held last year. The race resulted in a win for the limit man on the handicap, J. Toohey, who, driving an 8 h.p. Ford, received five laps start from A. Dobson on a 2,332 cc. Alfa-Romeo. Toohey got away from the other limit cars very early in the race, and, leading throughout, won by 1 min. 49 sec., covering the distance (153 miles) at an average speed of 59.33 mph. In second place was A.R. Huet with his 847 cc. M.G. He might have been a little nearer to the winner had he not buckled a wheel on the last lap. He was set to give Toohey a lap less 4½ min., and averaged 59.06 miles per hour. The third place was filled by C.G. Neill, one of the Belfast competitors, on a 1,990 Bugatti, who averaged 66.49 mph. Neill was the only back marker who at any time looked like coming through. The scratch man, Dobson, did not fancy his chances in the handicap. He was handicapped to average 77 mph, and his fastest lap was 70.5, the fastest of the race. The handicap had been altered just before the race by Toohey’s start being reduced by 2 min. – an alteration which did not prevent Toohey winning or materially improve

Dobson’s chance. After doing eleven laps, Dobson retired. Of the 29 entries for the race there were 23 starters. Eleven of them finished; three were flagged on the expiration of the time limit and the others retired, mostly from mechanical causes, although one local man, O’Riordan, of Tallaght, overturned his car, but escaped without injury. While the proportion of finishers was fairly high (nearly 50 per cent.), the six teams entered suffered badly. The M.G. team was the only one to finish intact. Of the club teams, the Ulster A.C. was the first to lose a man, when L. Briggs (847 M.G.) was forced to retire on his sixth lap. Rarely does one see as many pit stops in a race of only 150 miles as there were in this event. The winner, J. Toohey (933 Ford), who had gone very fast in practice was penalised by having his handicap reduced from 5 laps and 2 minutes to 5 laps. He accepted this in a most sporting way, despite the fact that he found it necessary for the race to reduce the compression ratio he had employed in practice, with consequent loss of speed, though at a gain in reliability. His passenger, J. Cody, the well-known Dublin motor cyclist, employed sidecar racing tactics, leaning out in an apparent perilous manner on corners. This caused the car to be flagged in twice towards the end. Behind Toohey there was a certain amount of change taking place. Sheare (M.G.) lay in second place for a long time, until passed by Huet (M.G.), and later by Kay (M.G.). The Adlers, when not shedding mudguards, were running very well and quietly, Manders being the fastest, though rather slow at first. Davis, with his Balil-la Fiat, struck a hedge and damaged his wheel and hub cap, causing his retirement. This was really hard luck, as he was the man best placed to challenge the leaders.’

The official time identified in the *Autocar*

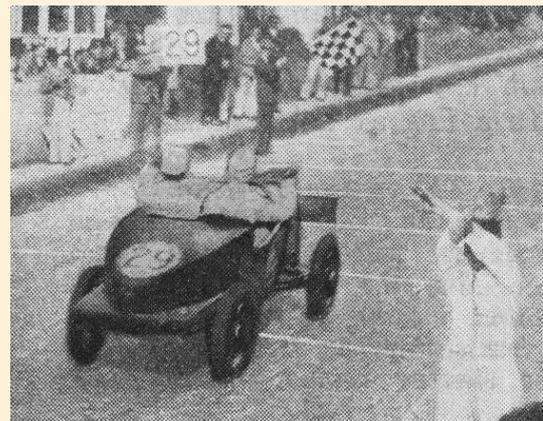


Photo 3



Photo 4

account is 59.33 mph but other times have been noted with 59.93 and 59.19. Photo 3 shows Tooey and J. Coady crossing the finishing line, with Photo 4 via the Model Y&C Club.

Old stock

I was refurbishing various distributors, fitting new caps on some, but on one old stock cap (purchased way back via a Ford agent), when I turned the dizzy it jammed solid. The cap itself was a Ford product with the name on the front, but inside one of the contacts was lop-sided and not angled as it should be. Quality control problems, so regrettably the cap was scrap as the wrong angled contact was too solid in this position and unable to be twisted back. (Photo 5.)



Photo 5

Ron Taylor

E83W Register

Hello folks. The Register continues with no recent changes.

We start this month off by congratulating Jerramy Topping of Aston Clinton in Buckinghamshire, who won first prize at the Luton Festival of Transport. Readers may remember Jerramy with his newly acquired pick-up truck LLT 353 in the last December magazine. It is always good to see these vehicles winning their way at shows and we don't get to see that many. Jerramy writes, 'I attach a photo of the pick-up, which was taken at the Luton Festival of Transport where we won first prize in the Commercial section, and the prize was awarded by Danny Hopkins, editor of *Practical Classics* magazine. As you can see, I have had the truck signwritten.' (Photo 1.)

If any of you out there have won at any shows and want to tell us about them, I will be delighted to hear from you.

Speaking of further pick-ups of prizewinning accolade, and always on the lookout for any from other spheres, Photo 2 is a snap of another fine specimen which was taken at the H.C.V.S. London to Brighton run on the May Day bank holiday earlier this year, by owner Lisa Preston of Gloucestershire. 386 XUD was first registered in 1951, though the mark is an Oxfordshire one issued post-1963. Well done, Lisa!

Well done too to Richard Jones of Nantwich, who has been successful in reclaiming the registration mark for his 1957 van PVN 669. This van



Photo 1. Jerramy Topping.

was another new find, not being known to the club until Richard acquired it in 2017. It further shows that there are still E83Ws out there just waiting to be found, although most are very elusive - one of the reasons, of course, why they are still here today.

Every van and car has its peculiarities and quirks, no matter what age, and E83Ws are no different. PAH, or 'Bertie' as it is affectionately known in the family, is a case in point. It gained this nickname from one of my two sons when they were young

and alludes to the railway stories by the Rev. W. Awdry. Bertie in the stories was of course not a red or green engine, but a bus.

Everything on Bertie (PAH) works and runs as it should - very well, as it happens - but sometimes it has a tendency, *just the slightest tendency* ... to backfire. I've never been able to discover the underlying cause: no change of engine, distributor, coil, carburettor, or ignition timing has ever quite eradicated it. It happens when you press the accelerator in overrun, and when it does it can take you as you might expect, by surprise.

I was reminded of this tendency one day when I turned into a country lane. Changing up, I noticed a group of horses with riders coming the other way out for a trot. Whether I backfired or not I still can't be sure, or whether it was the enormous noise coming from this buzzy green thing as it approached them, but the front horses startled, were controlled and carried on nervously - but the horse at the rear, probably a little younger than the others, was having none of it. It reared and galloped off across the grass verge, over the hedge and across a recently ploughed field with its poor rider hanging on for dear life, shouting over to his cohorts, and out of sight. By this time everybody had disappeared. I never saw them again, but I couldn't resist a slight smirk as I admonished Bertie for mischief as we drove off.

See you all in October.



Photo 2. Lisa Preston.

Liam Cotton

100E / 107E Register

Before we start, I would like to say a huge thank you to Tony Lloyd for doing such a good job as 100E / 107E registrar for a total of 25 years, and for helping and guiding me in my new role. As the new registrar, it is quite daunting to think of my predecessors: Tony Lloyd, Rob Goodland, Tony Fox, Phillip Hardwicke and many more. It will be difficult to keep up the high standards of service that we have been used to, but I will do my best.

One of the most important jobs of any FSOC registrar is to provide suitable material for the register pages of *Sidevalve*; from the club members' point of view there should always be some content for each type of vehicle. The 100E / 107E register will be combined for this issue only, so that I don't have to repeat information. Here is the important bit: I desperately need your input to fill the register pages! Please do not put off writing that article / letter or sending photographs any longer! I would be glad to receive anything for inclusion in the magazine: the history of your car, who owned it originally, how was it used, restoration stories, what led you to buy a 100E / 107E, thoughts and memories of motoring in your Ford sidevalve, what or who got you interested in 100E / 107Es? As 2019 is our club's anniversary, what about fond memories of the FSOC / 100E owners club?

I can cover the register pages myself for a couple of editions, but I am sure that you would prefer to read about a whole range of cars rather than me simply rambling on and on. You can reach me by mail, email or telephone. If you are sending old photographs then I can scan them and return the originals if you wish. So, on to the register proper: put on your crash hats and fasten your safety belts...

100E section

What is it about the 100E that attracts us? Every owner / enthusiast will have a different answer to this question, but I would guess that the majority would say the looks. To me the 100E shape is very aesthetically pleasing; someone more intelligent than me once said, 'It doesn't matter what the design is: a speed boat, a fast car or aeroplane; if it looks right then it normally is right.' Take the graceful



Photo 1

lines of the Spitfire fighter plane: it just looks right and in perfect proportion. The 100E to modern eyes looks old and antiquated, but just imagine, in 1953 (when they were launched) they must have seemed streamlined compared with the pre-war looks that the motoring public was used to. Certainly, I was attracted to the looks as a youngster and still the 100E seems proportionally correct.

One aspect of classic / vintage motoring that interests me is that of originality. All older vehicles hold an interest, but the beauty of an original vehicle is that it stands as testament to what the factory actually produced, and as a reference for owners who are trying to restore their vehicles to the correct factory specification.

I have a nasty habit of viewing cars for sale on eBay, and recently came across a bit of a rarity; NVY 29 (pictured, Photos 1 and 2) is a



Photo 2

Continued on page 25



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

Regalia List (denotes new item)**

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.....	Out of stock
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
Ford Motor Cars, 1945- 64.....	£9.70
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
Historic Ford 'Keep off My Arse!!' sticker.....	£2.50
I Love My Sidevalve Sticker.....	£2.50
Register Sticker (state model) each.....	£1.50
Magazines	
Binder for Club Magazines (holds 2 years).....	£11.95
Back copies of <i>Sidevalve News</i> from 1996 to the latest published issue are available @	£1.30
each. Please contact the Spares Secretary or visit the club website for further details.	
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
Badges	
Enamel Lapel Badges: FSO C, 103E or 100E.....	£2.20
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.90
FSO C Grille Badge: Round or Square	£13.50
Register Grille Badge: Popular/Prefect/100E/107E	£13.50
FSO C embroidered badge 5cm diameter iron-on.....	£4.00**
Other Regalia	
FSO C Licence Disc Holder.....	£1.15
DVD of Ford Archive material and FSO C events.....	£5.95
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£4.50
FSO C Woven Tie	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

Spares List for 8 & 10hp Type Models (denotes new item)**

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 (fits E83W only).....	£66.50
68-1236-A Rear Wheel Bearing Kit (fits all models except E83W)	£180.00
Braking System	
YE-2019A } Brake Shoes (set of 4 – not E83W – CE-2019B } return old shoes with order).....	£59.95
7W-2019 } Brake Shoes (set of 4 – E83W only, return old shoes with order) ...	£69.95
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
7W-2035 Spring (brake retracting) E83W only	£7.00
E83W-2035 Spring (brake retracting) (set of four) E83W only.....	£23.00
E83W-2035 Spring (brake retracting) short.....	£6.50
Y-2036 Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model.....	£10.20
7W-2116 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
Y-7523 Brake pedal return spring	£6.90
E83W-2498A/B Rear brake cables (Pair E83W)	£79.95
E83W-2580/1B Front brake cables (Pair E83W).....	Out of stock
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
E83W-2853B Hand Brake Cable Clevis Pin.....	£3.00
119276 – ES2 Hand Brake Cable (fits E83W).....	£27.40
119290 – ES2 Set of four 1/4" Thackery (double coil spring) washers (not E83W) ..	£2.66
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
Y-3123 Washer, spindle thrust 3/16" thick	£4.50**
King pin shim pack (axle set) qty 2 ea 0.005", 0.010", 0.020"	£5.00**
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
King Pin shimpack for 7W-33111.....	£5.00**
E83W-33111 King Pin Set, complete (E83W)	£59.00
Y-3446 Front axle A-frame Bush (fits all models)	£6.85
353031/353043 qty 10 Lubricators (grease nipple) 6 x straight, 2 x 45 deg, 2 x 90 deg.....	£8.50**
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
E62A-5713B Stud (rear axle shackle) E83W only	£8.20
E62A-5468B Bar (spring shackle) E83W.....	£3.90
Set of 4 E83W shackle bushes and 4 plates.....	£35.00
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
E93A-18045 Front Offside Shock absorber (E493A, E494A and 103E only) ..	£123.00
E93A-18046 Front Nearside Shock absorber (E493A, E494A and 103E only) ..	£123.00
E93A-18047 Rear Offside Shock absorber (E493A, E494A and 103E only).....	£123.00
E93A-18048 Rear Nearside Shock absorber (E493A, E494A and 103E only) ..	£123.00
E83W-18045 Front Offside Shock absorber (E83W only).....	£95.00
E83W-18050 Rear Offside Shock absorber (E83W only).....	£95.00
E83W-18046 Front Nearside Shock absorber (E83W only).....	£95.00
E83W-18051 Rear Nearside Shock absorber (E83W only).....	£95.00
CE-5783 Suspension Buffer (fits all models except Model Y).....	£25.00
Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£87.00
Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£87.00
Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents.....	£160.00
Exhaust Systems	
Y-5230 Model Y stainless steel exhaust system (collection only)	£160.00
E04C-5230-A 5cwt stainless steel exhaust system (collection only)	£140.00
E83W-5230-A E83W stainless steel exhaust system	£185.00
E93A-5230/P Prefect and 7W stainless steel exhaust system	£199.00

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

E93A-5255-C		
E93A-5230 / E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system.....	£260.00**
Y-5251	Manifold to exhaust clamp.....	£9.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular	£39.95
CE-5230-B	Model C stainless steel exhaust system	£280.00
7W-5283	Exhaust Mounting rubber insulator c/w nut, bolt & washers.....	£5.80**
E93A-5297	Fabric Insulator exhaust mounting (qty 2).....	£3.20**

Engine Parts

E493A-18666-A/B	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assy	£45.20
E93A-18670	Oil Cleaner outlet pipe to gear cover (inc sealing washer)	£7.00**
E98T-18674-A	Oil Cleaner outlet (inc sealing washer).....	£7.00**
E98T-18672-B	Oil Cleaner cleaner inlet pipe to cylinder block (inc sealing washer).....	£7.00**
E98T-18672-A	Oil Cleaner cleaner inlet (inc sealing washer).....	£5.50**
	Oil Cleaner kit (all items required to fit oil cleaner assy).....	£145.00**
	Replacement spin on filter for modified oil cleaner housing assy.....	£5.70**
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	£22.50
E93A-6135-A	Piston pin STD (set of 4).....	£35.00**
E93A-6250A	Camshaft (Chain Driven).....	£62.75
E93A-6258	Camshaft locking retainer.....	£4.00**
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).....	out of stock
E93A-6510B	Valve guide (per split guide).....	£25.00
E93A-6510B	Pair Valve guides	£45.00
E93A-6510B	Four Valve guides.....	£85.00
E93A-6510B	Valve guide (per engine set)	£170.00
E93A-6505B/E	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet).....	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50
Y-6520	Valve Cover (fits all engines).....	£15.95
100E-6521	Gasket, valve chamber cover.....	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£5.25
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
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734)	£8.25**
EB-6730	Sump Plug magnetic (inc sealing washer EB6734)	£10.75**
EB-6734	Sump plug sealing washer tube.....	£1.00**
40-6754	Stainless steel dip stick tube	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Set including rings (STD, +0.020", +0.030", +0.040").....	£210.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50
	3-Ring 10hp Piston Ring Sets (+0.020" only).....	£20.00
	Small end bushes (set of 4)	£27.00
	8hp decoke gasket set (1932-34).....	£35.00
	8hp decoke gasket set (1935-1953)	£45.00
Y-6051-C	Manifold stud.....	£5.95
E15-Z-1	Manifold stud (set of 4).....	£21.00
Y-24051	Decoke gasket set (E93A 10hp engine)	£29.95
E16-Z-1	Conversion gasket set (E494A 8hp & E93A 10hp engine).....	£29.95
E16-Z-1/E50-Z-1	10hp decoke gasket set and Conversion gasket set.....	£56.90
7W-6051-A	10hp cylinder head gasket.....	£19.95
Y-6051	8hp cylinder head gasket 1932-1934.....	£15.00**
YE-6051-B	8hp cylinder head gasket 1935-1953.....	£28.00**
YE-24052C	Studs (Cylinder head) set	£34.99
33800-S7/8	Set nuts for cylinder head studs.....	£4.00
E93A-6212	Nut (connecting rod) set of 8	£6.00**
	Dummy valve guide.....	£18.50**

Clutch and Gearbox Parts

Y-2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order).....	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-7015	Main Drive Gear (8hp).....	£35.75
YE-7015	Main Drive Gear (10hp).....	£38.50
Y-7040	Baffle drive (thin).....	£5.85**
7W-7050	Retainer (main drive gear bearing)	£17.50
7W-7052	Front oil seal.....	£7.00
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
YE-7071B	Washer intermediate gear thrust washer.....	£7.60
Y-7080	Baffle (main shaft oil)-front	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.75
Y-7086	Gearbox rear gasket.....	£4.50

Y-7111	Layshaft.....	£42.40
103E-7114	Counter Gear (10hp).....	£76.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.35
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.50
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring	£6.90
7W-7533	Clutch linkage clevis pin	£2.60
Y-7550	Clutch plate - All models, except E83W (exchange and send with order).....	£29.50
	Clutch kit - All models except E83W. Comprising of 7550, 7563, 7580-A & 7600-A (exchange and send with order).....	£110.00**
E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
	E83W clutch kit E83W only. Comprising of 7550, 7563, 7580A & 7600-A (exchange and send with order)	£116.00**
YE-7563B	Clutch Cover - All models, except E83W (exchange - send with order)	£72.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£72.00
E74-7580A	Clutch release bearing - All models.....	£22.00
E70-7600-A	Clutch Pilot Bearing - All models	£7.25
C-943070	Gear Lever Gaiter (except E83W)	£25.50
E83W-943070	E83W Gear Lever Gaiter.....	£24.99

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As).....	£5.40
Y-8109	Radiator cap (brass screw type).....	£8.50
Y-8260	Radiator Hose (straight for pre-war engines, top).....	£11.00
8286	Radiator Hose (straight for pre-war engines, bottom).....	£7.80
E83W-8260	Radiator Hose (moulded-E83W, top).....	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom).....	£21.95
E93A-8286	Radiator Hose (moulded-bottom) fits E493A, E494A, 103E.....	£20.40
E494A-8260	Radiator Hose (moulded-top, fits late E493A, 103E.....	£22.00
E493A-8260D	Radiator Hose (moulded-top, brass non-pressurised radiator cap).....	£18.60
E493A-8501	Reconditioned export water pump (exchange only - send with order).....	£150.00
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump).....	£35.00
YE-8606B	Fan Blade (11").....	£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
103E-8005	Re-cored Radiator	£235.00

Fuel System

	Fuel Pump with spacer (no primer).....	£45.50
	Fuel Pump repair kit.....	£27.45
	Fuel pump stud	£6.75
	Fuel pump stud (set of two).....	£11.60
91A-9030	Cap - painted (petrol cap) assembly.....	£9.50
91A-9030	Cap - chrome (petrol cap) assembly	£11.50
	Locking stainless steel petrol cap	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet	£12.95
7W-9080	7W / E93A / E493A Petrol Filler Grommet	£10.85
7W-9276	Gasket fuel tank sender.....	£1.60**
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
YE-9365	Fuel Pump Cover Screen (all models).....	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburettor).....	£11.75
YE-9374	Gasket (fuel pump to cylinder).....	£1.60
YE-9414	Washer (petrol pump pull rod oil seal).....	£0.95
7W-9425	Inlet Manifold new old stock (10hp).....	£29.00
E93A-9430-A	Exhaust Manifold (refurbished) c/w Inlet Manifold attachment bolts.....	£65.50**
E93A-9430-A & 7Y-9425	Manifold assembly 8HP (refurbished).....	£90.00
E93A-9430-A & 7W-9425	Manifold assembly 10HP (refurbished).....	£90.00
Y-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) 2 x "hot spot gaskets" plus 4 manifold bolts	£3.60
	8hp manifold gasket	£6.50
YE-9448	10hp manifold gasket.....	£7.50
CE-9448-A	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.53
CE-9447	10hp Gasket (carburettor to inlet manifold)	£1.35
YE-9502	Carburettor Gasket Kit.....	£7.95
YE-9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly)	£6.00
CE-9666	Starter Valve and wire assy.....	£13.50
YE-9564	Fuel Inlet Needle Valve.....	£12.95

Ignition System

	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser and distributor cap (1935 onwards).....	£49.00
	Set E93A ignition leads.....	£17.95
	Rebuilt ignition switch (exchange item - send with order).....	£42.00
E83W 12024A	6V Ignition Coil (All models-not original)	£42.75
YE-12100B	Distributor-rebuilt (exchange-send with order)	£52.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£17.00
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).....	£14.50
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
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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)	£7.25
E83W-5165-A	Battery Clamp	£38.50**
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-S7	Headlamp mounting bolts plus nuts (each)	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb)	£23.00
	Model Y Semaphore Direction Indicator, 6 volt only (exchange only)	£70.00
	Model C Semaphore Direction Indicator, 6 volt only (exchange only)	£99.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (exchange only)	£65.00
E04A-118004B	Semaphore Direction Indicator, 6 volt only (no exchange)	£95.00
Rubber Grommets and Seals		
E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£2.80
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
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 (cow side panel to bonnet)	£1.80
E93A-7002060	Two bumpers (cow side panel to bonnet)	£2.90
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£1.76
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet)	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet)	£4.50
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet)	£6.20
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£6.00
48-702610A	Door post rubber bumper - pair bumpers	£11.00
48-702610A	Door post rubber bumper - four bumpers	£20.50
62E-731942	E83W Door Rubber seal (enough for both doors)	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards	£4.00
7W-970700	Roof weatherstrip (per foot) All models except Y and C	£3.00
	Roof weatherstrip (enough for 103E or E494A roof)	£28.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe)	£15.50
Miscellaneous Body Fittings		
E93A-5036	Tube (starting handle guide) assembly - 103E Popular	£28.99
E493A-5036	Tube (starting handle guide) assembly - E493A Prefect	£30.99
E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular)	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.95
E83W-8215-A	E83W Grille Badge Mount	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£7.25

YE-16750B	Bonnet Clip (Y model)	£19.95
	Starting handle	£46.00
103E-17261 / 2-B	Speedo Cable (not E83W, state model)	£26.00
	Speedo Cable (E83W)	£23.95
Y-17275	Gasket (Speedo drive cap)	£1.95
C4642AR	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
7W961208-B	Pair Interior Door Handle (7Y, 7W, E93A, E493A, E494A, 103E)	£32.00**
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
	Boothlid Script Badge (Popular, Prefect and Anglia)	£16.95
	E83W wing mirror	£19.99
	Set of screws for 103E floor	£9.95
	Bakelite screws (enough for a complete E494A/103E)	£2.10
	Bakelite screws (enough for a complete Prefect)	£2.50
ENFO 24664	No 12 x 3/4" long CSK head screw, qty 10	£6.00**
ENFO 26514	No 12 x 3/4" long R/H screw, qty 10	£3.00**

100E and 107E Spares List (** denotes new item)

Front Brakes		
100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order)	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four	£35.00
100E-2035	Front shoe return spring kit (axle set)	£21.50
100E-2038	Adjuster repair kit (front)	£22.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *)	£35.00
100E-2061	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
204E-2068/71	Brake Shoe hold down spring	£1.90**
204E-2068B	Hydraulic flexi hose	£13.25
E0A-2078	Girling master cylinder	£83.00
100E-2140	Non Girling master cylinder	£39.95
100E-2140	Gasket Filler Cap	£0.95**
E62A-2167	Cap, Master cylinder (inc seal) fits Girling and non Girling	£5.85**
100E-2185B	Master cylinder retainer	£4.50
E66-Z-1	Master cylinder repair kit	£12.50
E0A-22809	Clip (hand Brake cable abutment bracket retaining)	£1.05
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
	Late hand brake lever	£14.00
100E-2103	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order)	£29.95
100E-2220-A	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
	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62	£8.75
204E-2068/71	Hand brake cable	£32.50
100E-2295-B	Hand brake clevis	£1.70
100E-2857B	Brake spring clip	£2.05
100E-2487		
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 E38-DB1, 2 x E37-DB1)	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings	£115.00
	Suspension insert	£65.00
	Suspension insert and top suspension mount	£101.00
	Pair suspension inserts	£120.00
	Pair suspension inserts plus pair top suspension mounts & 2 sets mount bearings	£250.00**
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£35.50
105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer	£35.50
E20-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	£24.00
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 0.983" diameter stud axle)	£70.60
	Wheel bearing set (per axle set for 0.983" 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
100E-5310	Suspension coil spring (axle set).....	£110.00**
300E-5310	Suspension coil spring (axle set).....	£110.00**
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 (inc van up to 09/55).....	£5.50
100E-5719	Bush rear spring shackle, set of 4 (inc van up to 09/55).....	£8.00
100E-5781-B	Rear spring eye bush (inc van up to 09/55).....	£7.00
100E-5781-B	Pair rear spring eye bushes (inc van up to 09/55).....	£12.00
100E-7091	Yoke (propshaft).....	£12.00
100E-18080-A	Shock absorber.....	£45.00
E7-ED-1	Rubber bush (bottom shock) (set of 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.....	£27.80
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", +0.060").....	£66.00
100E-6261/2/3	Camshaft bearing set STD.....	£40.00
	Camshaft bearing set -.010".....	£59.50
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-6510	Valve guide.....	£4.50
100E-6510	Valve guides (set of eight).....	£34.20
100E-6513	Valve springs (per set).....	£30.00
100E-6714-B	Oil filter element.....	£6.50
EB-6730	Sump Plug non magnetic (inc sealing washer EB6734).....	£8.25**
EB-6730	Sump Plug magnetic (inc sealing washer EB6734).....	£10.75**
100E-6734	Sump plug sealing washer.....	£1.00
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
E93A-6216	Nut (connecting rod) set of 8.....	£6.00**
Clutch and Gearbox		
	Master cylinder, repair kit etc, see front brakes.....	
E70-7600-A	Clutch pilot bearing.....	£7.25
E74-7580-A	Release bearing.....	£22.00
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
7W-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
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
	Clutch kit - comprising of 7550-C, 7569, 7580-A & 7600-A (exchange and send with order).....	£110.00**
100E-17286	Ring speedo gear retainer.....	£3.20
100E-7523	Clutch Return Spring.....	£5.00
Cooling System		
100E-5255	Thermostat housing gasket.....	£2.20
100E-8005	Radiator reconditioned (exchange item only).....	£205.00
300E-8005	Radiator reconditioned with starter handle hole (exchange item only).....	£205.00
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.....	£16.60
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
EOA-8620-C	Fan belt, 100E only.....	£7.00
204E-10884-B	Temperature sender unit.....	£14.50

100E-18488-B	Hose, heater to cylinder head (inc hose clips).....	£14.00**
100E-18488-D	Hose, heater to water valve (inc hose clips).....	£12.25**
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
Y-9374	Hot spot gasket.....	£3.75
100E-9437	Carburettor flange gasket.....	£1.95
EOA-9447-B	Carburettor gasket kit.....	£7.50
100E-9502	Rebuilt Carburettor (exchange-send with order).....	£95.00**
100E-9510	Rubber (air cleaner).....	£13.30
100E-9627-A	Gasket carburettor float chamber.....	£1.95
100E-9959	Gasket, Carb to Inlet Manifold 3/16" thick (approx).....	£2.75**
100E-9447-C	Valve (Carb needle) assy.....	£19.95**
100E-9564		
Electrical		
EOA-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
EOA-11135	Bush starter motor drive end.....	£4.25
EOA-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
	Pre focus bulb set fits Anglia, Prefect, Popular, Thames & Vans.....	£26.50**
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 lens complete with gasket and fixing screws for Anglia, Prefect 1957 onwards.....	£10.00
100E-134641-C		
50563-S	Pair of rear red tail light lamp lenses.....	£17.50
Ignition System		
	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (D Type).....	£55.50**
	Emergency breakdown kit comprising points, plugs, rotor arm, Condenser, fan belt and distributor cap (round type).....	£43.50**
	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 or £10 surcharge).....	£50.00
	Round type distributor only (rebuilt-exchange or £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).....	£14.50
EOA-12199-C	Contact set (round type distributor only).....	£14.50
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.....	£20.50
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
107E-5246-B	Pipe (Silencer inlet) assy stainless steel.....	£95.00**
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
105E-7580-B	Clutch release bearing.....	£27.00**
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	Floater chamber gasket.....	£2.45
E0TA-1135	Drive end starter bush.....	£4.25
105E-12116	Distributor cap (round type).....	£17.00
EOA-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

This page contains a representative sample of our latest advertisements as of 10th March 2018. A greater and more up to date list (with photographs of vehicles for sale) is on our website under 'Benefits and Services' for vehicles for sale and wanted, and 'Member Services' for items for sale and wanted.

Sidevalve is published every two months on the fifteenth of the month. For possible inclusion in the magazine, adverts **must** be submitted to the editor prior to the tenth of the month preceding publication. Classified adverts appear at the editor's discretion. This is a free service.

Adverts will be posted on the club website (www.fsoc.co.uk) as soon as possible after receipt. Please email pop.shopper@fsoc.co.uk when your item is sold/obtained.

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.

Vehicles for Sale

1954 Ford Popular 103E 'Poppy', originally registered in Wolverhampton and cherished for many years by FSOC member Mel Downing who sadly passed away last year. The family arranged for a winterising valet to keep Poppy's bodywork in the best condition possible, but since then she has been 'resting' in her garage with the battery disconnected. Full paperwork history is available. The family now think it is time for her to go to another good home where she will continue to be loved and used as Mel would have wished. £5000 ONO. Please contact Ade Downing. Email: drumlad@outlook.com. Tel: 07506 696434.

1960 Ford Popular 100E. It is in its original colour of Lichen Green. New MOT to 20/5/19, recently had a full service, including rear brake and master cylinders. Genuine original car with FSH. £4250. Please contact Brian Keirl. Email: b.keirl@btinternet.com. Tel: 01458273284. Somerset.

100E Deluxe. Looking at selling my beloved 100E Deluxe which I have owned for 20 years. Boasts original tax disc and books. Engine turns over, however very minor body work needed. All parts sold with car. Contact Richard Pask. rpask@hotmail.com. Tel: 07491640599. Berkshire. (Non-member)

See website for more vehicles available.

No new 'vehicles wanted' ads: see website for existing ads.

Parts for Sale

Various parts for sale. Contact Tony Russell 01306 631498 or email: fat_rabbit54@hotmail.com. All items for collection only from Dorking, Surrey.

- E93A/103E fuel tank. Good condition, no leaks, dents or rust. Filler neck has been shortened but comes with good filler cap and original neck. £50 ono.
- E93A/103E steering column and box. £50 ono.
- Several 17" wheels. Good condition with tyres. £30 each.

Various parts for sale. Please contact Mr M Rose. Tel: 01332 574 958. Email: michaelrose23@talktalk.net. Please collect, or could be hauled at buyer's cost. Derbys.

- Cross member rear chassis, good condition. £40.
- Generator with pulley and fan working. £45.
- Wheel, no tyre, useable. £10.

1960 107E left standing for 25 years. The body is deemed to be beyond economic repair but the following items are all in good condition: engine runs well; good gearbox; drive train and mechanicals. Red interior, seats, door cards, etc all good. Nice dash and switches. Good bonnet and boot lid. Please contact Dave Rothwell on 07860 266949. Lancashire.

King pin set (brand new complete 12 piece kit = Ford Pt.No.7W-3311) for Ford 8 / 10. NORS 'Nitram' brand Pt.No. MKPS22C. Price £65.00 including postage. Please contact David Minnett. Email: thev8telegraph@aol.com. Tel: 0208 661 2480 (evening). Seller is Ford Y&C Register member, Surrey.

P. Olyslager Motor Manual 1966 100E from 53, Estate from 55, 300E from 54. 72 pages damage to spine but OK, clean. Pencil notes last page. Pics of cars and diagrams. £12 inc P+P. Contact Mark Rhodes. Email: markrhodes@hotmail.com. Tel: 07870483218. Tonbridge, Kent. (Non-member)

The New Prefect Instruction Book, May 1956. 88 pages complete. Cover / back page a little grubby but in good condition. A few pencil notes mainly on last blank page. Many B+W pics. £12 inc P+P. Contact Mark Rhodes. Email: markrhodes@hotmail.com. Tel: 07870483218. Tonbridge, Kent. (Non-member)

Various parts for sale. Prices include UK postage. Please contact Bob Holmes. Email: bobholmes251@hotmail.com. Tel: 01684 593940. (Non-member)

- 3 x Model Y 1932 / 34 Head gaskets NOS. £20
- 1 x Model Y 1932 / 34 Payen decarb set. £12
- Box 10 x Champion L10 spark plugs £50. Worcestershire.

Parts wanted

1952 E493A offside rear door glass. Please contact Richard Thornhill. richardthornhill46@btinternet.com.

8HP +40" Pistons to suit post-war Anglia E494A, 1 piston or a set of 4. Please contact Geoffrey Hammond. Email: hammond.geoff@talktalk.net. Tel: 07341267181. West Midlands.

Front grill badge for 1960 Prefect 107E. Please contact David Lewis on 01597 851 539. Mid Wales.

Chrome surrounds / rings side bonnet for a Ford Anglia 1949. For clarification or more details please respond by email as I must first translate the mail. I live in the Netherlands. Please contact Frank Savelkous. Email: f.savelkous@ziggo.nl. Tel: 0031623384386. The Netherlands.

Marinised 100E engine from Albatross Marine Ltd. Aluminium boat or any Albatross parts to marinise a 100E engine. Parts include aluminium sump, timing chain cover and manifolds, SU carb, gearbox, etc. Contact Jeremy Bromfield. Email: jeremy.bromfield@atkinsglobal.com. Tel: 07966714999. Essex. (Non-member)



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:

Ford Sidevalve Owners Club
PO Box 9228
Wimborne
BH21 9HY

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

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

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

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

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

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

Please indicate heading:

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

Name _____

Address _____

Post Code _____ FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Club Officials

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

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

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

Membership Secretary: Joe Wheatley, FSOC Ltd – Membership, PO Box 235, Warrington, Cheshire WA3 5RR. Tel: 07831 622075. Email: membershipsecretary@fsoc.co.uk.

Club Cashier: Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

Spares 8 & 10hp, 100E, 107E: Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ. Email: sparessecretary@fsoc.co.uk. 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: j.norman2007@btinternet.com. Tel: 01942 861043 (7.00pm–9.00pm only please).

Regalia and Books: vacant.

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

Website/Pop Shopper: Sally Litherland. Email: webmaster@fsoc.co.uk. / pop.shopper@fsoc.co.uk.

Publicity and Social Media Co-ordinator: Stuart Battersby. Email: Battersby56@sky.com

Sidevalve News Editor: The SV News Editor, Ford Sidevalve Owners Club, PO Box 9228, Wimborne BH21 9HY. Email: editor@fsoc.co.uk.

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

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

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

E83W Ron Taylor, 151 Victoria Road, Ashton-In-Makerfield, Nr Wigan, Lancashire WN4 0UH. Email: ron.rontaylor@googlemail.com

Anglia, Prefect, Popular Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: sidevalveregistrar@yahoo.co.uk.

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

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

100E/107E Liam Cotton. Tel: 01283 219508. 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.

Berkshire: Robert Townsend 01189 691794 (landline) 07880 903154 (mobile). Email: roberttownsend@gmail.com. *Please contact for details.*

Bristol and South West: Ivor Bryant 01454 411028. Email: ivor_bryant@msn.com. *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: popular103c@yahoo.co.uk. *Please ring for details.*

Coventry and Midlands: Colin Pudge 02476 678418 or 07971233642. Email: cnfo56@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.*

East Midlands: Mark Harvey 07876 634881. Email: harve65@hotmail.co.uk. *Last Thursday: The Greyhound Inn, Woodville, Derbys. 8.00pm.*

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

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

Essex SW: Clive Dove 01268 726380. Email: clivescars@hotmail.co.uk. *Please contact for details.*

Glos, Hereford and Worcester: Brian Bedford. Landline 01432 820004. Mobile 07974 069430. Email: s.bedford45@btinternet.com. *Meet 3rd Thursday of the month, location TBA. Please call for information.*

Isle of Wight: Lucy Watson 07809440734. Email: seapink1964@gmail.com.

Kent: Richard Greenaway 01580 892169. Email: rmtgreenaway@yahoo.co.uk. *3rd Wednesday: The Early Bird Pub, Greenwood Drive North, Weaving, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30pm.*

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

London South East: Stan Bilous 020 8764 7068. Email: stan.bilous@btopenworld.com. *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.*

Northern Ireland: Paul Byrne 07811 202608. Email: paulbyrne2012@gmail.com. *Please contact for details.*

North West Midlands and Welsh Borders: Julian Heath 01782 517142. Email: mail@jvce30.plus.com. *1st Tuesday: The Peacock, Nantwich CW5 6NE, 7.30pm.*

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

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

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

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 maintains a list of active registered members, many of whom have a wealth of knowledge of sidevalves, and who are prepared to help and support other members. Please get in touch if you would like to be added to the Surrey contact list, or need any help or advice.*

Sussex: David Pickett 01444 483350. *3rd Wednesday: The Bernick 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 – North: John O'Sullivan 07860 129572. Email: pjoengineeringtd@hotmail.co.uk. *2nd Thursday: the Trout Inn, Lechlade, 7.00pm.*

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

Yorkshire: Nigel Hilling 01484 843115. Email: nhilling@tiscali.co.uk. *Last Tuesday at the Reinder 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.

Brazil: Swami Faria da Silva. Email: swami.silva@terra.com.br

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

Ireland: Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin, Ireland. Tel: 01 288 7173. Email: williamconell@eircom.net.

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

Scandinavia: Hakon B. Øverland. Saupstadringen 43 A, 7078 Saupstad, Norway. Email: hakon.bartnes.overland@gmail.com.

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.

Continued from page 16

1957 Ford Prefect. This car is one of the early spec. deluxe models (with fluted bumpers and the wide waist-line chrome trim). Originally a mid-blue (Winchester?), it has been painted a darker shade and it has had a 107E overhead valve conversion. The originality was on the inside as the seats (possibly leather option) and door cards look original in two tone blue / white. It is rare to see an early deluxe model in blue, and even more rare to see the original blue / white interior! Sadly, when I enquired, the car had been sold but I am very grateful to the owner, Cheryl Rowley, for taking the time to give me some information and permission to print the pictures in our magazine. Classic enthusiast Cheryl had regretted selling her Mini several years ago and started looking to buy it back (we've all made mistakes, haven't we?). With little success, she decided to buy this Prefect. Although the Prefect was enjoyable she found it 'dated' with heavy steering. When the opportunity to buy back her Mini arose, she grabbed it, and so the Prefect was sold to make room. The story does have a happy end: the new owner is an enthusiast who is going to restore NYY 29 and Cheryl has her beloved Mini back. I wish them both many years of happy motoring.

107E section

For the 107E owners, here is part two of my own recollections.

Me and the 107E – Part 2

At the end of part one I had just passed my driving test and was the proud owner of AFX 417A, a 1960 Prefect in two tone light grey and blue (Photo 3). This car was purchased from a lovely couple with the appropriate surname of Fiddler. Originally it was registered in Truro as 2 JAF: sadly it had 'lost' its original number before I had it. The story goes that the first owner was an architect and in 1960 he part-exchanged his old Ford Prefect E493A for the new model. I absolutely adored it and it gave me a taste of freedom; the opportunity to go where you want whenever you pleased, as long as you could afford the petrol! If my memory serves me right, £10 would fill the tank from empty: happy days. The 107E is a good choice for a first car, being relatively low powered and good for fuel consumption. The first jobs to be done were to get rid of the horrible aftermarket rear fog lamps that had been fitted, as well as the ugly switches that littered the dashboard. The lamps didn't

work, anyway. Next, a radio cassette was fitted (hidden in the glovebox). A previous owner had changed the polarity and retained the dynamo rather than fitting an alternator.

The 1959 model 'New Prefect' is a fantastic piece of kit. Although intended only as a stop-gap model, Ford had produced a car with the best of both worlds. By using the good looking, over-engineered body of the 100E and the new OHV Anglia engine, the owner had a good, strong car with deluxe specification and a performance to compete with rival companies. For those who haven't driven one: the looks, the steering / suspension and brakes are the same as the 100E; the difference comes with the performance. The 100E engine is a nice, smooth running unit that builds up speed gradually and seems to settle at a comfortable level. The 997cc overhead valve engine has been described as rev-happy. Although not having excess power or torque, the driver progresses through the gears and settles at a chosen speed, but the engine is very willing to go faster: you can easily creep up 5 or 10 mph before noticing. The four-speed gearbox is comfortable to use, with a nice accurate gear change. This offers an improvement on the three-speed gearbox, but looking at it from a modern perspective, there is still a gap between second and third, and third and fourth. In open countryside you need to build up speed before going uphill or you will soon be changing down gears. I feel that the extra power / torque of the 1200 and 1500cc Kent

engines would sort out the gaps in between gears, and undoubtedly if Ford had continued the Prefect model then it would have inherited the larger engines. As it is, the 997cc is a pleasant little engine that purrs contently under the bonnet, giving the driver enjoyment and satisfaction.

Ford included a few more differences with the introduction of the 107E. Purely a styling change was the introduction of the grey dashboard switches (the same as the 105E Anglia). The brake and clutch foot pedals were of the 105E design. Windscreen wipers were vacuum operated again, but with the use of a vacuum pump incorporated into the fuel pump (like the Ford Consul, Zephyr and Zodiac). This allowed Ford to dispense with the vacuum reservoir and give an improvement in performance: they still slow down going uphill, but they should keep working. I do like the vacuum wipers: apart from originality, they are quirky and most people who have ever owned 100Es identify with the vacuum system. The other good aspect of the original wipers is that they have a good range of adjustment in speed whereas electric wipers of the period only have one or two speeds. The colour and trim options gave customers a lot of choice, reflecting the continuing feeling of optimism that had grown throughout the 1950s. Carpets replaced the rubber floor mats and there were choices in seat material such as PVC, nylon weave and leather.

Next time: Problems on the horizon and Grey 107E 8351PX.



Photo 3

Andy Main

Anglia, Prefect & Pop Register

Registrar's comment

A fine display of sidevalves sparkled in the Wiltshire sunshine at the AGM, some having undertaken long journeys with their owners for a long weekend. Håkon Øverland from Norway flew over for the weekend, but on greeting me whilst I was wearing sun glasses, I replied, 'The face is familiar but I am sorry that I cannot remember your name.' I apologised to Hakon, and before next year's AGM will undertake a memory check and a visit to the optician.

New members

Much quieter, with an increase of only four: Alan Sheppard from the USA with an E93A Prefect; Anthony Madden from Shropshire with a 1953 E493A Prefect; and an E494A Anglia and an E493A Prefect, whose owners do not want any details published.

Changing to a new owner is Michael Purchase from Hertfordshire with a 1952 E493A Prefect.

Purchase tax

One of the sure things in life is the payment of taxes. In the June edition I included the cost of a new 103E Popular, sold in April 1959, and the high cost of Purchase Tax paid. Younger members may not be aware of this tax as for the last 45 years we have paid Value Added Tax (VAT).

Purchase Tax was introduced during World War II on 21st October 1940, to reduce the deemed wastage of raw materials. It was introduced on luxury goods at the time of manufacture and distribution at a rate of 33⅓%, and six months later in April 1942 it was doubled to 66⅔%. In April 1943 it was further increased to a rate of 100%, which continued after the end of the war in 1945, reduced to the initial rate of 33⅓% in April 1946. Over the following years it increased depending on the item being perceived as a luxury. After joining the European Economic Community on 1st January 1973, Purchase Tax was replaced by VAT.

When I bought the 100E Anglia in 1989 from the owner who had purchased it new in July 1958, the original receipt was given to me and I



Photo 1. A494A Tourer.

made a copy to display. Cost was £409 10s 0d plus Purchase Tax £206 2s 0d.

I often ask people viewing it if they noticed the large amount of Purchase Tax? They usually have another look and make a comment. At one rally and in a similar conversation, the gentleman informed me that Purchase Tax on wedding cards was around 90 or 100%

from memory. With the increase in weddings taking place in the early post-war years – and I expect that includes a good number of our parents – family and friends paid a high tax to commemorate the occasion.

I would be most grateful to receive details of vehicle and Purchase Tax costs from original selling invoices.



Photo 2. Two Utes.

Nine + One

As reported in the June edition, there was an increase of nine by Glenn and Tammi Walton from California, with a 1949 E494C Thames 5 cwt van, three E4930CF/A Thames 5 cwt vans plus a 1950 chassis, two A494A Tourers, two 1954 A494A Coupe Utilities and a 1957 103E Popular. In the February edition we welcomed their first one with a correction: it is an E4930CF/A 5 cwt van. From the list, Glenn and Tammi have quite a fondness for the English and Australian Ford Sidevalves, and with a number of them licensed to drive on the road they have a problem over which ones to take to a show. Two can be hauled on their trailer but it is still a tough decision to make.

Three of the 'fleet' come from Australia. The 1949 A494A Tourer is fitted with the original 8hp engine (Photo 1). It was repainted around twenty five years ago and, since purchased, the entire fuel system has been replaced. When Tammi laid her eyes on it she proclaimed, 'This is my car.' It runs and drives well but as yet it has not been taken to a car show.

The two 1954 Australian A494A Coupe Utilities (Photo 2, Photo 3) are both licensed. One, fixed up, displays a FSOC sticker on the near rear side window and the other is in original condition.

The Ute in original condition was bought from a guy in Phoenix, Arizona that had three Utes. His wife thought three was too many, so he had to sell the one that Glenn and Tammi bought, four or five years ago. Called the Patina Ute, it is fitted with the original 10hp engine, which runs well, and retains the Australian registration plates. When taken to shows, the two things they hear the most are, 'What is it?' or, 'Don't restore it'.

The fixed-up Ute – but not what Glenn described as restored – was previously owned by the same guy in Phoenix, who had to sell as he was moving house. It is nicer than the first one purchased, and runs and drives well.

The original 10hp engine has been replaced at some time with an earlier built one (Photo 4). Note the export water pump that would be essential to aid vaporization issues in those hot overseas countries.

The guy in Phoenix still owns one Ute but has sent it away to be turned into a hot rod. Glenn has seen photographs of the progress of the build. It will look awesome but it doesn't retain much of its original look. Glenn has informed me that a green Ute in England, which has been hot rodded, is much nicer in his opinion and still looks like a Ute.

To be continued.



Photo 3. Rear view of Utes.

Register 25 Years Ago – Sidevalve News, August 1993

One of our American members supplied further details on the Flying Prefect aircraft, the Aerovan. The design began in 1944, to carry military equipment or serve as an emergency ambulance or surgery. The military were not interested and production started at the end of the war for the civil market.

Where to locate the chassis and engine numbers, body plate and paint identification plate (if attached) was explained, and what the letters Y or C denoted.

Australian models featured with a 1950 A494A Anglia with four passenger doors, quarter ventilation windows for the driver and front passenger, steel roof, running boards and

opening windscreen. In original condition, a 1952 A493A Prefect with quarter ventilation windows for the driver and passenger, steel top and extended boot.

The Great Dorset Steam Rally featured an E494C 5 cwt van flanked by two E83Ws.

A Norwegian discovery was a two-door left-hand drive E93A Prefect found in a scrap yard with extreme damage to the front, rear, side and top.

A 1953 E493A Prefect in Devon and a 1954 103E Popular in Norfolk were featured.

I was amazed at the number of owners who carry little or no spares in their vehicles, and gave a minimum suggested list. (The club now sells an emergency breakdown kit, for which further items can be purchased to add to complete your spares requirements.)



Photo 4. Engine bay.

Ian Woodrow

Specials & Sports Cars Register

I have recently acquired another Special that needs a few bits and pieces sorting out, but the garage is too hot to work in; this week it has been over 30°C and I have had to resort to working at a garden table under the gazebo. It only seems a short time ago that I was complaining that it was too cold to be working in the garage. More details of my latest Special (Falcon Caribbean: Photo 1) will follow.

Speedometer overhaul

[John Sargent has kindly sent the following article about speedometer and rev counter maintenance. The article is based on John's Dellow, but the maintenance procedure applies to most old car speedometers.]

Driving along in the Dellow one day I suddenly became aware of a screeching noise that rose and fell in pitch with the engine speed. Stopping the car and looking under the bonnet, the sound seemed less prominent, and I tracked it down to the rev counter (Photo 2). Disconnecting the drive at least removed the noise, even if it didn't correct the underlying fault.

This got me thinking about instruments, and the speedometer and rev counter in particular. Mostly these perform perfectly well and we give them little thought. However, they are mechanical instruments which repay a little looking after. First of all, we need a short revision in Physics. The speedometer and rev counter are much the same instrument. In my case, these are both made by Cooper Sewell and with pointers working in a clockwise direction, though many rev counters work in an anti-clockwise direction to suit drives taken off the rear of the dynamo. Inside each instrument is an aluminium cup mounted on bearings with the pointer attached. Rotating inside the cup is a circular magnet which is driven, in the case of the speedometer, by a flexible drive from a gear connected to the prop shaft at the gearbox end of the torque tube. The instrument is, in effect, a synchronous motor where the rotating magnetic field is provided, not by coils and an alternating current, but the rotating magnet. This rotating magnet induces eddy currents in the aluminium and, in accordance with Maxwell's left hand motor rule, causes the aluminium cup to rotate in the same direction. Were the cup free to spin, this would

revolve at the speed of the rotating magnet, i.e. in synchronism with it. However, in our instrument, the cup is constrained by a spiral spring similar to the balance spring in a watch or clock. As the cup tries to rotate, the spring exerts an increasing force so that the cup and pointer attached to it rotate to a position which is proportional to the speed of the rotating magnet.

So much for the theory. In our instruments, the most common faults are firstly, that the needle does not provide a smooth movement over the dial but jumps about, and secondly, that the readings are no longer accurate. To correct both, it is necessary to remove the instrument from the dashboard. With the drive disconnected, check the condition of the drive cable by removing the inner cable from the outer sleeve. Check for any fraying of the cable and then replace it, having lubricated the inner cable with a graphite based lubricant along its whole length. Assuming all is well here (a frayed cable will cause a jerky drive to the rotating magnet and large oscillations at the needle), take the instrument to a clean area. You should treat the instrument in much the same way as you would a clock when taking it apart.

Photo 1





Photo 2



Photo 3

To disassemble, remove the bezel and glass by rotating the bezel a fraction of a turn until the lugs line up with gaps in the outer casing. Then gently remove the pointer, holding it only by the centre boss; it is a just a push fit on its spindle. Turning the instrument over, remove two round-headed slotted screws on the back of the casing. The instrument will now come entirely free from the casing (Photo 3). From the rear, you will see that the dial, made of aluminium, is attached to the inner, brass casing by four little lugs bent over the edge of the inner, brass casing. Carefully bend up the two bottom lugs and the dial can now be removed. It is clear that these lugs can be bent only a small number of times before they break

off. If you are unlucky enough to break one, it is possible to use little double-sided adhesive pads used by watch repairers to re-attach watch dials, which use a similar method of bent over tabs to fix the dial. You could also probably use a small piece of double-sided adhesive tape.

With the dial removed, it is now possible to see the workings of the instrument. Using a small paintbrush, remove all the dust and debris that may have accumulated over the years. One final bit of disassembly is required. Looking into the front of the instrument you will see three cheese-headed slotted screws which hold on the inner, brass casing (Photo 4). Remove these, being careful to avoid damaging the odometer wheels – which are very close to the upper two screws and which, certainly in my case, have decidedly flaky paint after nearly 70 years in use – and take off the inner, brass casing which also houses the odometer. You will now be able to access the spiral spring and the front bearing of the pointer spindle. It is the front and rear spindle bearings that require lubricating. For this, you must use clock oil which is specially formulated for use with delicate mechanisms. Do not be tempted to use thin oils like 3-in-1 as these evaporate over time leaving a sticky, gummy residue which will prevent the spindle from turning freely. Clock oil is available from clock repairers or online, and is normally supplied in a plastic tube with



Photo 4

a long needle. This long needle can be used to get at the rear bearing of the instrument. Apply just two drops to the front and rear spindle bearings (Photo 5). Also, lubricate the bearings on the odometer drive, which consists of a series of worm gears. Do not lubricate the gears themselves as this will only attract dust into the gear teeth and could eventually jam them. Turning the instrument over, lubricate the bearing of the rotating magnet. In the case of the rev counter there is a lubrication hole



Photo 5



Photo 6

provided. On the speedometer there is no hole and you will need to lubricate around the bearing using the needle on the clock oil tube.

You are now ready to reassemble, which is just the reverse procedure from disassembly. Just be careful of those aluminium lugs and the pointer, remembering to adjust the position of the pointer so that at rest it sits on the 0 mph mark. Before replacing the bezel, give the

inside of the glass a good clean – it is amazing how much grime will have accumulated. This lubrication should have cured the jerky pointer problem.

To check whether the speedometer is accurate, we can use the wonders of GPS. With someone with a satnav sitting in the passenger's seat, take the car for a drive and make a note what speed the satnav is showing when 20, 30, 40 and 50 are indicated on the speedometer. Since any inaccuracies are likely to vary across the speed range, it is probably best to focus on the two speeds of 30 and 40. If these are out by more than 10%, it is worth trying to correct the readings. Of course in a Special, you may well have changed wheel sizes or rear axle ratios, in which case there will be significant speed errors over the whole range.

The speedometer can be adjusted by moving a metal 'keep' which partially shorts out the poles on the rotating magnet and thereby varies the strength of the magnetic field and the eddy currents induced in the aluminium cup. With the speedometer out of the car and removed from its outer casing, but with the pointer and dial still in position, from the rear, look for the 'keep' in the form of a black steel plate which can be rotated across the gap in the circular rotating magnet (see Photo 6). Opening the gap up will strengthen the magnetic field and thus increase the reading on the dial; similarly, closing the gap up will decrease the reading.

To adjust the reading you will need a drive providing a constant approximately 800 rpm, which is equivalent to about 40 mph for a standard ratio rear axle. Suitable drives include a lathe or a bench drill with a speed output varied by altering a belt. The drive can be engaged using a small bar of steel, such as a nail with head and point removed on which you file a square so that it fits into the rear of the speedometer, or you could use the

flexible drive removed from the car. With the drive engaged in the rear of the speedometer, note the reading on the dial; let us say in this case it is showing 40 mph. If your road test had shown that the speedometer was under-reading by, say, 15% at 40 mph, then the reading you should be trying to achieve is 46 mph. Now move the 'keep' to open the gap a small amount and try again. By trial and error you will be able to achieve near accuracy at the selected speed. Once you have achieved as close as possible an accurate reading, reassemble and replace in the car, and carry out a repeat road test using the satnav to provide the reference speed.

Re-calibration of the rev counter can be done in the same way but you will need a separate reference gauge, such as an electronic rev counter, temporarily connected to the engine. Alternatively, if you are confident in the accuracy of the speedometer, you can use this to check the rev counter. For example, in a car fitted with 17 inch wheels and a 5.5:1 differential, 3000 rpm equates to 44 mph in top gear. If you have different sized wheels or differential ratio then the general formula is:

$$\text{Speed in mph} = \frac{\text{diameter of wheel (including tyre) in inches} \times \text{rpm} \times 0.00295}{\text{Ratio of differential}}$$

These instruments are nice little pieces of engineering and are worth looking after. I hope that these few notes have given you the confidence to have a go at correcting that irritating jerky pointer that you have put up with for so long! Fortunately, maintenance needs be done only very occasionally, perhaps every five years, or when a jumping needle or a screeching noise from under the dashboard indicates a lack of lubrication.

Andy Main

Specialist Applications Register

Imperial War Museum – Duxford

The aerodrome at Duxford was built during the First World War and was one of the earliest Royal Air Force stations. During 1917 the Royal Flying Corps expanded and Duxford was one of many new airfields established to train RFC aircrew. After the war ended, unlike many similar airfields, it was kept open: first as a training school and then, from 1924, a fighter station. In 1938 RAF Duxford's No.19 Squadron was the first RAF squadron to re-equip with the new Supermarine Spitfire. The station played a role in Britain's air defence before it was handed over to the United States Army Air Forces and designated Station 357.

Following the end of the Second World War, it once again became a RAF station until July 1961. Declared surplus to requirements in 1969, the Imperial War Museum used part of the site for storage. The entire site was transferred to the museum in February 1976.

The large new building seen as you approach Duxford northbound on the M11 is called AirSpace, opened in July 2008, and displays some of the most famous aircraft in the world, including the Lancaster, Spitfire, Concorde and Vulcan. Displayed beneath the Lancaster is a sidevalve-powered Thompson MK V Refueller that I saw on my visits in August 2017 and April 2018.

After talking with a member of staff, I was kindly sent the following information. The P505 Thompson three-wheeled refueller was used by both the Royal Air Force and civil airlines. Though it served throughout the Second World War, it was frequently replaced by the larger Bedford QL refuelling bowser, AEC Matador and Brockhouse. Despite the other refuelling vehicles having a greater capacity, the low silhouette of the Thompson enabled it to pass beneath aircraft wings and afforded the vehicle great stability. The three-wheeled structure of the vehicle provided the Thompson with good manoeuvrability. The Mk V was manufactured in two forms: the TB fueller P505 and the Hurn. The P505 (displayed) carried 500 gallons of petrol and 50 gallons of oil. The existence of an independent pumping system enabled



refuelling and oil replenishment to occur simultaneously. The Hurn version of the Mk V carried 500 gallons of oil exclusively.

The Imperial War Museum purchased the

refueller from the Royal Air Force Gliding and Soaring Centre that was based at RAF Bicester between 1963 and 2004.

To be continued.

Summary Minutes of the 27th Meeting of the Ford Sidevalve Owners Club

held on 30th June 2018 at 1pm at the Atwell-Wilson Motor Museum in Calne.

Full minutes are on the FSOC website, with paper copies available from the Chairman on receipt of an SAE.

John Porter opened the meeting, welcoming the 29 signed-in members present.

Chairman's update and future prospects for the club

A year has flown by since Shirley and Stephen Wood retired from their many years of service to the club. During that time there has been some urgent reorganisation to pick up Shirley's many responsibilities and Stephen's role as the club's Spares Officer. Both of them had considerable experience of the club and the spares service. Our first committee meeting after hearing that they would not be standing at the 2017 AGM was a somewhat nervous affair. We had the feeling of not knowing what we did not know – to paraphrase Donald Rumsfeld. Tony Young agreed to take on the Company Secretary responsibilities as well as his role as Treasurer. Mike Brocklehurst became our day-to-day money man – the club cashier. Most importantly for the spares operation, Neil Patten stepped up to become Spares Secretary for all models. Sally Litherland and Liam and Carolyn Cotton reviewed and then sold off the older clothing regalia stock during the last year. And so to today...

The FSOC is already a different organisation

from the administration point of view. We have tried to keep the jobs manageable so as not to burden a small number. The fact remains that we still need a Regalia Officer, a Club Secretary (desperately) and a Publicity and Social Media Co-ordinator Assistant. Also on the horizon is someone to look after Advertising (to bring in suitable adverts for the magazine and website as required).

Looking to the future. The committee continue to adjust to a changing landscape and to maintain the high standard of governance set in place by Shirley Wood all those years ago. As we all mature, there is a pressing need for succession, which every year becomes a little bit more pressing. Future prospects for the FSOC look good with a gentle modernising of services and how we provide them – remembering that we are all volunteers. Membership is buoyant. The club officers can do this only with your support. By being here today, that is one step; practical offers of help when needed is the next step.

Annual Reports of Directors and Committee Members

These included those of:

Membership Secretary – Joe Wheatley

Membership breakdown: total number of members in 2017 was 1,068 made up as follows:

5 Complimentary (UK), 929 Members (844

UK, 60 Europe, 15 International, 10 Unknown).

11 Life (UK), 123 Family (116 UK, 4 Europe, 2 International, 1 Unknown).

Regional Co-ordinator's Report – John Duckenfield

John welcomed the many Regional Contacts who had been able to attend and informed those present that there are currently twenty-eight Regional Contacts.

Spares and re-manufacturing – Neil Patten

During the 2017 financial year the club continued to grow and restock its range of Upright and 100E spares, now listed in *Sidevalve* and on our website. During the latter half of 2017 the committee authorised the procurement of machinery and tooling, soon enabling the club to offer reconditioned conrods and crankshaft sets.

Membership feedback indicates that our Spring 2018 Spares Day was greatly appreciated by all who attended, and will be repeated.

Treasurer's report, Presentation of the accounts – Tony Young

Report from the Club Cashier – Tony Young (on behalf of Mike Brocklehurst)

Tony Young stated that the aims of the AGM were as follows: a) to review and approve the management of the Club; b) to receive comment and feedback; c) to confirm / explain that a Mutual Club was one where the



members could trade only with each other, therefore incurring no tax except on bank interest; d) to display and explain the Annual Accounts; and e) to ensure and confirm that the subscriptions were fair in view of the past year's activity.

Tony displayed the accounts on a screen and explained various aspects for non-accounting members.

Website, Social Media and Regalia – Sally Litherland

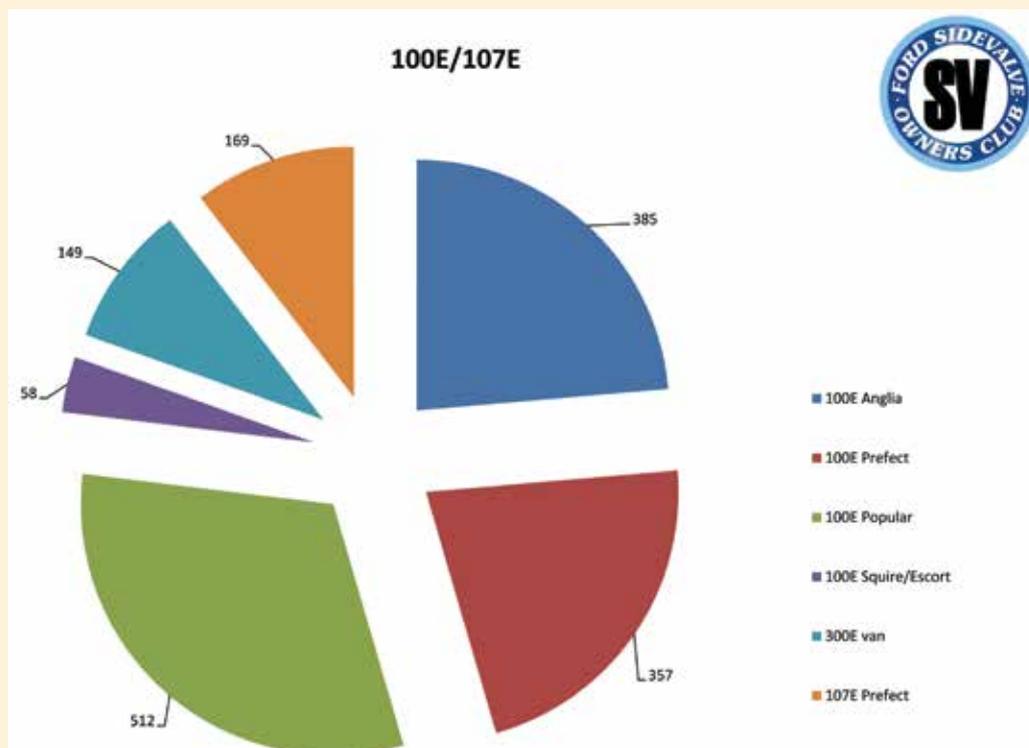
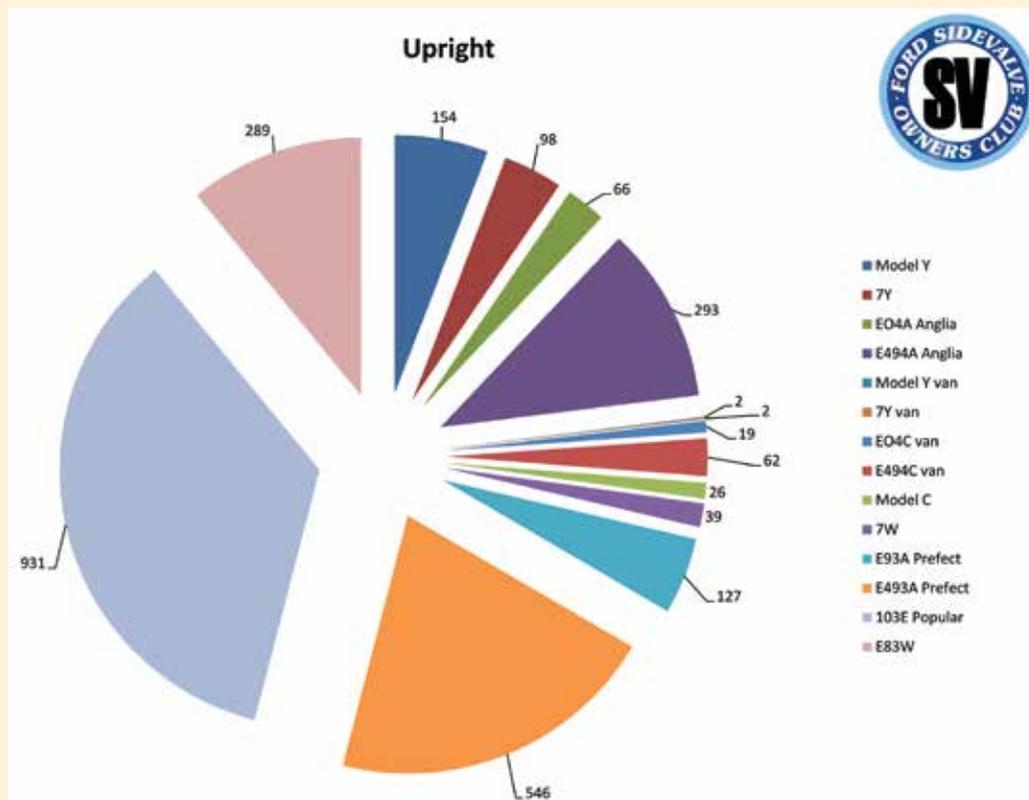
Sally Litherland acknowledged the Committee's appreciation for Stuart Battersby, the real 'guru' of the website and social media; however he had confirmed his intention to help from New Zealand when he was settled.

The website continues to be a good source of information for members and non-members alike and now shows 31,691 visits. Keeping the website up to date is important but it isn't intended to be interactive – we have our two Facebook sites for that. We have 1,213 members on this site, many also using the Members Lounge which is for paid-up members only, and here we do allow technical conversations as it is monitored by our technical advisers. Adverts received are also posted, pointing to the website for advertisers' contact details.

Regalia sales for the year 2017 were £1,049 compared with £924.90 in 2016, mainly consisting of books and manuals, a stock of which is now held by Neil. 2018 however will not follow the normal trend. During the year the committee decided that our regalia items of clothing were taking up a large amount of space in the stores, and without a local Regalia Officer (previously Shirley), it would not be possible to supply orders in a reasonable time. John Porter then displayed a sample calendar which will soon be available for sale for 2019. These will be selling at £8.00 each. Please let Sally Litherland or John Porter know if you would like one reserved as the print run is strictly limited.

Chairman's Report – AGM 2018

After the loss of two stalwarts of the FSOC last year, another key officer announced her retirement which officially starts today. Her name is, of course, Jennie Thake and she has been a very efficient membership secretary for more years than she may care to remember. More recently Tony Lloyd announced his retirement, again starting officially today. Tony has been the face of the 100E / 107E Register also for many years, and helped many



members and non-members to gain or regain their registrations. A third loss to the club is our technical wizard, Stuart Battersby, who leaves us for the Southern Hemisphere, New Zealand. On a joining note: Geoff Hammond returned to the fold as Projects Manager, which really means he takes care of all the 'other things' that crop up, one of which is the general

clearing of old paperwork now brought to the fore by the introduction of the General Data Protection Regulation a month ago. The FSOC has reviewed all data policies and brought our storage and handling of your data into line with the spirit of the Regulation.

Neil Patten has been a star over the last year by picking up the parts service in total,



The Chairman and Jennie Thake.



The Chairman and Tony Lloyd.

including remanufacture. The recent Spares Day was a roaring success and we would hope to repeat next year when Neil has recovered his wits.

John Duckenfield has continued to build up an extensive coverage of the UK with the odd additional territory in the rest of the world – wherever sidevalves were exported, in fact.

The registrars and technical advisors have been busy this year with DVLA applications and dealing with the inevitable questions from those new to sidevalving.

Thanks to all club officers and to the others club members (especially the regional contacts who are really silent heroes) who continue to organise club stands and events, and be the point of first call.

Appointment or re-election of the Officers of the Company

Following the resignation of Jennie Thake, Membership Secretary, it was proposed that Joe Wheatley be appointed as a Director with immediate effect.

According to our rules, one third of the Directors had to retire by rotation annually. These were: Andy Main – Registrar for Anglia, Prefect, Popular and Specialist Applications and Tony Young – Company Secretary and Treasurer. They were proposed by Graham Marsh, seconded by Jim Norman, and unanimously elected / re-elected by the meeting.

Joe Wheatley was appointed a Director with immediate effect to replace Jennie Thake, the previous Membership Secretary. His appointment was proposed by Graham Marsh and seconded by Jim Norman, and passed unanimously.

Appointment or re-election of the Committee members of the Company

- Mike Brocklehurst – FBHVC Liaison and Club Cashier.
- Mark Bradbury – Technical Editor.
- Brian Cranswick – Events Co-ordinator.
- Liam Cotton – 100E & 107E Registrar and Archivist.
- John Duckenfield – Regional Co-ordinator.
- Geoffrey Hammond – Special Project Co-ordinator.
- Nigel Hilling – 8 & 10hp Technical Advisor.
- Sally Litherland – Website / Pop

Shopper.

- Steve McKenna – Pre-War Registrar (joint).
- Yvon Precieux – Pre-War Registrar.
- Jim Norman – 100E & 107E Technical Advisor.
- Joe Wheatley – Membership Secretary.
- Ian Woodrow – Specials Registrar.

Positions vacant

John Porter stated that there were still three positions vacant on the Committee.

1. Regalia Officer.
2. Publicity & Social Media Co-ordinator – mostly concerning shows, some magazine reports and advertising.
3. Club Secretary – dealing with agendas, minutes of meetings, sending emails and being the first port of call for enquiries.

If anyone is interested in knowing more about these positions, please contact John Porter.

The appointment of JCA Chartered Accountants, Dawcombe House, Pebble Hill Road, Betchworth, Surrey RH3 7BP as independent reporters for the company.

The authorisation of the Officers and Committee to fix the remuneration of the independent reporters.

Any other business

Graham Marsh thanked the officers for running such a brilliant club, particularly noting Neil Patten's calm and efficient contribution in keeping so many cars on the road with the supply of spares – he goes beyond the call of duty.

John Duckenfield thanked John Porter as Chairman for contributing so much since Shirley had resigned, noting that this had incurred a tremendous amount of extra work behind the scenes over a very difficult time. He thanked the Regional Contacts for their work during the year. He also thanked Sally Litherland for organising this AGM at such an excellent venue.

The chairman formally closed the AGM.

FORD SIDEVALVE OWNERS CLUB LIMITED
A COMPANY LIMITED BY GUARANTEE
STATEMENT OF INCOME AND RETAINED EARNINGS
YEAR ENDED 31 DECEMBER 2017

	2016	2017
	£	£
Turnover	70,420	63,441
Cost of sales	(46,209)	(35,496)
Gross surplus	24,211	27,945
Administrative expenses	(20,829)	(20,739)
Operating surplus	3,382	7,206
Interest receivable	21	21
Surplus before tax	3,403	7,227
Taxation	(4)	(4)
Surplus for the financial year	3,399	7,223
	=====	=====

The above results were derived from continuing operations.
The company has no recognised gains or losses for the year other than the results above.



Jim Norman

Building a Toolkit – Part 3

Spanners

The heart of a toolkit is its collection of spanners. These come in three main types, with a few special ones: those applicable to a sidevalve will also be looked at. The three main examples are open-ended, ring and combination. Spanners come in different lengths: long ones give more torque, but short ones are more useable in restricted areas. Sizes on sidevalves are mostly between 3/8" AF and 15/16" AF. Not all sets will cover the full range and you need to check this.

Open-ended

These are your basic spanner, double ended with a different size at each end. The jaws are open at the outward end to allow them to slip easily over the nut or bolt head; once you acquire the wrist action, an open-ender is nearly as quick in use as a ratchet. The jaws embrace only two of the fastening's hexagons so will round off corners if it is tight; they are for speed and not for initial loosening or final tightening. The ends are angled at thirty degrees to the longitudinal centre line of the spanner. Since the fastenings are hexagonal headed, they would have been turned at least sixty degrees to allow the spanner to grip the next flat. In a restricted space, this angle might not be available, but as long as they turn at least thirty degrees, this offset allows the spanner to be inverted and give another thirty degree turn. And so on; slow, but you get there eventually.

Ring spanner

Like the open-ender, ringers are double ended with a different size at each end. The ends fully enclose the fastening in a double hexagon; this is the equivalent of the open-ender's offset and allows you to pick up the fastening again after it has turned at least thirty degrees. The ends are 'dropped' relative to the stem. This raises the spanner above the work plane to allow grip, and also allows a certain amount of accessibility where the fastening is sunk below that surface. Ring spanners are not intended for speed but for initial loosening and final tightening. An open-ender serves better between these extremes. This drop can allow the spanner to twist over under load, unless care is taken.

Combination spanner

Like every other mechanic with whom I've worked, I will always pick up a combination spanner as first choice. These have an open-ender at one end and a ring at the other, both the same size. Unlike the true ringer, this end isn't dropped, although it is angled in the horizontal plane, and for the same reason of grip above the work plane. The ring end is used for initial loosening and then the spanner is turned to bring the open-ender into action. Because the two ends are the same size, you need twice as many combis as open-enders or rings, but as you need both of those it all works out anyway. Realistically, you need two of each spanner size: one for the bolt and one for the nut.

Flare spanner

When dealing with pipe unions, the ring spanner cannot be placed on the hexagon as the pipe prevents it, and the open-ender's reduced grip will almost certainly round off the union nut. The flare spanner is basically a single hexagon ring spanner with a small section cut out to allow it to slip over the pipe. The flats therefore grip four full and two half hexagons, giving far more grip. The ends are sized at 7/16" AF for brake unions and 1/2" AF for fuel.

Brake adjuster

With most 100Es, the adjusters are a 1/4" square, and special spanners are available for this purpose, usually with a 5/16" square at the other end. Two types are shown in photo 3: one flat and the other made as a socket. In my experience, they are all made of inferior metal and round off their squares, with subsequent damage to the adjuster head itself. Also shown is my method: to put a 1/4" square drive socket on to the end of an Allen key, say 3/8" AF. The other end of the socket is the same 1/4" square, but of far better metal and far less likely to slip.

Sockets

I could write a treatise on these, but as the Editor is unlikely to allow me the entire magazine, we will cover the main points.



Photo 1: The three types of spanner: open-ended, ring and combination. The drop of the ringer is seen.



Photo 2: Brake adjuster spanners, socket type at the top, open in the middle, and a 1/4" square drive socket on the end of an Allen key.

Apart from a few very early examples, all sockets use a square drive in one of five sizes: 1/4"; 3/8"; 1/2"; 3/4" and 1". The bigger the square drive, the bigger the sockets and the greater the torque that can be applied, but the heavier and more tiring they are to use. I do use 1" square drive, but that's working on steam locomotives. Arguably, 1/2" square drive is bigger than needed for most work on cars.

Many people use a 3/8" set for all work and nothing else. I've never owned such a set but always used a 1/4" set and a 1/2" set, which covers everything. As said above, the range needed on a sidevalve is generally 3/8" AF and 15/16" AF, and few sets of any square drive size will cover all of this; the two sets did. And while the 3/8" set will most likely go up to 3/4", there is a limit to the torque that can be

applied. 100E head bolts are torqued to 65-70 lb.ft., a figure I would hesitate to put through a 3/8" socket.

Socket use

These are normally chrome plated and double hexagon. The chrome plating adds nothing to the sockets' usefulness and I've never seen the point of a double hex socket. I always use impact sockets. (If you have a pneumatic or electric power socket wrench, you must use impact sockets. Their hammer action can cause a normal – even high quality – socket to split, and use on a power wrench automatically invalidates any warranty.) These are black or grey and are always single hex, giving a better grip on the nut or bolt head. They are also cheaper than equivalent 'normal' sockets. Their one disadvantage is that, for strength, the wall thickness is greater, which can make their use where the fastening is sunk into a narrow space impossible. Unfortunately, one of the head bolts on the 107E is such a fastening.

Note that sockets should be stored in order and hexagon end up: a mechanic can recognise the sockets' size just by looking without the need to read it.

Once, all socket sets would include a plug socket, but today the variation in plug sizes makes this less likely. The spark plugs used on our cars is 14mm, giving a hexagon size of 13/16". You can buy a dedicated plug socket of this size, complete with an insert to grip the plug's insulation. I find a deep 13/16" AF socket works just as well. (Photo 4.)

Extensions

These come in many lengths; with a 1/2" square drive set, lengths of 3", 4", 6", 8" and 12" are available. As you can increase the length by joining together several short extensions, this is more versatile than a single long one which, obviously, cannot be shortened if height above the fastening isn't available. (Photo 5.)

'T' bar

'T' bars come with many sets. I don't use them; they feel wrong and don't have the strength for tight applications. I've acquired two over the years (they were parts of job lots I bought); both are bent, which tells you all you need to know.

Strongbar

Much, much better; they feel right and will transmit a massive amount of torque. Again, they come in different lengths; long ones give more torque to the fastening but can be

at a disadvantage in confined situations. A problem is that they can transmit too much torque, easily shearing off seized studs, or over-tightening and stressing fastenings, which again can shear, but not necessarily at the time. An example is 100E big end nuts. The torque for these is 20-25lb.ft, easily exceeded. It is not unknown for the stud to later shear in a running engine, which is invariably fatal to the engine. See 'Torque wrench' below.

Ratchet

Ratchets are like open-ended spanners: intended for speed but not to transmit high torques. All socket sets will include a ratchet, but you need to be choosy. The ratchet handle needs to provide a good grip, and the ratchet teeth be fine enough that the handle doesn't need to move through a large arc to move to the next tooth. I always dismantle a new ratchet to pack the mechanism with grease. On the other hand, I worked with a very good mechanic who would never do this, although he never explained why.

Speedbrace

You see fewer of these around today. I think they are a waste of space, and the opportunities to use them few and far between.

Universal joint

Another waste of space. If the angle from straight is greater than a few degrees, they merely kink the socket on the fastening, possibly damaging the fastening and / or socket. Even in an almost straight line, it isn't desirable to put much torque through them.

Torque wrench

Again, these come in a range of lengths and settings, but whether or not any particular torque wrench covers the range (20lb.ft to 70lb.ft) is debatable, especially as their accuracy at the lower end is less than absolute. Ideally, you should tighten all fastenings to the recommended torque. No-one ever does; professional mechanics have a feel for this, but those new to mechanics tend to over-tighten, sometimes with disastrous consequences.

Manuals

Having the right tools is an excellent start, but you also need the knowledge; this is contained in your car's Ford Workshop Manual and Parts Book, the diagrams in the latter being as useful for the part numbers you need when ordering your spares from the club. For 100E and 107E



Photo 3: The mangled square of the dedicated brake adjuster and the unworn square of the socket – why I use the latter.



Photo 4: Pretty sockets all in a row! This impact set ran from 1/2" to 1" AF so the 7/16" AF to the left is not part of it. In front are two chromed sockets, single hex to the left, double hex to the right. Even a quick glance shows which has the more certain grip.



Photo 5: Strongbar to the top, then ratchet to the left, followed by 3", 6" and 8" extensions.

owners, there is additionally *Technical Tips for the 100E*, highly recommended. Well, I would really, wouldn't !! All these are available from the club.

Conclusion

So, that concludes our look at your tool kit. Depending on the level of work you intend to take on, you might not need all of these, but you might need more. Either way, I repeat that, while these cars are very easy to work on, some jobs are safety critical. If you have any doubts as to your abilities, consult with others with more experience, perhaps at a local club meeting, or seek professional advice.

Joe Wheatley

Capillary Temperature Gauge Fitting

Uprights have a capillary type temperature gauge, with a capillary tube protected by a wire coil outer. There is a bulb held in the waterflow which contains a fluid. This expands through the tube as it heats up, moving the pointer in the gauge itself. By nature they are very fragile and most have been broken or removed.

This is the case for my E493A, which has the gauge in the dash, but no capillary tube, so it does not work. About ten years ago I managed to find the fitting which should go into the top hose to power the gauge. I have never got around to fitting it, but thought I could at least show what it looks like.

Photo 1 shows the unit assembled. The remains of the capillary tube can be seen on the left. The item above is a tool for cutting a hole into the top hose in order to fit the unit.

Photo 2 shows the unit disassembled. From the right the parts are:

- 1) Threaded fitting, which fits inside the hose.
Note curve to fit the curve of the hose.
Threaded part protrudes through hole in hose.
- 2) 'Washer', which goes on the outside of the hose. Again, note curve to fit around outside of top hose.
- 3) Threaded fixing, which clamps first two parts together and has internal thread for gland nut.
- 4) The bulb, which should be attached to the end of the capillary tube. Note the collar on the left which seals between the top of part no. 1 and the bottom of the gland nut.
- 5) Gland nut, which holds and seals the capillary tube and bulb into the unit.

Part nos 1, 2 and 3 of Photo 2 are the parts which fit into the top hose. The tool for cutting hose is at top right. Once fitted into the top hose the capillary tube and bulb can be screwed in.

Bulb at end of capillary tube and gland nut

In order to make a working gauge, the gauge itself, the bulb and gland nut needs to be sent to the reconitioner stating how long the capillary tube needs to be to get from dash to top hose. Of course, the gland nut must be on the tube BEFORE the bulb is connected and



Photo 1



Photo 2

the system filled.

The bulb and tube are fed through the gauge hole in the dash and through the bulkhead

and then screwed into the fitting in the top hose. (NB There is very little pressure in a thermosyphon system so leaks are unlikely.)

Jim Norman

Tales of BLC

You should be careful what you say: your words can come back and bite you. No sooner had my piece on the 107E's engine gone off to the Editor, proudly stating that I had never suffered main bearing problems with the 1198cc engine, than it happened.

The engine had become noticeably noisier over several weeks, and investigation was on the 'to do' list, but starting up one Saturday morning produced an incredibly loud knocking. I was committed to going to Liverpool, so a round trip of forty miles was undertaken in this condition, and wondering if we would make it home again. We did. My spares department has achieved some fame and I did have a spare engine, but it's a 1500, overbored +0.090" (1588cc) with a GT camshaft and Stage II head. I didn't want that sort of power – I don't use all that the 1200 produces – but it got us going again. Then, on 22nd April, the head gasket blew. I fitted a replacement, but was very concerned at the long crack starting at a water gallery and extending almost into No. 2 cylinder (see Photo 1). With the head face later thoroughly cleaned, it could be seen that the crack extends to the circular water gallery, below. It does not, though, penetrate the full thickness of the iron, at least at the circular gallery end. The legendary spares department did not have a replacement head



Photo 1

for this engine so, needs must, it was refitted. The gasket blew again, but surprisingly lasted exactly 1,000 miles, and the crack was not involved. On the head's removal it was seen that a large chunk of the gasket behind No. 4

cylinder had disappeared (see Photo 2). I had in the meantime rebuilt the 1200 engine, so this was installed and all is now well. The damaged shells from No. 1 mains from the 1200 engine are shown in Photo 3.



Photo 2



Photo 3

Log in to the FSOC website Members' Area. Password: Vintage (case sensitive).

All this was in time to take part in one of my favourite events, the Lakes Tour, although I did only the Saturday tour on 16th June. The weather wasn't kind, as the cover photo of this issue reveals, being very wet at times, but it was a great day, just the same. The irony is that this followed a week of unbroken sunshine, and would be followed, including the Sunday Tour, by further unbroken sunshine; the rain was all saved for that day! The Prefect's engine, following the issues outlined above, had completed only 417 miles since its rebuild as I set off from home. I had changed the oil and filter the day before, a bit earlier than I would have liked, but it had to be done before the tour.

Photo 4 shows the stop at the Honister Slate Mine, with the Prefect among its 105E brethren. Photos 5 and 6 show another photo stop, not easy to arrange with 23 cars in a convoy! Apart from many varieties of 105E / 123E Anglia, including three 307E vans, we had two Corsairs, one a Cabriolet; a Mk I and Mk II Cortina; a Mk IV Escort from the Netherlands; and, for some reason, a Vanden Plas Princess 1100!

The total mileage for the day was 293, some of them very hard miles indeed. 1-in-4 gradients both up and down, with occasional hairpin bends in the middle of them, all make for an interesting time! Thanks to Dick and Chantelle for organising these, and I'm looking forward to next year.



Photo 4



Photo 5

Photo 6

