SIDEVALVE NEWS

Journal of the Ford Sidevalve Owners' Club Vol 16 No 5 October 1999

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The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating mem. no. and enclosing SAE. Telephone at stated times ONLY.

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107E	Philip Hardwicke, 121 Baldock Road, Letchworth, Herts SG6 2EG

AREA GROUPS

Local area groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00 pm and 9.00 pm ONLY.

BRISTOL AND SOUTH WEST	**Ivor Bryant 01454 411028** Last Fri; The Fox, Easter Compton. 8.30pm.
DEVON AND CORNWALL	**Ian Rooke 01752 228498** Please ring for details of local activities.
COVENTRY	**Barry White 01203 403739** 2nd Tues; Queen's Head, Meriden. 8.30pm
GLOS, HEREFORD & WORCS	**Philip Birch 01531 820575** 3rd Thurs; Black Dog, Newent, Glos. 7.30pm.
HAMPSHIRE	**Mick Crouch 01703 692359** 3rd Wed; Please ring for details of local activities.
LONDON NORTH	**Robin Thake 01279 659245** 1st Mon; Please telephone for venue.
ESSEX	**Pam Lincoln 01708 507117** 1st Tues; The Maypole, Lambourne Road, Chigwell Row, nr Romford. 7.30pm.
LONDON SOUTH EAST	**Stan Bilous 0181 764 5785** 2nd Tues; Dutch House, A20 Sidcup Road (nr jct A205).
MERSEYSIDE	**Frank Hayes 01942 708536** 2nd Mon; Bottle and Glass, St Helens Rd, Rainford. 8.00pm.
NORTHAMPTONSHIRE	**Danny Moody 01604 810095** 1st Thurs; Stags Head, Earls Barton. 8.45pm.
SCOTLAND	**Jim Hendry 0141 951 4177** 3rd Tues, Country Club, Strathblane. 8.00pm
SURREY	**Tony Russell 01737 221578** Please ring for details of local activities.
WALES SOUTH	**Rhiannon Jones 01222 254159** 1st Mon; 49'er Club, The Cresc, Treorchy. 7.30pm.
YORKSHIRE	**Vacancy**

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What a Summer

Fred Fielder

Perhaps it was the thought of going off on holiday to Scotland that expedited the production of the last issue of Sidevalve News and we almost got the magazine out on time so hopefully you'll all be expecting this issue to drop on the proverbial mat early. Only time will tell as I have sat down to write this well before submissions day!

I suppose this summer was meritorious for the lack of visitors to the South West against all the expectations of millions migrating to see the closing event of this millennium The Total Eclipse. The Flat Land Society even suggested Britain would flip over in response to isostatic readjustment! Fever pitch excitement came and I decided to stay at home and work in the studio while my son Justin went to stay in cloudy Cornwall.

I happily saw most of the eclipse through the clouds and at almost the right moment caught the reflection of the partly shrouded sun on the surface of the garden pond and then it got considerably cooler and my wife and I marvelled at the strange colour and eerie atmosphere. I managed to record the passing of the moon's shadow using a shaft of light coming through a chink in the slit windows of the studio and recorded the event with the digital camera. Justin meanwhile albeit in the line of totality was able to experience the event without glasses as there was heavy cloud which seemed to disperse at the right moment. What an event!

I mention this purely because I feel that we as a club had what can only be said as a momentous and meritorious occasion and that was the opening of our very own Sidevalve Mews and Stores to the Membership. Jean Crouch gives a fuller account of this later but I am sure those who visited and the committee which had worked so hard to get everything just right felt this was a real milestone in the development of the FSOC and one of which we can all be very proud.

Hardest of all, for those who knew him, was the absence of Martin Howard due to his untimely death and that we could not share with him this tangible experience of achievement and dedication. I looked through the wallet of photographs showing the progress of the site from derelict building yard to the finished purpose built store we have today. Many of the photographs showed Martin happily working away despite the weather conditions and one has to remember that all of this was done voluntarily. It was apparent that all felt a sense of pride that a memorial plaque be sited in the building to seal the approval of all in acclaiming the valuable contribution that he made to our Club's Store.

Although I and perhaps many others had never met Martin the whole day was a fitting tribute to how inspiration can effectively be made reality whatever the obstacles and of this we can be assured Martin would have been proud.

If you didn't come along please do next year. All the 'customers' seemed more than pleased with their purchases some even stopping off at the end of their holidays to spend what spare cash they had left!

On your behalf I would like to thank all of those who not only made me feel at home by supplying the cups of tea and chatting about their cars and purchases but the dream team who made the whole day possible.

I won't be around for the next total eclipse but I'll certainly be at the next Spares Day. Oxford is fairly central and easily found so be cool and mosey on down to Sidevalve Mews...

Events Listings

John Porter

THIS issue a slight change of order! At a recent committee meeting it was suggested that we might try to highlight more prominently the Events Listings.

By doing this it may encourage more of our members to come with their vehicles to the events where there was a likelihood of sidevalves being on show.

Obviously if it were to be an event where there was going to be a stand then we will advertise this more graphically in future issues.

This list is supplied by JP and cannot be comprehensive as space does not permit a full list. Please ensure that if you are thinking of attending any event it is worthwhile checking the contact number and time and date in order that you don't have a wasted journey. (Ed.)

23rd and 24th October. Delivering the Goods Weekend at the Kent & East Sussex Steam Railway, Tenterden Town Station, Tenterden in Kent. Contact Kate Debling on *01580 765155.*

31st October. National Restoration Show at the NAC (National Agricultural Centre -well, they do say that upright sidevalves have agricultural suspension, don't they?) near Coventry in the West Mids. Just the place to get some bargains for the winter refit or sheep come to that! Bring a torch as the lighting in the autojumble is not that good! Contact organisers on *01568 797228* (to get a stall or sell you car heavenforbid) or Barry White if you want us to show the public how to take a sidevalve apart!

6th and 7th November (Not as last Sidevalve issue!). Classic Car Show at the NEC Birmingham, West Mids.

Contact Centre Exhibitions or *0121 7673812* or Barry White to get on the club stand.

There should be another Great British Autojumble at the NEC in January but I have heard nothing as yet. Not a lot else at this stage of the season. No doubt there will be lots of "millennium" classic vehicle shows in 2000 for us to look forward to.

I shall do my best to find out the most local "millennium" classic car event in your local area so that you have no excuse.

Southern Sidevalve Day Dagenham (JP)

Cover: 'Summer's Ended'
Ugo Dorinano's 1956 van must be the only E83W still working full time with it's original owners. Seen on the seafront of Leven. Photo Glen Bubb

Photo by Steve Wood

Club stand at Ardingly Vintage Vehicle Show

Area News

Hampshire

Mick Crouch

WE spent a fantastic weekend at Ardingly Vintage Vehicle Show held at the South of England Showground at the beginning of July. A convoy of five sidevalve vehicles set off on the Friday and meandered their way through the lovely Meon Valley and other delightful scenery to reach the showground in time for lunch.

Later on in the day at the camp site we were joined by other club members and their sidevalves and we all spent an excellent weekend in the glorious sunshine amongst some fantastic vintage vehicles of all kinds. It is such a large show that it takes all of the three days to see it, with plenty to appeal to all the family and we are always sad to have to pack up and say goodbye to our sidevalve friends after such an enjoyable time. Our club stand was well supported with a fine selection of sidevalves. (See photo.) Many thanks to you all for helping to make such a good display. If you missed it this year, why not try to come along next year when it will be held on the 8th and 9th July 2000. See events page next year for more details.

On 1st August three of us took our sidevalves to the Wroughton Nostalgia Show held at the airfield at Wroughton which is now a Science Museum. This was the first time we had been to this two day event and we can highly recommend it as it covers a very large area with lots of vintage vehicles and related items and a big antique and collectors' fayre. Many of the hangers were open for viewing and it was such a good show that we have decided to return next year and make it a camping weekend. Once again keep your eyes peeled for the events page next year.

The following weekend we had our last camping event at the Sussex Show held at Pulborough. Although this was a smaller show and our club stand was not so large we had a good weekend and met up with sidevalve friends who we have not seen for some time. Despite some rain on the Sunday morning the rest of the weekend was fine and dry and once again we all enjoyed a relaxing weekend with our sidevalves.

On the 14th August five of our group assisted at Spares Day but that is another story - see report elsewhere in the magazine.

With rally season coming to an end we will reluctantly have to start thinking of those decorating jobs that 'er indoors' keeps hinting about, but of course that will only be after I have completed all my 'sidevalve decorating jobs' and I can always find plenty of those to do!

North London

Robin Thake

I START on a slightly sad note this time because after 10 years we have had to move our meeting place because of the closure of The Gate at present, so please ring me before the first Monday of the month to confirm our whereabouts.

Six members of our group had a lads' day out in Abingdon when we visited the club stores on the occasion of the official opening; sorry we were late arriving but the navigator had the map upside down. (I knew Robin would miss me one day - Jen!) We all managed to spend some money on the parts we needed. On our return journey home we visited a couple of garages with 'interesting' cars outside but we managed to resist the temptation to buy.

After a few weeks off from attending shows four cars met up to go to the show at Woburn. It was an excellent day out as the event was bigger than ever with well over a 1000 vehicles there as well as a large autojumble. We also had the added bonus with the Tiger Moth meet taking place over the hill; they gave us a magnificent display particularly when nine Moths flew in formation. As the season winds down we are visiting the Millennium Show at Old Warden and what we all hope is a dry All Ford Rally at the end of September.

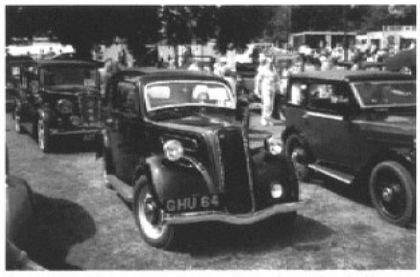
Bristol and SW

Ivor Bryant

These photographs were held over from the last issue. The show at Ashton Court.

Much travelled Y Van KHR168

Another E Van and still used FGL151



GHU64, The Ford leads, Austin follows

It is with deep regret that we report the sad loss of our member Rodney Griffiths who passed away on 28th September at the age of 55. Griff as he was known will be greatly missed by all his friends in the Local Group.

We send our sincere condolences to his wife, Ruth and Family.

Area News continued on page 21 >

Events

John Porter

THIS was the year of GOOD weather for all the Sidevalve Events - no rain at Coventry, York (bit nippy, though), Dagenham or Abingdon (Spares Day) never to be seen again.

Perhaps Dagenham was bathed in a Mediterranean climate which is just as well as I had to set off at 5 am to get to Dagenham with my load of equipment and home by 10.30pm.

What a long day - at least 9 hours in the saddle braving the A5 and M25 - quite safe before 8.30am. My ears had a sidevalve hum all night! As you can see from the pictures we had a varied crop of cars, which Pam Lincoln arranged in a huge arc - eat your heart out, Barry White!

Pam's husband, John, and Clive Mant et fils guarded the site over the Saturday night. As I arrived, Clive was producing a glorious bacon aroma outside his tent - bliss! As the club stand was downwind, all the litter from the previous day ended up "down our way." This "sirocco," a hot desert wind, was sweeping across the site with great efficiency. I expected to see tumbleweed - shades of A Fistful of Dollars. There were even donkeys on site - although why call a donkey Derek? As luck would have it the Men from Dagenham Council were on the job and brought a truck-sized Hoover and a team of litter pickers that quickly revealed the grass!

The award winners were:
Overall Best 100E: Tony Lloyd
Second in Class: S Jacobs
Best 100E Prefect: Bruce Lawrence
103E Popular (1st): Clive Mant
103E Popular (2nd): J. Thorogood
Best Upright: Denis Little
Best Upright Restoration: Dick Symonds
Commercial (1st): Pam Lincoln (see picture of de-restoration in progress!)
Best Sidevalve Based Special: Peter Norman
Furthest Travelled: Norman Wedley (who attended both Sidevalve Days this year and each preceding National since he acquired the car - well done!)

Overall, a very enjoyable day with weather to match. Many thanks to Pam and John Lincoln for all their work and to the members present on the day.

Hollowell July. A brief mention as Barry White has already reported that he said goodbye to his "one hundred E" as he referred to his black Anglia. A sad day for those of us in the Midlands but Barry assures us that his E93A Prefect will soon be out on the "black top."

Specials Day August

NOW this is the day that has guaranteed blue skies over the Cotswolds for many years but not this year!

For the first time since the Siva and I have made the trip down the Fosseway to Burford the hood was erected. I say erected because my version of the original hood frame though much more robust does have to be put up like the Big Top at the circus. So before a journey the decision has to be made to get wet or stay more or less dry. I decided to put up the hood and pack the sidescreens - just in case. Despite the dampness underfoot and from the sky, another excellent turnout of specials of the 50s and 60s. I am sure that Malcolm Mackay will report in more depth in the Specials column.

At least the two Sivas were able to park side by side and compare their wet weather attire! (see picture).

With the sidescreens in place the Siva makes a very passable tent but driving with the sidescreens in place severely reduces visibility. Not only that but a passing truck or coach can "suck" the screens off the securing buttons - very frightening to be sure.

Back to Specials Day, and it was clear that those without hoods slipped away by mid afternoon in an effort to get home fairly dry. I was not so lucky and hit the most severe rain I have ever driven the Siva through. As more water was in than out, the wiper was little use and we ran into a flooded part of the Fosseway.

This is when you thank the Lord for a head-mounted distributor! The "moderns" behind ground to a halt in a cloud of steam but the Siva never missed a beat. The bow wave missed the mudguards and effectively put my wick out. It was like having two buckets of water thrown at you from two directions at once - oh, the excitement of it all!

Sidevalve Spares Day

Sidevalve Spares Open Day at the Club Stores, Abingdon.

Our motto was that no one would leave without buying something and this included the committee!

A tremendous success and well supported by members from far and wide. The Upright Spares were in great demand with a long queue for a while. Much patience is needed with sidevalves. People were seen returning to their cars with plenty of FSOC carrier bags and slimmer wallets.

Many thanks for the support and the sensible parking so that we did not upset the locals.

By the way, there is now an Austin Maestro club... Mind you, in 1969 people said, "A 100E owners' club? Waste of time!" Yes, time marches on and Allegros, Maxis, Marinas, 1880s and Leyland "Wedges" all have enthusiastic owners' clubs.

When I worked for a BL dealership in the mid 70s, we did not think the cars would last the year's warranty let alone the twenty odd years. It quite makes the blood run cold to think we had the nerve to sell these things to private buyers. Warranty work kept us very busy in those days. Things like brake hoses cracking in 6 months, tie rods failing, suspension bushes splitting and flywheels falling off the crankshafts on Maxis.

Great days! I followed a Triumph 2000 through Nuneaton the other day - the Michelotti derived styling doesn't look as good nowadays as that of its arch rival, the Rover 2000. What will today's computer blobs look like when they are 25 years old? On another tack, do you wave at other classics on the road or only similar types 40s to 60s? I wave at any thing old in the Siva but in my Fiat 500 they probably can't see me!

Winter draws on, so make the most of the last events of the season see page 3 for the Events Listing.

Sidevalve Day at Dagenham (JP Photo)

More photos on page 6

Sidevalve Mews Day, A Photographic Record

Photographs by Fearless

Regalia offers... No not Graham and Jackie Bundy the goodies on the table!

A

B

C

Events Photos continued

JOHN PORTER

Another general view of Sidevalve Day at Dagenham.

A real Prize Winner. Clive Mount admires Pam Lincoln's prize winning 300E van!

Barry White says a fond goodbye to 'One hundred E!'

D

E

A) Queuing up.
B) Queuing inside the store.
C) Even a whole car for sale in the yard.
D) Last orders - the 'Dream Team' decidedly exhausted. E) Push-me-pull angle. J.P. and Neil Patten finally pack up. Well done Lads!

Letterbox

Fred Fielder S.V.N. Editor
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John Jewison Doncaster Museum Pop

Dear Fred

SAD news this morning from Mrs. Jewison to say that they saw John off in great style on Friday with a crowd stopping cortege through Doncaster centre with a 1964 hearse and old cars.

It wasn't the cancer that killed him but the cure, the chemotherapy.

John had started the project to donate a Pop to the Doncaster Museum as his last task as he was passionate to get a Pop which had been built in Doncaster on show in the local museum.

He had been fortunate to find a suitable car in Middlesex and get it home before he moved on and had the satisfaction of achieving half the task he had planned..

Mrs. Jewison is determined to see his idea fulfilled and is to prepare the car and show it at a rally or two this year and next prior to the presentation to the museum which was always to have been in the Millennium year but will now be a donation in memory of and not personally by John as he had hoped.

I will continue to offer any assistance to Mrs. Jewison to help her achieve this.

John had not been a club member very long but felt he should join as he was using the services of the club officers to help him with the project mainly to establish the identity of the vehicle as a true Doncaster Pop.

He will be sadly missed by his friends in the Traditional Car Club for his great enthusiasm for old vehicles and their continued use but particularly for his passionate aim to get a Pop into the Museum as many don't realise cars were made in Doncaster as well as tractors and trains.

Gordon (Mem. 3278)

Ring, Ring Again

I AM a new member- July 1999 and I can empathise with Robert Binstead's predicament.

When I joined I hoped for some telephone contact with technical staff with a technical expert to answer all sorts of queries I had.

When you venture into owning a particular type of car with which you a re not particularly familiar with, or as in my case the passage of time has dimmed one's recollection of some technical aspects, it is most comforting to speak to someone who may be able to help or at least point you in the right direction.

When I joined I needed to know certain things relative to my E494A Anglia and wrote to Bryan Baker the Technical Advisor on a couple of occasions. I must say that the response was good. My letter was answered promptly in a friendly and welcoming way, the information was clear and I felt I had real contact although via the post.

Parts were another matter and I wrote to Shirley Wood with my order and these were returned quickly so after feeling a little bit isolated initially I now feel much happier with the service and would like to say to both officials many thanks and well done!

Tony Roach

What's in a Name?

As a new member of the club I would like to introduce myself, ask a few questions and raise a few points.

I joined in July when I bought a 1960 107E to add to the 'fleet' which also includes a 1968 Morris Minor and a 1988 Citroen CX Familiale (we have six children). This is the second 107E that I have owned, as I had one 30 years ago which was regularly rallied in East Anglia, and once in Kent, with some success. Sadly it suffered damage when I hit a lamppost sideways, and I sold it for banger racing.

The new acquisition was bought locally in Norfolk and is used daily for work in Thetford. It has certainly caused a lot of comment and head turning, much more than the Morris, as Minors are quite common around here.

Having now received two copies of Sidevalve News, I am wondering about the lack of trade advertisements. Both the Minor and Citroen magazines have a lot of very useful adverts (as you will probably know being a Minor owner) and I have found it difficult to find suppliers of spares and services other than through the Internet and Practical Classics. In fact it was through the Internet that I found the FSOC - well done, Laurie Menear! Is the absence of these adverts a club policy?

I am disappointed that there is no area group in East Anglia - Essex is too far away, even though the meetings are held opposite the church where I was christened. I will be contacting the General Secretary about setting one up if there is enough interest.

Going back to the Internet, there doesn't appear to be any e-mail mailing lists for the models that the club covers. I have set one up for 107Es at www.onelist.com but so far I am the only member! The onelist site allows lists to be set up with no charge, so other models could easily be represented.

Finally, I went to a Classic Car auction last week. There was a 1957 Prefect for sale, 18,000 miles on the clock verified by MOTs, in superb condition except that the interior needed smartening up. It was withdrawn at £475 - I don't know how I kept my hands in my pockets!

That's my lot for now, sorry if it was a bit of a ramble.

Regards, Don Grunbaum

PS. I was interested in your anecdote about the teacher who expected you to be good at cricket because of your name. I had a similar experience with my German teacher who said that with my surname I should be able to speak the language! Funny that they don't expect all the Smiths to be good at metalwork!

Not groaning, just moaning!

Firstly a couple of moans. I attended the AGM for the first time this year. I found it disappointing, as must the club committee, that only 33 out of around 1800 members attended.

I also belong to the 105E club where 175 out of around 1000 attended. The second moan concerns a lack of club activity at events. The following are examples where a club stand was absent:

Shuttleworth 1998

Luton Festival of Transport 1998 and 1999

Audley End 1998

Stevenage Motor Pageant and Country Fair 1998 and 1999.

These are big events, some run by Greenwood exhibitions and D & R Events. Good size crowds are attracted. An ideal opportunity to publicise the club.

At Stevenage I had a conversation with a man who used to own a 300E Van, which had some modifications.

1 Fairly common, the fitting of side windows prior to the introduction of purchase tax on the conversion.

2 A MURRAY overdrive unit providing six forward and two reverse gears - first, first overdrive, second, second overdrive...

3 A crossflow cylinder head manufactured by Elva Engineering of Hastings. The sidevalves are removed and replaced by an insert and pushrods that operate overhead valves in a replacement cylinder head. The exhaust position remains unchanged but the carburettor is transferred to the opposite side.

Performance was 'off the speedo'. The next step would be to increase the 'stopping power', which he did not do. Have any other members come across these modifications?

Yours sincerely, Phil Dunk

Did you see?

IN the Daily Mail Thursday, September 9th, an article about a Mr. Etherington who is still selling cars at the tender age of 90.

I will try to get permission to copy some of the article as there is a wonderful picture of Mr Etherington selling a Prefect in 1934.

Found

FRIENDS of Jane Dargate who were responsible for SVN, Paul and Lynne Edwards.

Fred Fielder - my twin sister, not really. He was thought to be the new editor, but is in fact a Presenter for Greater Manchester BBC Radio. We aim to please!

Letterbox Continued

Vintage Rubber

HAVING READ in Sidevalve News that Paul Beck Vintage Supplies were selling reproduction fly window rubbers for 100E models, I phoned them and ordered a set for my 1957 Prefect.

When questioned about the upper door surround rubbers, Becks said that they were about to produce the front door rubbers for the short doors used on Prefects, vans and estates. However, they had no plans to remanufacture the rear door rubbers or indeed those for the longer doors on Anglias and Populars.

My informant told me that these rubbers were produced mainly for the needs of their own 300E van. No price was available for the front door rubbers.

Obviously, Becks have to produce a minimum run on each item, selling the balance to make it economic. I don't know how many mouldings they have to produce and sell to be viable, but one wonders if producing these rubbers, subject to an advance deposit by interested members, would be a worthwhile project for a future 100E Spares Secretary.

Yours sincerely,

WM COLM O'NEILL (m/180)

Body Panels

Nice work on the newsletter.

My Pop is really having trouble getting back on the road. I've had it since 1973 (my third), ran it 2 years, then put it back on the road for 6 months in 1980.

I then decided to start restoring it, initially without taking too much apart, so it remained drivable offroad until about 7 years ago.

Then after a trip to California I foolishly decided to pull it all apart. It's still on its wheels, but that's it.

What's really got me is the complexity of the body work on the front doorpillars and inner wings. I can MIG weld to a fashion, but shaping new metal to look right, where it shows, is tough going.

The club has got a good range of mechanical spares, but there hardly ever seems to be any body panels available.

Any chance that the club will ever be able to produce body parts and repair panels in quantity?

Andy Vevers, Sheffield

(There is an article on pages 11 - 12 which will help to make it clearer about remanufactured parts. However, there are a number of professional remanufacturing companies which might help, found in most of the car magazines as mentioned in June's edition of SVN, Ed.)

Sidevalver Remembered

This message is from Life Member (and Old Stager) Steve Waldenberg:

I have just been told of the death of a long time Sidevalve Owner, Richard (Dick) Peters of Northampton.

Dick, like myself, goes back to the early days of the FSOC. He had a 103E Pop and an E04C van. The van was painted up in recent years in the BRS livery - Dick was a lorry driver with BRS for many years. I often visited Dick and his wife Rene when passing through Northampton when our older daughter was at University.

On a couple of occasions I stayed with him when attending rallies, in the Northampton area with my 100E or 107E or even a Jowett Bradford van.

Dick was one of life's gentlemen. Sadly his wife Rene is suffering from Alzheimer's disease and she is in a nursing home in Northampton. I don't think he had any family and I'm sure older members will be saddened by this news. He was 80 years of age, so one mustn't grumble.

Steve

Wharton's Attractive Lady

Tulip Rally

I thoroughly enjoyed Malcolm McKay's nostalgic article in the August SVN on the Tulip Rally and the late greats Gatsonides and Wharton.

It took me back to my schoolboy days as an avid weekly reader of Motor and Autocar! It may well have been a print error, but Wharton's co-driver in the Anglia was Joy Cooke - a most attractive lady who made a deep impression on my young mind! She also partnered Wharton in his early days with his Ford-based trials special KHA 1. I believe that Ken Wharton was a Ford dealer in Smethwick.

Douglas Glass

Rock Bottom - Please Help!

I've enclosed two photos which were taken while my wife and I were holidaying in northern Portugal in early June of this year.

We were lost somewhere in the Douro Valley. Not just my wife and I but also the old car. The plates were British, sorry I did not record the number. The car was very much like a Ford, but I am not sure so perhaps one of our readers could help?

Fred Essen

What Make of Car? Answers to Ed.

Club Notices

Fred Fielder

IT'S good to see that members feel they must respond to what Fearless Fred has said in the editorial: Stan Bilous (AKA Stannie the Vannie) has given us a more realistic account of those 'endless summer days'.

Ode to Joy

(Apologies to L.V.B., Schiller)

(Or Bucket and Spade Revisited)

May our slipping spanners graze the knuckles on the radiators as we attempt to change the fanbelt of joy as to hasten along the road of vapourisation. May our BUCKETS be full of the quenching liquid with which to replenish the scalding waters of the radiator which scrapped the knuckles and burning fingers. May we rejoice in the sweet smelling fuel of delight as we prime the pumps of sheer pleasure to enable a few moments of rapture before setting off again along the road of no return. May we use the SPADE of joy to bear down on the object of such pleasure before we call up the trusty Knights of the long and winding Road to finally get us home from our jolly day at the seaside.

Thank You Stan I'm sure we all get the point despite the truth hurting!

Membership Renewal

Mick Crouch

A few words from the Membership Secretary.

YES, it is that time of year again when the first reminder for your membership renewal for the year 2000 is included in this issue of our club magazine. The reason we put it in the October magazine is to help spread the work load for Jean and myself and we are always grateful to those of you who do renew early.

However, the second and final remainder form will appear in the December issue, so if you do not want to renew early you can always wait until December. As you will have seen from the AGM report, due to rising costs it has been necessary to increase the membership fee from 1st January 2000 to enable the Club to provide the current service level. Below are just some of the benefits you will receive as a member:

six quality magazines a year

spares

remanufactured items

RAC discount

regalia and books

library and video service

technical advice

events

advice and information from Registrars

help with DVLA applications

local groups

As this is the first increase since 1995, I think you will agree that with an increase of just £2.50 it is very good value for money.

Spares Day

Jean Crouch

Saturday, 14th August saw the first Spares Day held at the Club Stores, Sidevalve Mews, Abingdon. This was a major milestone for the Club and a credit for all those who played a part in achieving this successful feat.

The Day proved beyond any doubt that all the hard work, blood, sweat and tears that went into this event was well worth it. At one point members were queuing outside the yard gates in their eagerness to purchase their spare parts, and the 'sales staff' were working flat out.

Luckily refreshments were on hand and a big 'thank you' must go to Lillian Norman for keeping both the members and helpers tanked up with tea and coffee. Although the position of Regalia Officer is vacant, Jackie and Graham Bundy volunteered to sell regalia on the day and Graham also helped out with the Upright Spares, without them we could not have offered regalia items for sale.

In fact, without all the volunteer helpers on the Day, we could not have managed - so a big 'thank you' goes to them all, namely:

Shirley, Steve and Sylvia Wood
Jackie and Graham Bundy
Mick and Jean Crouch
Jim and Lillian Norman
Tim and Glen Bubb
Neil Patten
John Porter
Yvan Precieux.

My apologies if I have missed anyone out.

For those newer and also 'older' members the following is a short history of the premises. It was thanks to Martin Howard who was our Upright Spares Secretary and stalwart committee member for over 11 years that the Club acquired and refurbished the land and buildings which are now the Club Stores. Back in 1994 when we had to move our spares from a barn and several lockup garages the committee agreed to the purchase of the present premises and since that time Martin, with help from Shirley, Steve and Graham spent endless hours working on behalf of the club transforming a derelict builder's yard to what it is today.

Tragically Martin was killed in a road accident two and a half years ago and sadly, after all his hard work, he was unable to see the finished results. To honour his memory and as a token of thanks, the building was dedicated to Martin and a plaque has been displayed inside as a tribute to his memory.

However, we also owe a big vote of thanks to both Shirley and her brother Steve Wood for carrying on with the Upright Spares and providing an excellent service for the members.

When it was decided to have a Spares Day at the Club stores it was planned like a military operation with Mick Crouch being the Commander-in-Chief! Six months before the event, several meetings were held and a plan of campaign was drawn up. Signs and price lists were printed, tables, chairs, tent and displays were transported. We spent a day prior to the event preparing the stores and we arrived early on the morning of the Spares Day so we could finalise our setting up prior to the official opening ... twelve hours later and we arrived home again, completely shattered but pleased that the sun had shone, 78 members had signed in, lots of money had been spent and it was over and done with. Rumour has it that some members would like to see another Spares Day - well if you would like to volunteer to spend your free time talking, eating and living spares, coming home tired, dirty and completely brain dead - just don't call me, I'll call you!

On Page 10 I have included a selection of the photographs taken at Sidevalve Mews on our First Spares Day. (Fearless)

Publicity

Fearless

You will have noticed that we unfortunately have a vacancy for a Club Publicity Officer.

John Palmer has been doing the job for the past few months and although only a short while we must thank him for all the efforts he has put into promoting our club. Due to work and other pressures beyond his control he has to regrettably relinquish the post.

Thank You John from us all and we know that when time and less pressures permit you will continue to help out in some way or another.

Club Notices Continued

We need your help! Two important posts are vacant at the moment. Now is your chance to help the club!

Wanted Urgently 100E Spares Officer

As you know, Mick Crouch has been 'caretaking' the 100E Spares for some time now and has completed a stock check.

He agreed to look after the spares operation until a new 100E spares person could be found or the next AGM whichever happens the sooner.

Most of the stock will stay in the club stores at Abingdon so a huge storage space is not needed. All that really is required is for the 100E spares officer to keep a working stock at home which is topped up as required from the club stores (usually on the same day as the two monthly committee meetings).

Further details as to exactly what is done can be obtained from Mick Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY.

Regalia Officer

Shirley Wood has also been caretaking the Regalia at the club stores and we now need a new Regalia Officer. As in the case of the 100E parts, most of the stock is held at Abingdon and so only a basic stock needs to be kept at the Regalia Officer's home.

Replenishment of the regalia can be done at the two monthly committee meetings at Abingdon. Most of the sales are by post in response to orders from club members.

Further details as to exactly what is involved can be obtained from Shirley Wood whose address is in the front cover of Sidevalve News.

More Spares Day Photos

Continued from page 6

Glenn Bubb, 'Chief Check-in Bouncer'; who dares to cross him?

A constant reminder of Martin Howard is this plaque in the Stores.

Young Eve Welton, with Poppy, 'cause it's red!

Jack Pierce from Dartford loading up the boot after spending 'mega bucks'. A very satisfied customer indeed.

Tim Welton's Boot, notice the double tank to feed the thirsty Fiat Supra 2 litre engine.

FOSC Remanufacture Programme

Peter Ketchell and Jim Norman

A MAJOR reason for membership of the FSOC, or any other one-make club for that matter, is to ensure a supply of spare parts to keep the old pride and joy on the road. Most clubs go through phases in their ability to supply spares: First, correct New Old Stock is bought up and sold on. When this supply is exhausted, alternatives from other models - not quite right but which will fit, are provided, these being followed by parts which don't fit but can be modified to do so.

As a club matures, however, it reaches the point where only correct parts, either NOS or remanufactured, are good enough. Liability insurance, moreover, dictates that parts should meet the original specifications. The FSOC went through all these stages and reached the remanufacture point many years ago.

From comments I have occasionally heard, I suspect some members' impressions of quality, price and range often do not reflect the realities of the situation, or the shear physical effort which must go into each project.

The discussions at Committee meetings as to which parts should be remanufactured are usually lengthy and revolve around a number of issues. The Spares Secretaries provide valuable inputs as to demand - is there a requirement for a part that we cannot supply? Next, we must look at alternative sources. There are now a number of suppliers to the classic car movement who provide their own range of remanufactured goods and some of these are suitable for use on our cars. There is no point in duplicating parts which are available elsewhere, provided they are of adequate quality. Also, the part has to sell to allow us to recover the initial investment which can then be used to fund another project.

High priority has always been given to 'essential' items: MOT testable parts, engine components, etc., with trim items taking a second place. The reasoning is that the trim parts are of little use on a vehicle which cannot be used as it cannot pass its test. While many vehicles remained in daily use, this was a sound philosophy but with the majority of Sidevalves now used for shows only, this no longer applies. If, say, a set of track rod ends lasts only 30,000 miles, they will still give over ten years service on the average car. But, in a concours, trim parts are important and the demand for these has increased over the years. To fill this demand, a range of remanufactured grommets, buffers, script badges, handles, etc., are available alongside the still-needed mechanical components. Thus there is a balance maintained between mechanical and trim parts, but ultimately, the range of parts available is dictated by the funds available. At any given time, there will be a dozen or more projects under discussion or even given clearance to go forward - as soon as money is available.

Remanufacture is neither an easy nor cheap option but your Committee decided long ago that the only way forward was to do the job properly. Thus the specifications laid down for every project are *at least* equal to the original Ford standards. We do not allow short cuts, and this causes its own headaches. For example, the grade of material used must be correct: steel and rubber are of different alloys and compositions to meet the requirements of their respective functions; wrong specification materials will result in poor performance and premature failure but discovering the correct specification can be a trifle difficult.

When remanufacturing any component, the first step is to find a good quality, original sample, not always an easy task. If there are none in the stores, Committee members are asked to look in the far-flung corners of their garages and, if these methods are unsuccessful, individual members who are likely to or are known to have a good quality sample are contacted. As a last resort, an appeal is made to members via *Sidevalve News*.

The next stage is to find a supplier. As indicated below, we are not into mass production so the best that can be said is that we require small batch quantities. We would usually obtain three competitive quotations but in some instances, it is a case of finding a manufacturer who is prepared to produce a small batch. The quotations are for the production of the tooling and prices for various batch sizes are then obtained. These are studied in detail by your Committee and, if acceptable, an order for the most economical batch size is placed.

The tooling is usually produced by the company which will ultimately manufacture the parts. Since we are dealing in small numbers to exacting standards, finding a company willing to undertake the project can be traumatic. We now have a small list of firms which we know can be trusted to complete the job to the standards we require. Different companies specialise in different processes: rubber extrusion, plastic moulding or metal casting, to give just a few examples of the techniques used.

The prototype sample, when finished, is subjected to close scrutiny by the entire Committee to ensure absolute adherence to originality, and minute variations from this can and have caused the sample's rejection and necessitated tooling modifications to be made by the manufacturer. Once these are completed, a second prototype is subjected to equally close scrutiny, and any further modifications communicated to the makers, the process continuing until the required standards are met. The latest item to be added to the list of FSOC remanufactured parts is the rear lamp lens for the 1957-on Anglia and Prefect and this utilised several processes and materials: Clear and tinted plastic diffusers and lenses, self-tapping screws, cross-headed setscrews and white rubber gaskets - all checked for accuracy and some needing some modifications to obtain it.

These gaskets are a case in point and were very frustrating. If anyone can supply me with a perfect gasket that has not shrunk or perished and is of the correct material, I will pay their next year's subscription! In its absence, out came the vernier and a sketch was made. The sample produced from this sketch was tried to a housing and checked; when acceptable, the order was confirmed. The frustrating part of making gaskets is that you spend weeks going to and from the manufacturers making minor adjustments and, once the go-ahead is given, the batch of gaskets is produced in a few hours.

Likewise, the lens itself caused some headaches. The clear diffuser was perfect, the lens was fitted to several light housings and the sample confirmed as being correctly sized. Two small problems were identified: the securing holes were too tight to allow for any expansion and the small pips on the underside had been omitted. The function of these four pips is to bottom on to the light housing so that the lens base seats on to the gasket when the securing screws are tightened without crushing the gasket. This allows a good seal on the gasket without the base of the lens seating fully on the light housing.

The modifications were communicated to the manufacturer and modified samples were requested. After these had been accepted by the Committee, the order was confirmed. Here we are with lens, diffuser,

Remanufacture Programme Continued

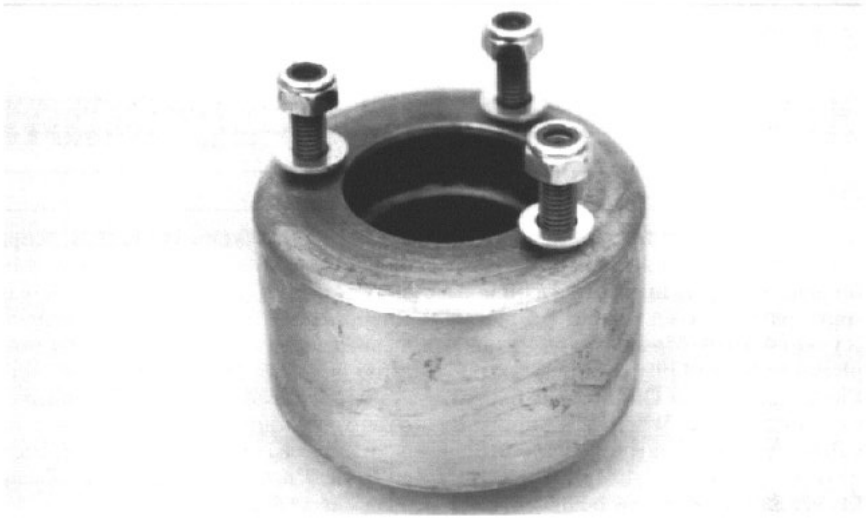
screws and gasket and, as if by magic, brand new rear lamp lens to solve your MOT problems as they are in one piece, bright, leak proof and are not superglued to the car!

Physical examination of a remanufactured part is no substitute for performance testing however and here we cannot compete with the car manufacturer. He will run prototype vehicles in several climatic conditions to identify and eliminate problem areas. Despite this, recalls occur when a problem manifests itself only after the car has gone on sale (as I write this, I hear that Rolls Royce have issued the latest recall after a failed attempt to fry a RR driver by using a faulty thermostat on the seat heater!). But we can, to some extent, depend on the fact that these parts covered millions of miles in the 'fifties and 'sixties so should be safe now. We do conduct service testing of safety-critical components, though, using a high-mileage, daily-use vehicle as the guinea pig and my own Prefect has been a mobile test bed for several projects, Sylvia Wood providing a suitable test bed for 8/10 HP parts, overseen by Mick..

The search for a suitable manufacture and the scrutiny of the project and prototype at Committee meetings inevitably means that lead times from the decision to go to manufacture to the point where parts are available for sale are quite long - two years would be counted as pretty quick while one of the more awkward parts took about ten!

Earlier, reference was made to the costs incurred in any remanufacture project and how these ultimately dictate the range available and the rate at which new items can be introduced. Tooling costs can be high - often well into four-figure sums - and our insistence on high quality and adherence to originality does little to reduce them. They also adversely effect the cost at which the parts can be sold, even more than for the car manufacturer. As an example, let us assume that the tool to produce a certain part costs £2,000. The car manufacturer will probably turn out 100,000 or more parts from that tool so, adding its share of the cost to each part, he puts on 2p. Unfortunately, our limited market usually allows us to produce only 200 or so parts, so the tooling cost per item is therefore £10. Despite this, our parts are little more, if any, than equivalent parts from the vehicle manufacturer.

The selling price is decided by the Committee after taking into account the tooling costs, manufacturing costs over the batch, postage and packaging, storage and insurance costs, etc. As a general rule, we try to cover all costs over the sale of the first batch, probably 200 off, without necessarily turning any profit. The second



batch will therefore produce a high return per unit sold as the tooling costs have now been met, but is usually slow moving as the initial demand has already been satisfied and these parts can often be in stock for years. It is for this reason that we keep the initial order small; should the item be a slow mover, we have not tied down a large amount of the Club's funds or utilised too much valuable space in the stores. The rate of sales of this initial batch enables us to judge future demand and so buy in the right amount in any repeat order.

To give an example of how all this works out in practice, let us consider the 100E/107E Top Suspension Mounts, Part No. E55-DB-1. These were a source for concern when I became Technical Advisor in 1981; new ones had long been unavailable. One of my first projects was to devise an alternative and this was done by modifying similar parts from the Mk. I Cortina. It wasn't very elegant but it worked, but a few years later the Club had progressed to the point where such palliatives were unacceptable. It was Martin Howard who took the project on board and, *over a period of years*, persuaded two manufacturers to produce the tooling which would make the steel and rubber portions of the mounts to the original specifications and standards, then ensured that the various components fitted together. It was, as always, a frustrating process with many false starts and dead ends, of unanswered letters, unfulfilled promises and unacceptable quality goods, but ultimately he succeeded and the mounts, the most expensive project the Club has ever undertaken, are again available to members.

They certainly looked the part but how would they perform in service? Inevitably, DFF was the test bed and a pair were fitted in mid -1995. I dismantled the front suspension to examine them in the Spring of each year. This year, after over 65,000 miles, they were showing slight signs of wear - about what I would expect from a set of genuine Ford mounts.

As mentioned, the latest project is the 100E rear lamp lens. There has been a healthy demand for these for many years which the second-hand supply is no longer able to meet. The decision was therefore made to remanufacture this lens although the project was hardly straightforward. We are not talking of a simple, one-piece moulding; inside the lens, and fastened to it by two PK screws, is a clear plastic diffuser. Between the lens and housing is a white rubber gasket, invariably perished, two cross-headed screws, usually rusty, secure the one to the other. All these are reproduced, exactly as per the originals, great care, as related, having been taken at all stages to ensure absolute accuracy with an original lens and correct alignment with the lamp housing. Amazingly, all this sells for only £15.75 per lens or £26.50 per pair; considerably less than the previous cost of a second-hand lens, if and when available.

We depend on the income from the sales of remanufactured parts to first repay the capital costs of the tooling (from the first production run) and then hopefully provide some profit from the second batch which is then used to fund the next project. Ultimately, the rate that new items can be introduced is down to you - the more you buy, the quicker the costs of one project are recouped and used to fund the next. Order a pair of lenses for your 100E/107E today - not only will it look much better, but you will be helping Neil Patten and Peter Ketchell to move on the projects they currently have on hold. Who knows, one of these might just be that part you've been looking for years!

Miniature Ford Sidevalves, a Couple of 2-door 100Es

Dave Turner

An interesting series of models that has been around for some 10 years or so I think, comes under a variety of names.

I believe that the name of the company is Mark Models, but the earlier examples I have are labelled 'The Craftsman Studio Collection', while later ones are in smaller boxes labelled 'The Classic Car Collection'. The most recent of the series that I have, a Mark 1 Capri, came in a box that describes the series, 'Hand Crafted Classics For the Collector... Silver Plated Pewter Replica'. All earlier boxes omitted this information. In fact at least one, an Edsel, is not silver plated but a bronze colour; but this is the earliest of the series that I have.

All are more of an ornament than a model, being devoid of any separate parts or interiors. The windows are solid and all come very strongly mounted on an oval varnished wooden plinth, on the front of which is a metal name label, in this case 'Ford Anglia' the actual car being around 1:55 scale.

I seem to remember this being available about eight years ago. In fact, on that most recent box are listed at least 56 other models in the series, including all the other Ford subjects - the Edsel, a '56 Thunderbird, a Mark 1 Cortina, an Escort Mexico and the Capri ... apart from the 100E which I have never seen since! ...maybe it was discontinued. It is not one of their best, but does possess an appealing likeness to a later large rear-windowed Anglia, having the 'V' bonnet decoration and triangular front wing Ford badges ... but an early three bar grille! Both bonnet and boot appear over-long, but that may be because of the somewhat shallow side windows and low roof line.

Curiously, maybe intentionally, the car has been poised with the front right side suspension lower than the other three corners, giving the model a rather whimsical, if 'collapsed', appearance! Why do so many makers give model Fords oversized wheels? - they probably don't check and assume they were the same large size as most of their contemporaries! In this case they are separate parts and scale out to 15", but have hub caps that possess too many indented circles. Like the grille, the bumpers are of the earlier pattern, so perhaps a hybrid was used as the subject from which details were taken.

Perhaps the ultimate 100E model? Certainly the most expensive and most highly detailed, is the 1:43 hand built Popular from Minimarque 43. As with the rest of this range, a lot of hard work goes into getting the details right, and after hard scrutiny it's difficult to find a fault with it. Fitted with the bonnet 'V' and side mouldings represented by carefully applied chrome tape, it is a Deluxe version with all the right trimmings, including bright windscreen and rear window surrounds and boot lid handle; but Minimarque have given the Pop overriders which I can't even find in the particular accessory list in my possession, maybe they were in a different one. The early type of 'dimple' hub caps are fitted, and these do, in fact, appear on contemporary photos of real Pops; while the grille is a nice bit of etched bright metal and I'm sure has the correct number of square holes in it! Headlamps are effectively filled with epoxy, wipers are also etched, as is the Popular badge over the grille ... and while my example has UK number plates - 967 XMP (late '59/early '60) it has a left-hand drive interior.

Craftsman Studio Collection:100E Anglia on wooden plinth, showing early three bar grille, triangular front wing badge, waistline 'chrome strip', multi-ringed hub caps and the 'collapsed' front suspension.

There is some underbody detail and the jacking points are visible below the sills. Attention to detail goes as far as giving the models correct colours, this one is in Durham Beige, a '57 to '59 colour, with green interior, listed as Hunter Green, for DeLuxe versions only. If any criticism can be made just for the sake of it - the model is so good otherwise - it is that the track is just a shade too wide, especially noticeable from the rear, emphasised by the upward sweep of the lower edge of the rear wing, making the lower edge of the rear end just that bit too high.

Although this model has been available for a few years now, no other variants have yet appeared. It is intended that both early and later Anglias and Prefects, Escort, Squires and Thames vans will be available in due course and I can't wait for them to materialise ... although at respectable intervals as the £70 to £80 price tag prohibits multiple or even quickly repeated purchases!

One miniature 100E that I haven't mentioned in this series, is the plastic kit of Roland Rat's car, about which I have come to the conclusion that it is too far removed from a standard car to fall into the category of my own collection and as a result haven't bought one. With a lot of work I am sure it could have been converted to a standard car, but I already have hundreds of kits to build that are of regular stock cars. I am equally sure that there will be members who have done this kit, so let's be hearing from you and let us know just how hard/simple it was...

Minimarque 43 100E Popular DeLuxe, a beautiful model despite its high tail!

Specials

Malcolm McKay

Registrar's comments

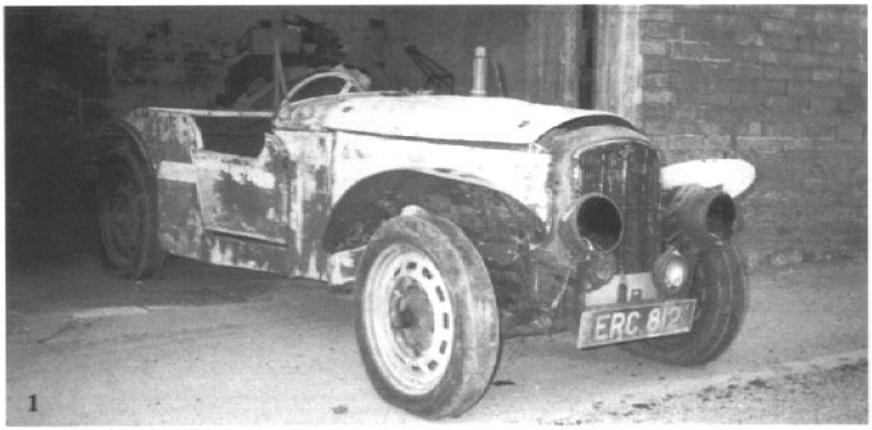
AN intriguing piece from John and Geoff last issue on putting a 4.4:1 crown wheel and pinion in an Upright axle casing - a highly desirable move to get more relaxed high speed cruising in a Special, especially if fitted with 15in wheels. I must admit to slight reservations about whether the anti-twist properties of the torque tube are lost with this system and would be tempted at least to box in around the U/J with steel plate welded to the tubes. Overkill, perhaps - time will tell. Running with the A-frame members, which brace the axle to the torque tube, removed (as many Special do) places massive extra strain on the rear of the torque tube and I doubt if this conversion could cope with that. I'm sure other people have told me they've fitted 100E crown wheel and pinion much more simply, but they've never revealed in detail how it's done: if you think you know a better way, please tell us!

Special rescued (Photo 1)

Pete Stratford in Leicester has rescued a rakish special from a dealer, who was about to scrap the car after pulling it out of a garden. Though pretty rusty and devoid of seats or floor, Pete reports that most other parts are there and he intends to fully restore the car. He asks if it might be a proprietary body, but I'm sure it's a home-built Special. The builder must have had a Morris Eight knocking around too, as the grille is Morris Eight and so, says Pete, is the windscreen. The attractive front wings are probably cut out of larger, more complete wings; there's been an external horn and a spotlight on the front, Triumph TR2-type rear lights and a fairly comprehensive dashboard. Suspension and wheels appear pretty standard. Pete doesn't have much information on the car, but I can reveal that the registration was issued in Derby in (or around) December 1953, while the 10hp engine fitted is from an early 103E, made a few months later, around May 1954. It's a shame the two don't appear to tie up; next task will be to measure the wheelbase, as it looks long to me, suggesting a late E493A chassis, though it's hard to tell. Plenty of work to do on this one, but it'll be nice when it's finished.

Desperately seeking chassis

Colin Wright has inherited a Peel P1000 bodyshell which, most unusually, was sold new for Austin Seven running gear. Peel brought out the P1000 in 1956, but this one, which had one owner from new who used it only briefly and then stored it in his garage until Colin inherited it, was bought in 1959. Peel advertised the P1000 principally for 7ft 6in wheelbase chassis, but could supply it for anything from 7ft to 8ft wheelbase by changing the length of the (full height) door panels. The doors must be pretty short in 6ft 9in wheelbase



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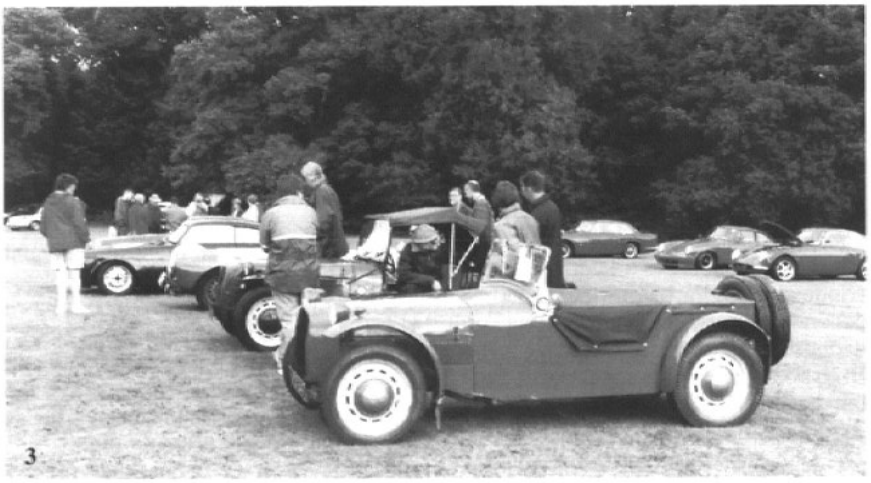
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(Austin Seven) size! Very Big Healey in style, the Peel was well made, on the Isle of Man, but survivors are rare. A rescuer for this one (currently in South East London) is urgently sought, and not a lot of money need change hands: contact Colin on 0171 714 4887 (daytime) or email cwright48@yahoo.com.

Specials Day Soaker (Photos 2-7)

For the first time, the Specials Day at Burford was a wet one, but that didn't stop intrepid Specialists from turning out in good numbers and, as ever, some great 'new' cars rolled out, from the extraordinary 1172-powered mid-engined single-seater belly tank racer to the most immaculate - and one-owner - Tornado Typhoon I've ever seen. It was also great to have a number of original manufacturers present, from Ray Markham of Markham-Peasey to Bill Woodhouse of Tornado.

Sidevalve, or sidevalve related, cars present were:

1172 belly tank racer
1172 roadster special
1172 Hi-boy special
1172 Tucker Nipper trials special
Ashley 1172 Coupé (V8!)
Buckler trials x 2
Buckler DD2/AKS Continental
Falcons Bermuda, Caribbean and Mk2
Ginetta G2
Lotus Six
Markham Peasey Sabre
Rochdale GT x 3 and Riviera
Shirley Mk2
Siva Edwardian x 2
Tornado Typhoon (A30-based)

Well done all - if you missed it, make sure you're there next year; the date is likely to be August 6. Now enjoy the pics!

CAPTIONS

1. Dragged out of a garden - Pete Stratford's Special is ripe for rebuild

2. Ray Markham takes the wheel of Cally's Markham-Peasey Sabre

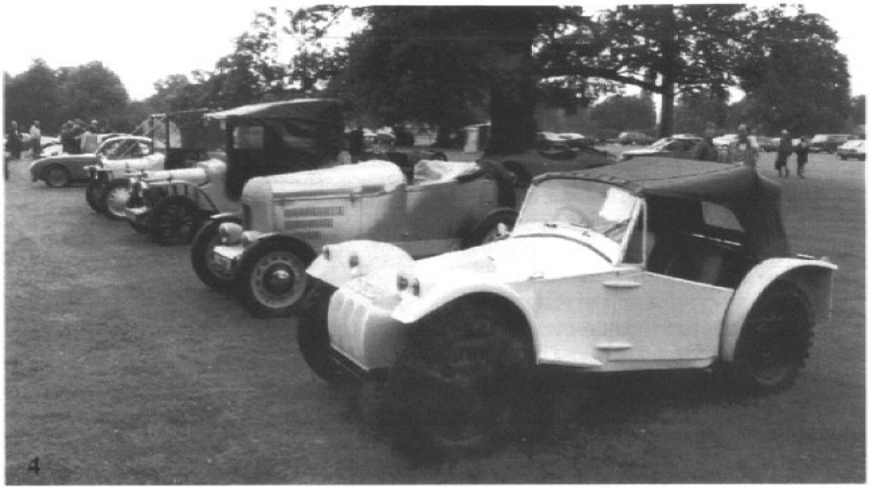
3. Spaceframes galore: Buckler MkVI, MkV and DD2/AKS

4. Shinny Specials: Tucker Nipper, Bullnose Special and two Sivas

5. Specials Day organiser Richard Disbrow gets a ride in a Lotus Seven S1

6. Fabulous 1172-powered Belly Tank racer looked great fun

7. The champions: Bill Chapman (Tornado Typhoon), Terry Knight (Turner) and Gary Chapman (1172 Hi-boy)



All photos above 1-7 by Malcom McKay

Three photos from Ken Green Editor of 'Bucklering' (Thanks Ed. to Ed.)

Bucklers at Burford

DFB 140

JVS 347

Pre-War Register

Yvon Precieux

Registrar's Comments:

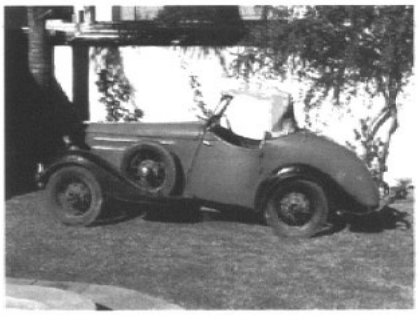
I was pleased to meet a number of members who decided to travel to the Club stores in Abingdon for parts and a chance to meet some of the Committee. From a Committee point of view it was similarly an opportunity to meet the membership. Hopefully parts purchased and restoration advice may bring to fruition some of those long suffering renovations whose owners will somehow endeavour to restore one day. For me it was good to chat with many of you and in odd unexpected instance to view member Michael Eddy's very rare Prefect Brakevan of which just one complete and restored version is known to the Club in England besides an earlier version 7W in Scotland. The vehicle was in bits but the majority if not all the woodwork was there either for renovation or at least a decent template. The Brakevan is registered EUR984 and was previously owned by a Mr Debenham from Hertfordshire (1944) and up to 1973 by Mrs Debenham before being purchased by Michael in August 1999.

Also noted during my visit to Michael's garden was a steamboat, a rare commercial, various machinery and a Special which according to Michael has been included in a past issue of Malcolm's pages although on my visit I didn't see the pot bellied pig! If interested Michael, I still retain the bonnet chrome piece, complete with red badge' which I managed to purchase via an Australian after two years, searching while assisting in a Prefect car restoration. Drop me a line if interested.

Model C Van

My C Van CKE 188 has over the pest two years taken a battering what with the weather in Scotland and with the paint on the wooden bodywork peeling due to penetrating dampness. Not only that, but a more serious problem manifested itself with the offside rear brake adjuster seizing up. Although used continuously while in Largs, the van has also to be laid up regularly every time prior to my going back to London. The sea air does the rest, not forgetting the rain. The van had passed its current MOT, but I was still not happy with the brakes. So, when I returned to London, I packed the hub puller for the next time I was up in Largs. Luckily enough this was not too long, as with the tall ships visiting Greenock this was ample opportunity to see something quite spectacular while doing a dirty job. On the Friday of that weekend, I journeyed back up to Largs and during that same evening effected a repair. Seized as it was I was still obliged to use a large stilson wrench to eventually free the adjuster from its housing and renew with new. It was well worth the effort.

The Club has a very good stock of pre-war parts including Shoes (exchange) and I would certainly mention the excellent service provided as a recommendation in my dire need for a priority Club spare. Even if you are not sure of a part, a diagram and Ford part number is well worthwhile. To cut a long story short; a good grease up and adjustment effected a repair and I am now in the process of rubbing down the whole of the body and taking parts down to London to renovate. Dare I say it, but another Club (Model Y & C) has taken up the idea of a Millennium Rally end although it would be nice to have a Ford Sidevalve equivalent around the country possibly via the area groups, including Scotland on a similar basis. I know I have an ally In John Porter who puts in much effort re events, but if at the end of the day, or should I say Millennium, nothing materialises' then I will at least endeavour to fly the flag for both Clubs with my Model C.



Tales from a Small Ford

PETER Benton from Crystal Palace, London owns a 1937 Model Y and he informs me that he too is innovating his Ford especially as the engine is now using more oil than petrol even though it goes like the clappers.

A phone call expressed his concern with rust, which had manifested itself by blistering under the paint at the gutter, bonnet running board and wing areas. Further examination and some probing made for a nice hole on the lower part of the A-post adjacent to the running board, which will require a small weld to cure. The car, like a lot vehicles of late, had been applied with a 2-pack paint which I must admit does make for a brilliant finish. Yet I do know that it can be used to hide a multitude of sins, and rust once it gets a hold, is quite tenacious to treat

Steering Columns

Steering columns do vary with the vehicle. Very early pre war models used the epicyclic unit for which two vehicles are known to be still trundling around on. Some early later type units however hold the drop arm by means of a key wedge, but play in this area can pose use of this type as a dangerous proposition. The pre-war steering units are easy to spot as they are more heavily built, the aluminium casting coming in after the war as with the steel nut. If like me you tend to collect a few odd columns as spares it is well worthwhile if play in the steering is slightly more than desired, to swop columns providing, of course' they are compatible.

I have found that sometimes the wear is in the screw thread of the column only, rather than the peg and nut, and swopping over eliminates most of the play besides being able to check/lubricate the ball bearings at the top. This method has the additional benefit that you don't have to remove or disturb the drop arm.

Letter from Argentina

The vehicle in the two photos (above) was purchased just recently by Christina Hugo, Cordoba, Argentina with not much detail either on the mechanics or history other than the following phonographs and a plea for assistance in identifying its pedigree.

Likeable as it is I am not optimistic that it is a lost small sidevalve Ford and it seems probable that it is the bigger engined version. The styling reminds me of a Bugatti and that Mercedes looking replica in the film 'Raiders of the Lost Ark. The driver lingering near the front wheel of the car is the original owner.

A 7W unearthed.

JOHN Skinner dropped me a line during August with comments re his ongoing restoration of his E494C Van and a reminder that it must be a good twenty years when we first met on a very chalky rally field at Chalk Pits.

Is it really that long ago? John's Tornado Typhoon (what a great name for a car) has now gone to a good home in Yorkshire, which may be of interest to Malcolm. For pre-war interests a snippet from the Evening Argus provides some history and John, who seems to have a very good memory has provided some information on a 7Y which I gave mention to in a very early issue of Sidevalve News. The car is now for sale at £2500 accordingly in good running order with new tyres. The vehicle is based at Littlehampton Interested? Drop me a line and I'll provide the detail. Thanks John, I'll be in touch.

Another 7W

Alan Astle from Billesley, West Midlands acquired his 7W in 1995; body colour is blue with grey seats. First registered in July 1938 it is now coming to its full restoration with only its registration number of DWK 145 to be authorised by Swansea. Some history is known as supposedly it was still on the road in 1953, being kept in a garage afterwards.

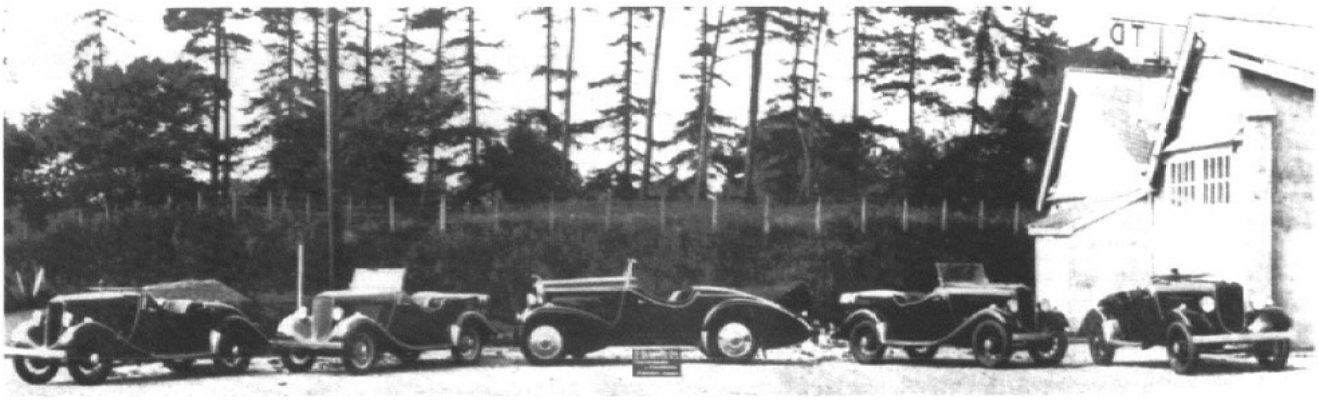
A Publicity Stunt

The Model Y when first introduced had to compete with the many established car companies of the time; Austin, Morris, Singer to name just a few. The small Ford 8HP product was happily for us well made, simple and most durable. However one guise which even today seems to be unbelievable is the use of the diminutive Model Y chassis for use as a multi-seater coach. A normal car bonnet front was out of order and the use of a forward frontal design was the next best thing. Why such a coach was made and for what reason remains a mystery, but it was made and the illustration identifies its contours and the fact that this indeed was a working model.

Just think of the publicity at events if it had survived to this day.

Ed Abbott

This well-known stylist who survived until 1972 produced car bodies for Talbot, Lagonda, Frazer Nash, BMW, besides the small Fords. Recognise body designs from the illustration? My Ford van was built by them in 1935 in their Wrecclesham workshops near Farnham.



Upright Notes and Queries

Bryan Baker

'Agent CT' breaks cover. Well I'm glad it wasn't wind you broke! CT and the writer have exchanged quite a few notes in past issues but for quite some time now all has been quiet. I wondered if he had defected to the Morris Minor Owners' Club or some such thing but no, here he comes again. Turns out that he has defected from the post-war mob to the pre-war set in 'Y'. Do I see an increase in my postman's workload? We shall see. Welcome back from the cold and good luck with the project, CT.

Timing gears and adjustable tappets. As has been previously reported BH finds that all is comparative when describing tappets as 'adjustable'. They are indeed adjustable, but in practice and with the engine 'in situ' (that phrase brings back memories of my student days with Ford) they are not easily adjustable. But then 'easily' is difficult to define too. Anyway, I get the feeling from BH's comments that he'd just as soon stick to standard tappets. To compound the misery, he found difficulty in fitting the timing chain - were there oversize sprockets? There certainly were, BH, and it looks like you've got a pair. Remedy' Reuse the worn chain if it's not too worn, or find another pair of sprockets.

Wing Supports. E493A front wings are, as if you hadn't noticed, somewhat voluminous. And need some supporting bracketry. Yes, I know writes MB but what does it look like? There are some vaguely helpful illustrations in the FSOC available parts catalogue but the best idea is to locate an E493A with sound wings, and there are some, and take a good look. Try your local area organiser for a contact.

Unleaded and parts. Of course the unleaded subject had to come up and new member TR (welcome TR) did so. It seems OK. So, TR and all of you, take heart in the fact that, further to my note in the April issue of Sidevalve News, I met up with 'DT' at the Maldon Motor Fair in July, and his Upright is still going well in everyday use on unleaded - and it sounded fine as he was only too willing to demonstrate. TR, being a new member, was also after information on where to get filters and bulbs etc. Does anyone know where original style filters can be found now? I'd be interested to know myself since the point is raised from time to time.

12 volt conversion. This is a regular item, but here is an update on the cost of having it done professionally. £170 is what MP paid quite recently He obviously had confidence in the job because since then the 103 has covered a 400 mile round trip to Devon. Well.

'Monty' 'What is that?' Do I hear you cry out? Well 'Monty' is my E493A. I was very glad to hear that he has now found a new home with RH, and from the photographs that RH sent me (thank you), he still looks in excellent shape. Presumably you have registered this change of ownership with the Post War Registrar?

Roof replacement. I would be so interested to read how this turns out. JS is intending to replace the roof on his E493A and was looking for information - we would all just love to hear how you get on with this JS. Please drop me a line and let me know so I can spread the word.

Clutch job. DR has found a man willing to install a new clutch on an E493A (seems like a lot of E493's this time) but he, the professional man, does not want his space occupied forever whilst related parts are located Sounds like he's been caught out before. Anyway, it does raise a very valid point - it obviously does pay off to use the brain before the wrenches and think about what one might need

For example because the engine/clutch will be removed from the car during this job, what about new engine mountings? And radiator hoses? The hoses might not be leaking now but will they stand being removed and replaced? Clevis pins? It is worth having a think about it before the tool box is opened.

Stops when Hot. Hands up all those who said 'vaporisation'. Well, as RH pointed out - thank you. He recently found that the cause of this concern on his E93A was not vaporisation at all but sticking open distributor contact breaker points. He opened up the moving point's pivot hole just 'a tad' to ensure that it moved on the pivot freely when the engine was hot - end of concern. He reports that this had occurred with two different distributors most recently with a reconditioned distributor bought from the FSOC. So, bear it in mind it might be vaporisation, but it also could be points sticking. Thanks for that experience' RH.

OK, that's all for this time. Very many thanks for your queries for your SAEs and, most of all, for your feedback. All the best,

Bryan Baker

PS: Who, I wonder, runs the 'Ford Sidevalve Technical Website', unofficially?

E83W Register

GLENN BUBB

SINCE the last newsletter Caroline and I have travelled far and wide from Kent in the South to John O'Groats in the far north of Scotland. We did encounter two E83W's in Scotland the furthest north being behind a garage in Brora on the East coast. This particular example whilst derelict last time it was seen about 10 years ago is now considerably worse. Initial identification was only possible due to the distinctive shape of the door tops. If anyone is interested it is behind the Ford dealers to the North of the town.

The other example we encountered was a whole lot more encouraging. On arriving at our accommodation for three nights in Dunfermline at about lunchtime I suggested a short drive along the coast to Leven. Nine years ago this had been the home of Ugo Doriano's Ice Cream van. Would it still be there. I knew that Ugo was still a club member but would he still be using the van, which he purchased new in 1956 as a chassis cab, for its original purpose. As we drove along the seafront there it was in all its glory. I introduced myself to Ugo and we had a short chat about things E83W, Caroline and I then had an excellent Doriano's Ice Cream and left Ugo to satisfy the continual stream of customers coming to the van. This must be the only van still with it original owner and working for its living full time. Nice to meet you Ugo.

It was nice to see in the last newsletter that five E83W's turned out for the Northern National at York, unfortunately I couldn't make it due to other commitments. Perhaps we can make it more next year.

I did attend an event in July which managed to also boast five E83W's. This was not a vehicle rally as we know it but the Farming Fayre section of the Kent County Show. Due to the nature of the event, entries are only open to commercial vehicles, steam and tractors. The show covers a massive area and takes at least two days to look over properly. We had attended for one day last year but decided we would need two this time so travelled down from Shrewsbury after work one Thursday night, the show runs from Thursday to Saturday.

On arrival at the showground I quickly scoured the commercial vehicle entries for anything I hadn't seen before I also took a mental note of the E83W's present. There appeared to be five entered, would there be any others within the show itself. Last year had seen the Bluebell Railways van, featured last month, on their stand but this year it had been replaced by a Southern Railway coffin carrier, I kid you not.

By the end of the two days we hadn't found anymore but the five entered gave a very good turnout, almost 10% of the total commercial entry.

Three of the five are included in the register, which should be sorted out very shortly, and the other two are known to me but not registered.

Two pickups were on display. Tony Abbott's superb HJG223 of 1953 which has been seen in these columns before and is a credit to Tony and his business Abbott Construction everywhere it goes. The other was a dark green pick up from 1953 with a registration number only 44 away from our own van, it being PKP448. This pick up is not seen out and about on the rally scene very often but is a very nicely restored example.

The only flatbed example was another vehicle well known to me. Bob Boon's 1956 example shown with a load in keeping with the theme of the event, fruit boxes. Bob is a staunch supporter of the Kent rally scene.

Finally we come on to the two vans on display. One being our own PKP404 in South Eastern Gas Board livery out and about on its 24th rally season and keeping company with the successors to British Gas's pre-war Morris Commercial in East Surrey Gas Board livery. The other was 540HHX in the livery of NFU (National Farmers Union) Mutual Insurance Society. I have only ever seen this vehicle at the County Show but having a local phone number I assume it does make appearances elsewhere.

I haven't forgotten my meander through E83W body types but decided topical information from my summer rambling should put the body type saga into the next issue.

100E Register

Tony Lloyd

I ENCLOSE a couple of photographs that may be of interest. The first was taken earlier this year, at the annual open day of the London Bus Preservation Group at their premises at Cobham, Surrey.

It shows a 7 cwt 300E van in the green London Transport service livery. The vehicle was quite smart, although without an FSOC badge. There was no sign of the owner. At the time, I assumed that the van was simply a replica.

Later I did some research and found it to be a genuine L.T. survivor. From 1958-1960, London Transport bought several such vans. Each bore an L.T. fleet number of four digits followed by F for Ford. The 300E fleet was as follows:

Fleet No.	Reg. No.	Chassis No.
1053F	TXV 886	100E 484619
1054F	TXV 887	100E 489509
1055F	TXV 888	100E 489463
1082F	VGX 301	100E 612368
1083F	VGX 302	100E 615323
1084F	VGX 303	100E 663082
1085F	VGX 304	100E 669006
1088F	WXR 851	100E 708298
1089F	WXR 852	100E 705059
1090F	WXR 853	100E 746286
1091F	WXR 854	100E 746302
1092F	WXR 855	100E 746682
1093F	WXR 856	100E 746451
1094F	WXR 857	100E 745486
1095F	WXR 858	100E 746382
1096F	WXR 859	100E 746450
1097F	WXR 860	100E 746756
1098F	WXR 861	100E 750573
1099F	WXR 862	100E 750558
1100F	WXR 863	100E 762491
1153F	498 ALH	100E 881163
1154F	499 ALH	100E 897368
1155F	500 ALH	100E 898470
1156F	372 AUU	100E 907145
1157F	373 AUU	100E 913388
1158F	380 AUU	100E 913364
1159F	381 AUU	100E 912509
1160F	382 AUU	100E 912656
1161F	383 AUU	100E 913449
1162F	384 AUU	100E 912669

All were 7 cwt and painted in the standard L.T. Chiswick Green. The last were disposed of in 1966. Later small vans were 105E Anglia based 307E models and 400Es were also used.

London Transport also used large numbers of E83W vans in standard van, laundry box and Utilicon forms. Earlier Y model vans had been used. All the above information I gleaned from 'SUP 15-London Transport Service Vehicles' published by the London Omnibus Traction Society. Perhaps you might be able to cross-reference the registration/chassis numbers to known 300Es in case they have a hidden history. I have got similar details on the other vehicles mentioned, but there are too many to type. If anybody is interested I could photocopy.

My other photograph is of 'Ujeen' bedecked in finery for my wedding with Jenny on 29th May this year. What a handsome sight! (John does not mention if he means the car or himself!) Our congratulations to the happy couple.

300E vans were used by many organisations and companies. If you have any similar information on other fleet vehicles, the register would certainly like to have a copy.

Another early van has surfaced. This is chassis number 100E92691 from 1955 and is

part of a deceased person's estate. Presumably it will be for sale, so look out for it.

Register, Newcomers:

Red 1959 Popular YHP 668 (not shown) belongs to A Myers of Coventry. New upholstery and a respray are a few of the things done during the restoration of this car.

From Norway comes Derby White 1959 Anglia L-18472 and Arild Bjartung of Stavanger is the owner. This car was in storage for 10 years and new brakes and tyres were needed immediately. Other work done includes a repaint, new engine oil seals and gaskets, new window rubbers and gearbox mounting.

Back to England and beige 1959 Prefect ADV 390A (formerly 66 BDV) owned by Robert Marsh of Ivybridge, Devon. This

car is presently under restoration but the mileage of 28,720 is confirmed as genuine by checking the service sheets.

Continued on next page...

Continued from previous page 20...

Stuart Stevens of Rookley, Isle of Wight owns blue 1961 Popular 6934 BY. This is another car under restoration and it originally came from Warlingham, Surrey.

Another Popular is 1960 registered LFO 580. This car resides at the home of Ronald Holloway in High Wycombe, Bucks. This car has had a respray and has been registered at some time.

1956 beige Prefect TFJ 371 answers to the name of Primrose and is owned by H. Hutchings of Calne, Wilts. This, another low mileage car with 37,000 miles showing, was owned by the proverbial elderly ladies.

Area News Continued: Coventry

Barry White

AT LAST, it's finally happened, the restoration of my E93A Prefect is finished and it only took 5 years! Now comes the tricky bit, yes you've guessed it, I'm trying to write an article about the sweat, hard graft, crippling expense, etc.

Hopefully, the car will make it's debut at the All Ford rally in Abingdon. Unfortunately rain is no stranger to this show and could be a testing time for the new window and door seals, but let's pray for a fine sun-day.

Several members of our group supported the spares day at the new club stores in Abingdon, and needless to say we all spent loads of lolly buying lots of lovely bits and pieces for our beloved sidevalves.

So many thanks to those committee stalwarts who beavered away on the day, sorting out our impromptu orders whilst simultaneously offering tea and occasional sympathy (local Ford dealers please take note).

Yes it was all very much appreciated and let's hope we can all do it again sometime next year.

We recently welcomed two new members into our circle. They are Alan Astle, and his son Stuart. Between them they own a very rare 2 door 7W ten, it was purchased from a scrap yard in the Birmingham area.

Since then much work has been done and is nearing completion. On the show scene, we still have two more events in the pipe line this year. Firstly the Restoration show at the N.A.C. Stoneleigh showground on October 31st. Here we shall have a club stand and will create a working scene.

One week later and we shall be at the N.E.C. in Birmingham for the National Classic. It's our thirteenth consecutive year of displaying club vehicles. In fact we have become something of an institution at this show. Perhaps we belong there, the N.E.C. that is!

Anglia, Prefect and Popular Register

Andy Main

Motorways, Roads to Avoid?

WHEN MOTORWAYS were first built they were ideal for getting those long journeys over quicker, avoiding those A roads that went through the town centres. I often find now that the old clogged up A roads have less traffic on them, depending on the time of the day. In my opinion motorways are not suitable for slower moving classic vehicles and I only use motorways for short stretches.

DURING AUGUST I was informed of the deaths of two members, Richard Pattison and John Jewison. Our condolences go out to Richard and John's families at this sad time for them.

Richard had retired from the motor trade after many years, but considered the Fordson the most extensive rebuild he had ever undertaken. He had been in regular correspondence as the restoration progressed, with amusing stories and tips from his days in the trade.

John had been in correspondence as he wished to acquire a Doncaster built 103E Popular, and wanted to know of any differences to Dagenham built ones.

John was the President of the Traditional Car Club of Doncaster and started the project to donate a Doncaster built Popular to Doncaster Museum & Art Gallery during the Millennium Year.

I have been informed that Mrs. Jewison will be presenting the Popular to the museum and that it will be kept road worthy and used at some local events.

Whilst the last 103E Popular left the production line at Doncaster in August 1959, Ford's continued to produce cars there until 1968.

Photo (A)

Above (B)

Below (C)

Photo (A) Richard was restoring a 1949 E494C Fordson 5 cwt van.Purchased in October 1997 as a wreck after spending twenty years on a farm, ending its days towing machinery around the fields.

Photo (B) John purchased his Richmond Blue example on 27th July 1998 from W. Morgan in Uxbridge, Middlesex. First registered on 6th June 1958 in Ipswich, it changed hands four times by 1976, but stayed in the Ipswich area.

Photo (C) Pam Lincoln The owner of a very nice winning van! Dagenham Sidevalve Day.

Pop Shopper

Advice from DVLA: The DVLA may refuse to register vehicles without a vehicle identification number (VIN) and/or engine number and may ask the police to inspect them. Readers are advised to think carefully before purchasing such vehicles.

Post-war upright for sale

1959 POPULAR 103E saloon in blue. Good condition. Mileage 49,420. Original 6 volt electrics. Interior re-upholstered. Many spares included. Two new tyres. Price £1,6000. York. 01904 622445.

1951 E493A PREFECT black. MOT, tax July 2000. Engine, clutch rebuilt. Lack of money forces sale. £1900 ovno. Will scrap if not sold January 2000. Worcestershire. 01562 753554.

1956 103E POPULAR. 38,000 miles. All original. Runner. Offers please. London 0181 325 8668.

1953 E493A PREFECT dismantled, but sound. 99% complete. Original registration retained £500 ono. Bedford. 01234 768924 evenings and weekends.

E493A PREFECT black. 53,000 miles. Original log book registration number WMV 948. Full restoration two years ago. Few miles since MOT. Tax. Some spares. £2500. Southend. 01702 216367.

1954 103E POPULAR black. Mostly restored, just requires paint and upholstery, supplied. Car now in primer. Car complete, minus windscreen. Wings taken off. £1000. Devon. 01803 883547.

100E, 107E for sale

1957 100E ANGLIA subject to complete restoration, mechanical and paint. Recondition engine, brakes, suspension. 30,000 genuine miles. Original Somerset registration. £1000. Brixham, Devon. 01803 883547.

1957 SQUIRE ESTATE sarum blue. MOT, taxed to April 2000. In very good condition. New tyres, sunvisor etc. Ring for details. Southampton 01703 405332.

1958 100E POPULAR DELUXE. Two door, black. Good working condition with original plate XLJ 775. Many spares, including engine and gearbox. £750. Lincolnshire 01775 724179.

1960 100E POPULAR grey. MOT June 2000. Tax exempt. Some restoration. Engine needs attention. Runs and drives. Two spare engines, both need work. Lot £650. Gloucestershire. 01242 524324.

1954 100E PREFECT. Fourth oldest in country. Four door, sidevalve engine. Professionally restored, so in near perfect condition. Green, original engine. Needs slight attention to brakes and clutch. £2250 ono. Contact Brian Weston. 01483 768691.

1954 PREFECT saloon, green. 1172 original engine. Needs work on brakes and clutch, otherwise in perfect condition. £1800 only for quick sale. Woking. 01483 768691.

Superb 1961 100E in yellow with cherished number plate. Must be seen. £2000 ono. Weybridge, Surrey. 01932 842 269 or 0370 594 121.

1955 100E ANGLIA DELUX. Restored, good condition. MOT June. Mexican red. New exhaust, tyres. Custom interior. Original manuals. Engine rebuilt. New brake system. £1500 ono. South Wales. 01656 668226.

1960 POPULAR DELUXE green. Good runner. Good appearance. One owner. Failed MOT. Extensive rust underneath. Repairable or suitable for spares. £200 ono. Surrey 0181 643 4141.

1960 100E POPULAR DELUXE, grey, rust free bodywork. Recondit oned engine. MOT'd. 41,000 miles. Shed full of spares. Quick sale £1000 ovno. Tunbridge Wells. 01342 850497.

1959 POPULAR DELUXE, dark blue, MOT in daily use, five spare tyres. £695. Devon. 01752 204790.

1960 POPULAR, stored 15 years, now MOT'd, very good condition inside outside and underneath. Good tyres and battery. Underneath still in original pa ntwork. 39,000 miles. Collectors item. Bargain at £995. Herts. 01707 321555.

1959 ANGLIA. Dover White. 40,000 miles. Good Runner. Needs some restoration. £600. Hants. 0121 744 8615.

1959 300E THAMES VAN. 5 cwt. Black. 16,000 miles. MOT'd. Mint condition. Show winner Doune Ford Day. Never welded. £3000. Scotland. 01698 887426.

Specials

FALCON MK 2. Complete. Running. E93A based. Ballamy Axle. New radiator and water pump. Period registration. Documentation. Plus parts for second Falcon. £2500. Caterham. 01883 346111.

Spares

E93A 1172 Engine without carbs. Dynamo. Manifold. Also two gearboxes. Offers. Buyer collects. West Yorks. 01943 609225.

E83W New interior Cab Floor Plates and Trim Corners. Ring for details. Oxfordshire. 01367 710097.

Workshop Manual Covers 100E, 300E. Instruction Book 1953 Anglia. Warranty Booklet unused, plus other Ford booklets. All in mint condition. £40. Malvern, Worcestershire. 01684 565845.

Remote Control Gear Shift Assembly for E93A or 100E. Made by Wooley. Offers. Stoke Poges, Bucks. 01753 576261.

Wing Badge N/S, torpedo type, £6. 5 cwt Thames Bonnet Badge, £6. Oval Badge, Ford Popular, red, single pin on back for fixing, new, £6. Also, Ford Oval Badge, beige, two pin fixing, new £10. Penge, London SE. 0181 659 4356.

Y type Cylinder Head, £2. 100E Back Axle, £5. 8 or 10 gearbox with handbrake mounted on offside, £5. Worthing. 01903 233255.

E493A Spares: Wings, Bakeline, Electrical, Mechanical, plus more. 6/12v Blaupunkt Transistor Car Radio. £25. Gosport 01705 524906.

Magneto, ex-marine sidevalve. Waltham Abbey. 01708 732340.

100E Petrol Tank, Windscreen, Grill, Suspension Strut, various bits. £60. North Surrey. 0181 654 0809.

New rubber parts - 100E. Bonnet lever cover. £7.50 each. Headlight Rim Gasket. £10.90 pair. Sidelamp Boot, £5.10 pair. Early Handbrake Ga tor £9.25 each. Bonnet Corner Pads, £9.20 pair. Quarter light seals (moulded). £46.50 pair. Filler Grommet for 300E. £5.50 each. Including postage. Norfolk. 01692 650455.

Four Prefect Upright Doors in three parts:door, window glass, bakelite. Will split. Pair of Upright Pop Front Seats, vinyl, orange, 1957. Cambs. 01945 464892.

E93A Distributor, unused, £20. Starter, Dynamo and carburettor for 8 HP models, £10 each. Speedometers: 100E, £4; E493A, £10; E83W, £5. Foot Pedal Assembly, £5. Norfolk. 01953 605558.

Clearing shed - following items to clear - offers: Brand New 100/107E front side member assemblies, part numbers 7014000/1. 100E 3304 Drag Link. E83W CW&P. Leeds. 0113 226 7497.

100E Anglia/Popular Doors in good condition which I wish to give to a good home. Harrogate area, North Yorks. Interested then e-mail either on rancor@tesco.net or gdeaton@flict.com.

100E, Intermediate Gear 7103B, £10. Early Top Hose, £8. Condensers, £3. Prefect Bonnet and Boot Scripts, new, £12 each. Thames Bonnet and Boot Script, new, £15. Penge, London SE. 0181 659 4356.

103E: Two Gearboxes, one Radiator, several Wheels and Tyres, £50 the lot. Instruction Book for Thames 10cwt, £10. Leicester. 0116 2737802.

E493A Scuttle Bonnet. Two Front Doors. V8 Chassis. 8 HP Chassis. Narrow Spring Front Axle. 'Y' Engine Wheels. Other spares. Offers for lot. Yorkshire. 0192 437 6558.

Unusec 103E CHASSIS in good condition. Cannot deliver. £100. Evenings. Bury, Lancs. 0161 797 8538.

Wanted

FORD SPECIAL with Open-top, fibre-glass body. Required for restoration. Anything considered. Norfolk. 01953 605558.

TORNADO TYPHOON with Side-valve engine. TORNADO TALISMAN. Serious buyer wishing to buy either of these two cars. Fax 01923 440114. E-mail dja_martin@hotmail.com.

107E PARTS: Chrome Theydon Blue/Rochford Grey Interior Badging. Bumpers. 107E Brochures, parts, books. Ford Memorabilia. Videos of promotional films. Factory footage. Anything considered. Glasgow. 0141 423 1967.

For 1956 103E: Front Seat Floor Brackets. Rear Number Plate Bracket. 'D' Door Pillar. Indicator Rubber Bases. Boot lid Webbing Straps. Original Jack and Wheelbrace. West Midlands. 0121 745 1027.

Continued on next page 24 ...

Next Deadline: Please Note, 10th November 1999

E - MAIL SUBMISSIONS

FRED FIELDER

PLEASE WILL you continue to send in e-mails but it would be helpful if you follow the following procedure:

Please do NOT type the whole e-mail in CAPITALS: yes, it seems as if you're shouting at me and, although fearless, when it comes to computers I'm very timid! The reason for this is that the whole e-mail has to be re-typed in order to be pasted into the Pagemaker Publisher Package. (No names, no pack-drill.)

Jpg photographs are better sent in black and white as this takes up less space than coloured photos.

It also helps to send them all the same size if at all possible although I may be able to overcome this problem once I've really learnt the whole Pagemaker package.

Please refer to the paragraph on E-mails and Electronic Submissions in this past June's edition where you can get fuller details as laid down by Laurie Menear.

Thank You

Justin Fielder (our son) who kindly presented me with a Zip Drive. This wasn't to put all my collection of cars on quickly, but to store mega amounts of information on disk.

Mrs. Jean Fielder for assistance with typing and use of the computer programs.

Sounds like nepotism rules here so :

Mrs. Jean Crouch and Mrs. Babs LeFevre for reading and checking the proofs.

Ani further mistaks to my Tini Conputer.

Spares Day final Photo

Tail end shoppers, there are a lot of spares lying around. Hope Shirley will cope.

A Message from Shirley Wood

8 & 10 HP Spares

Members who visited Sidevalve Mews on the 14th August commented on the amount of the secondhand spares that the Club stocks. Given the quantity of the items and the variability of condition it is difficult to produce a priced spares list for these items.

However, we are listing the items as time permits. The list below shows some of the body panels, some of which are new, that are available:

1 pair rear Model Y doors

1 nearside front door E493A Prefect

1 E493A Prefect offside front wing

2 E93A Prefect nearside front wings

2 103E nearside front wings 4 103E

2 pairs E83W front wings

4 E93A bonnets

4 nearside rear doors E493A Prefect

4 offside rear doors E493A Prefect

2 offside front doors

1 E93A Prefect offside front wings

4 103E offside front wings

1 Model C offside front wing

1 Model Y offside front wing

1 pair E04A front wings (1 new and 1 good secondhand).

The condition and therefore the price of the above parts varies considerably. Due to the bulk of the items these parts are available for collection only. Members should write for details of the various parts and if necessary to arrange collection.

8 & 10hp spares, c/o 17 Baker Road, Abingdon, Oxon. OX14 5LW

Shirley Wood

Pop Shopper continued from Page 25:

Wanted

Rear Boot lid for 103E or E494A. (I also have lots of spares.) South London. 0181 764 7086.

Two Pancake Air Filters to fit Twin S.U. Carbs. 1.1/8" Painted Finish or Chrome. South Midlands. 01608 661047.

If you should sell what you have advertised before the 10th of the preceding month, will you please, out of courtesy, let the editor know.

Please note the editor, regretfully, cannot accept items for the Pop Shopper unless they are on the correct form - which in this issue is the Classified Advertising Form found on page 31.

At the moment, I have to accept three different versions of this form which makes life a little difficult and so, in the future, out of date forms will not be acceptable.

You may, if you wish, photocopy the form from page 31 if you do not want to damage the back cover of your magazine.

Apologies to Jim Hendry (Scotland) and Richard Farmer, August issue. It was the Editor's mistake in misreading the word in the letter - hope you'll both be forgiving. I was new to the job.

100E/107E SPARES

Please note comments under 'Spares Lists' on next page and other ordering information at the end of this list.

ENGINE PARTS

100E-6051-B	Head Gasket	£15.00
100E-9448	Manifold Gasket	£2.50
E55Z1	Conversion Gasket Set	£25.00
E81Z1	Decoke Gasket Set	£25.00
100E-6521	Gasket Valve Chamber Cover	£5.00
353000ESA	Core Plug	£2.50
E93A-6270	Timing Chain	£14.00
100E-6102	Pistons (per set)	£150.00
100E-6149	Piston Rings	£35.00
100E-6308	Crankshaft Thrust Washers (per set)	£13.50
100E-6331	Main Bearings	£28.00
	Big End Bearings	£28.00
100E-6505	Exhaust Valves (per set)	£20.00
100E-6507	Inlet Valves (per set)	£20.00
100E-6513	Valve Springs (per set)	£15.00
	Small End Bushes (set of 4)	£23.50
100E-6714-B	Oil Filter Element	£5.00
100E-9278	Oil Pressure Switch	£6.50
100E-6038	Engine Mounting (exchange - please remove rubber) *£10 surcharge	£26.00
100E-6887-B	Seat Oil Filter Element	£1.50
E93A-6256-A	Cam Shaft Gear	£27.00

FUEL SYSTEM

100E-9288	Flexible Petrol Pipe	£14.50
	Fuel Pump Repair Kit	£9.50
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9030	Locking Petrol Cap	£7.95
100E-9959	Gasket Carburettor Float Chamber	£1.00
100E-9627-A	Rubber (Air Cleaner)	£3.50

EXHAUST

100E-5250/25/55	Stainless Steel Exhaust System	£97.00
	Clamp (Silencer Outlet Pipe)	£1.35
	Van Silencer - Mild Steel	£20.00

CLUTCH AND GEARBOX

E0A-2078E	Flexi Hydraulic Hose	£13.00
E266-GD-1	Slave Cylinder (exchange) *£10 surcharge	£32.00
E149-Z-1	Slave Cylinder Repair Kit	£4.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
E74-7580-A	Release Bearing	£10.00
100E-7569	Pressure Plate (exchange) *£10 surcharge	£44.50
100E-7550-C	Driven Plate (exchange) *£10 surcharge	£26.00
Y-7119	Washer (countershaft gear thrust)	£2.00
100E-7071	Washer (intermediate gear thrust)	£2.00
E0A-7107-A	Ring Synchroniser Blocking	£5.00
100E-7114B	Gear & Bush Assembly	£25.00
100E-17286	Ring Speedo Gear Retainer	£1.00
100E-6068	Gear Box Mounting (exchange)	£18.00
100E-7052	Front Oil Seal	£7.00
100E-7657	Rear Oil Seal	£7.00
100E-7086	Gasket Tail Shaft Housing	£1.80
100E-7039	U/J Repair Kit	£9.00
100E-7111	Counter Shaft	£10.50

COOLING SYSTEM

E0A-8100	Radiator Cap	£3.40
100E-8250	Early Top Hose	£12.50
100E-8260	Late Top Hose	£6.00
100E-8286	Bottom Hose	£6.00
100E-8275	Water Inlet Tube	£8.20
100E-8501	Water Pump (exchange) *£10 surcharge	£55.00
100E-8507	Water Pump Gasket	£3.00
116E-8575	Thermostat	£5.50
E0TA-8620-C	Fan Belt	£6.00
100E-8115	Radiator Drain Tap (not original)	£3.50
100E-8250-A	Early Top Hose Retainer	£3.50
100E-8250-B	Late Top Hose Connection	£6.50

IGNITION SYSTEM

100E-12405-T	Spark Plug	£1.70
100E-12200	Rotor Arm	£2.50
100E-12199	Contact Set	£5.50
100E-12116	Distributor Cap (D type)	£14.75
105E-12116	Distributor Cap (round type)	£14.75
100E-12047	Condenser	£6.50
100E-12259	H.T. Lead (sets)	£6.00
7V-12098	Nut H.T. Lead Distributor Cap (set of 5)	£3.00

REAR AXLE

100E-1175	Rear Hub Seal	£7.00
E493A-4050	Half Shaft Seal	£7.00
100E-4209	Crown Wheel and Pinion	£75.00
100E-4676	Pinion Seal	£7.00
100E-5781	Rear Spring Eye Bush	£6.00
100E-5781	Rear Spring Eye Bush (pair)	£11.00
100E-4235	Half Shaft	£25.00
100E-5713	Bar Rear Spring Shackle - inner	£5.00
100E-435*	Flange (Propshaft)	£18.00
100E-709*	Yoke (Propshaft)	£12.00
100E-1107	Wheel Stud	£2.50
100E-5719	Bush Rear Spring Shackle (set of 4)	£7.25
E-7ED-1	Rubber Bush (Bottom Shock) (2)	£3.00

STEERING AND FRONT SUSPENSION

E38-DB1	Mount Bearings - per side	£23.00
E55-DB1	Top Suspension Mount	£40.00
E55-DB1	Top Suspension Mount (pair)	£75.00
E55-DB1	Pair of Top Suspension Mounts + 2 sets of Mount Bearings	£110.00
E38-DB1	Mount Bearings - per side	£23.00
100E-1190	Hub Seal 0.983"	£7.00
105E - 1190	Hub Seal 1"	£7.00
105E-1201	Hub Bearing Inner 1"	£12.00
Y-1202	Hub Bearing Inner 0.983"	20.00
Y-1216	Hub Bearing Outer	£12.00
100E-3073	Track Control Arm Repair Kit	£16.00
100E-30078/30079	Track Control Arm	£27.50
E-20-LB-1	Stud and Bush	£13.50
Y-3289-B	Track Rod End - per pair	£18.50
100E-3304	Drag Link	£25.00
	Front Suspension Bush Kits	£25.00
E-10-DB-1	Bushes per pair (Track Control Arm/Anti Roll)	£4.00
E-7ED-1	Rubber Bush (Bottom Shock) (2)	£3.00
100E-3282-B	Track Rod	£12.00

ELECTRICAL

E0A-13480	Brake Light Switch	£6.50
100E-10505-B	Voltage Regulator (push on terminals)	£28.00
E0A-10505-D	Voltage Regulator (screw terminal)	£28.00
105E-11057	Brush Set Starter Motor	£3.00
E1050-NC-1	Rear Lamp Lens PLUS	
100E-134641-C	Rear Lamp Gasket PLUS	
3563-S	Fixing Screws	£15.75
	Pair of Lenses complete	£26.50
100E-11001-C	Starter Motor (exchange) *£10 surcharge	£43.00
E0TA-10001-B	Dynamo (except Popular) (exchange) *£10 surcharge	£65.00
105E-10001-B	Dynamo (Popular) (exchange) *£10 surcharge	£43.00
E93A-10043	Brushes (E0TA Dynamo)	£3.20
E274-CQ-1	Pinion (Starter Motor Drive)	£6.70
105E-10043	Brush Set	£3.20

FRONT BRAKES

100E-2018	Front Brake Shoes 7" diameter	£16.50
100E-2018-C	Front Brake Shoes 8" diameter	£16.50
100E-2035	Front Shoe Return Spring Kit	£3.60
100E-2038	Adjuster Repair Kit (front)	£13.50
100E-2061	Wheel Cylinder 1957 onwards RHS	£12.00
100E-2062	Wheel Cylinder 1957 onwards LHS	£12.00
100E-2061/2062	Wheel Cylinder Repair Kit 1957 onwards per axle set	£7.00
E0A-2078	Hydraulic Flexi Hose	£13.00
100E-2140	Master Cylinder	£62.00
E66-Z-1	Master Cylinder Repair Kit	£7.00
100E-2207-B	Dust Cover Wheel Cylinder	£0.50

Spares

REAR BRAKES

100E-2220-A	Rear Brake Shoes 7" diameter	£16.50
100E-2220-C	Rear Brake Shoes 8" diameter	£16.50
100E-2261-B	Rear Wheel Cylinder 7" (53-57)	£14.00
100E-2261-D	Rear Wheel Cylinder 8" (57-62)	£15.80
	Wheel Cylinder Repair Kit	£7.00
E56-FB-1	Rear Brake Adjuster	£8.00
100E-2096/7	Rear shoe return Spring	£3.60
100E-2295-B	Hand Brake Cable	£31.50
100E-2857B	Hand Brake Clevis	£1.50
100E-2119-B	Compensator (Hand Brake Cable)	£5.00
100E-2041-B	Snail Cam (Shoe Adjuster)	£0.50
100E-2075	Connector (5 way Brake Pipes)	£8.50

BADGES

100E-16185/9	Triangular Wing Motif	£15.00
E6AJ-1	Prefect Boot Script	£15.00
100E-16606	Prefect Bonnet	£15.00
E5AJ-1	Anglia Boot Script	£15.00
100E-16606	Anglia Bonnet	£15.00
100E-16606-G	Popular Bonnet	£15.00
100E-7042514	Popular Boot Script	£15.00
100E-16850	Bonnet "V" Motif	£35.00
	Deluxe Boot Script	£15.00

MISCELLANEOUS

100E-17262	Speedo Cable	£15.00
100E-964280	Window Winder Handle	£5.15
100E-7010128	Door Sill (right hand side)	£35.00
100E-7010129	Door Sill (left hand side)	£35.00
100E-7029744	Rear Side Window Rubber - 2 door - per side	£15.50
100E-7042084-B	Rear Screen Rubber - Deluxe only	£25.00
100E-7303110	Front Screen Rubber - Deluxe only	£25.00
100E-7043504	Boot Handle Rubber (Anglia/Popular) escutcheon seal	£1.95
EOA-732003-B	Floor Grommets - per set of four	£5.15
100E-7322610	Interior Door Handle	£8.75
E40GB1	Gear Lever Gaiter	£20.00

MANUALS

	Reprint Workshop Manual for 100E and 300E	£19.95
	Reprint Parts Manual for 100E and 300E	£13.95
	Technical Tips for the 100E/107E	£7.95

107E SPECIAL ITEMS

	Clutch Pressure Plate	£44.50
	Clutch Driven Plate	£26.00
	Air Cleaner Rubber	£3.50
	Float Chamber Gaskets	£2.00
	Inner Speedo Cable	£7.50
	Manifold Gaskets	£2.00
	Stainless Steel Exhaust System	£125.00
	Top Hose	£6.00
	Bottom Hose	£6.00
	Fan Belt	£3.00
	Fan Blade	£5.00
	Core Plugs	£2.50
	Water Pump	£40.00
	Slave Cylinder	£25.00
	Slave Cylinder Kits	£4.00
	Pinion Oil Seal	£7.00
	Rear Hub Oil Seal	£7.00
	Suspension Legs (reconditioned) - exchange *£10 surcharge	£50.00

100E/107E Spares Order Form

Cheque required with order, payable in STERLING on a LONDON BANK to: Ford Sidevalve Owners' Club Ltd.

Please note conditions of order for spares lists in this magazine. Prices include postage, packing and VAT for members in England, Scotland and Wales only. All items for sale to FSOC members only.

Complete form in **BLOCK CAPITALS** and return to: **100E/107E Spares** c/o Mick Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY

Regrettably the club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which they have been fitted, to these countries.

There are small quantities of other new and second hand parts in the Stores so if you do not see the part you require on the list please send a S.A.E. to me with either your specific requirements or for a complete lists of all parts not on the current spares list.

PART NO	DESCRIPTION	QTY	ITEM COST		TOTAL COST	
			£	p	£	p

COMPLETE IN BLOCK CAPITALS

	TOTAL	
Name	If total exceeds £20 and less than £100 add a further £0.50 for postal insurance	
FSOC Membership No	If total exceeds £100 and less than £200 add a further £1.20 for postal insurance	
Address	If total exceeds £200 add a further £2.30 for postal insurance	
....	Overseas members add extra for P&P	
.... Postcode	GRAND TOTAL	
Telephone		

UPRIGHT SPARES

Please note comments under 'Spares Lists' on previous page and other ordering information at the end of this list. **Denotes New Items.

Braking System

Y-1175-A	Retainer (rear wheel grease) assembly	£6.75
B-1175	Rear Wheel Retainer (fits E83W)	£6.65
7W-1225-B	Rear Hub Bearing (fits all models except Models Y, C and E83W)	£28.00
68-1225-A and 68-1236-A	Rear Hub Bearing inc outer race (fits E83W only)	£65.00
YE-2019A, CE-2019B, 7W-2019	Brake Shoes (set of 4, all models, exchange)	£25.00
7W-2035	Spring (brake retracting)	£3.35
7W-2035	Spring (brake retracting) (set of four)	£12.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y & C)	£7.50
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C & E83W)	£8.45
E93A-2248	Rear axle brake plate securing bolts, long (each)	£5.00
7W-2249	Rear axle brake plate securing bolts, short (each)	£5.00
Y-2454	Brake Pedal (exchange; remove rubber from old pedal)	£9.95
E83W-2498A/B	Rear Brake Cables (Pair E83W)	£61.40
E83W-2580/1B	Front Brake Cables (Pair E83W)	£20.25
7W-2580/1/4/5	Set of Brake Cables (not E83W)	£39.95
YE-2793	Spring (handbrake lever pawl)	£0.75
7W-2853C	Hand Brake Cable (fits all models except Models Y & C and E83W)	£14.50
E83W-2853B	Hand Brake Cable (fits E83W)	£13.95
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W)	£0.05

Steering and Suspension

Y-3030	Perch Bolt (Model Y)	£12.00
CE-3030B	Bolt (front axle to radius rod, except Models Y & E83W)	£15.50
E83W-3032	Bolt (front axle to radius rod E83W)	£15.80
YE-3290-E, E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans	£54.00
	Track Rod Ends (pair) E83W	£51.00
YE-3304C	Draglink (Model Y)	£69.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)	£69.50
YE-3332	Track Rod End Dust Cover (each, fits all models)	£1.30
YE-33111	King Pin Set, complete (Model Y)	£65.00
CE-33111	King Pin Set, complete (Model C)	£65.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular, Prefects, 5cwt vans)	£51.00
E83W-33111	King Pin Set, Complete (E83W)	£59.00
Y-3446	Front axle A-frame Bush (fits all models)	£4.25
YE-3616B	Horn Button & Nut (Model Y)	£5.25
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£7.00
E493A-4050	Retainer (rear axle shaft grease)	£5.75
E93A-4607	Pin (drive shaft)	£1.95
Y-4636	Lock Washer (pinion bearing nut) all models except E83W	£1.95
Y-4637	Thrust Washer (pinion bearing) all models except E83W	£1.50
	Shock Absorber (exchange) except Models Y, C and E83W	£45.00
	Shock Absorber Link (exchange)	£20.00
	Front Wheel Bearings (per wheel)	£25.00
	Front Wheel Bearings (per axle set)	£48.00
	Suspension Buffer (fits all models except Model Y)	£13.00

Exhaust Systems

Y-5230	Model Y stainless steel exhaust system	£70.00
CE-5230, -5255B	Model C stainless steel exhaust system	£80.00
E04C-5230-A	5cwt van stainless steel exhaust sys (all 5cwt vans)	£70.00
E83W-5230-A	E83W stainless steel exhaust system	£70.00
E93A-5230/E93A-5255-C	Prefect and 7W stainless steel exhaust system	£80.00
E93A-5230/E04A-5255-B	Anglia, 103E and 7Y stainless steel exhaust system	£80.00

Engine Parts

E93A-18670, E98T-18672	Oil Filter Unions (pair) (fits all engines)	£5.60
Y-6038	Front Engine Mounting (exchange; remove rubber from mount)	£6.50
E93A-6250A	Camshaft (Chain Driven)	£59.50
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft	£2.65
E93A-6270	Timing Chain	£14.00
YE-6280A	Washer (camshaft thrust) all engines 1936 onwards	£3.50
CE-6310	Crankshaft Oil Slinger	£1.85
E93A-6310	Crankshaft Oil Slinger	£1.85
E93A-6319	Starting Dog (fits all engines)	£4.50
Y-6384	Starter Ring Gear (fits all engines)	£45.95
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A-6505B/D	Intermediate Length Valve (exhaust and inlet available)	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£14.50
E93A-6510B	Valve Guides (per set of eight)	£94.95
Y-6513	Valve Springs (set of eight) (fits all engines)	£9.95
Y-6520	Valve Cover (fits all engines)	£5.85
Y-6560	Drive Bush (oil pump & distributor) (fits all engines)	£4.50
Y-6561	Drive Sleeve (oil pump & distributor drive gear) (fits all engines)	£3.95
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£0.50
Y-6566	Dowel (oil pump & distributor drive gear bush) (fits all engines)	£2.00
Y-6610B	Oil Pump Gear (fits all engines)	£4.50
YE-6623	Oil Pump Screen (fits all engines)	£2.65
	Main Bearing Set (0.040", 0.060") (fits all engines)	£50.00
	Pre-War Piston Sets (8hp & 10hp)	£35.00
	E93A 10hp Piston Set (+0.030", +0.040")	£125.00
	E93A 10hp Piston Ring Set (+0.020", +0.040")	£34.00
	3-Ring 10hp Piston Ring Sets (+0.005", +0.010", +0.020")	£15.00
	8hp Decoke Gasket Set (1932-34)	£27.50
E15-Z-1	Decoke gasket set (E93A 8hp and 10hp engines)	£20.00
	Conversion gasket set (E93A 8hp and 10hp engines)	£20.00
YE-6501-B	8hp Cylinder Head Gasket	£14.00
	10hp Cylinder Head Gasket	£14.00
YE-24052C	Studs (Cylinder Head) Set	£29.95
	Used engines suitable for rebuilding	£60.00

Clutch and Gearbox Parts

Y-7015	Main Drive Gear (8hp)	£32.75
YE-7015	Main Drive Gear (10hp)	£38.00
7W-7050	Retainer (main drive gear bearing)	£7.50
YE-7059B	Mainshaft & Bush	£25.50
E04A-7070	Retaining Ring (snap ring)	£0.99
E93A-7085	Rear Bearing Retainer	£17.00
103E-7114	Counter Gear (10hp)	£45.95
CE-7141	Reverse Gear	£24.50

Spares

YE-7222	Selector Housing	£19.05
7W-7533	Clutch linkage clevis pin	£2.00
Y-7550	Clutch Plate (exchange) (All models)	£20.00
7W-7561	Clutch Release Bearing Hub (All models)	£10.00
YE-7563B	Clutch Cover (exchange) (except E83W)	£59.00
**E83W-7563	E83W Clutch Cover (exchange)	£59.00
E74-7580A	Clutch release bearing (All models)	£10.00
Y-7660	Clutch Pilot Bearing	£4.50
C-943070	Gear Lever Gaiter (except E83W)	£14.40
E83W-943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly (exchange) (All models)	£85.00
Y-2454	Clutch Pedal (exchange; remove rubber from old pedal)	£9.95
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£22.50
Large selection of used gearboxes available (collection only)		£30.00

Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£3.60
Y-8109	Radiator cap (brass screw type)	£5.50
Y-8260/8286	Radiator Hose (reinforced; straight for pre-war engines, state top-bottom)	£4.25
	Radiator Hose (moulded; state top-bottom and model)	£8.95
YE-8606B	Fan Blade (11")	£5.90
E93A-8610C	Pulley (fan and generator 3 12" O.D.)	£5.90
E494A-8610	Pulley (fan and generator 4 12" O.D.)	£5.20
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.75
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export water pump)	£5.75
	Export Water Pump (exchange)	£76.00

Fuel System

	Fuel Pump Repair Kit	£9.50
E493A-9030	Locking Petrol Cap (fits all models including 100E)	£7.95
E04A-9080	103E-E494A Petrol Filler Grommet	£12.50
7W-9080	7W-E93A -E493A Petrol Filler Grommet	£9.95
BE-9288-A	Flexible Petrol Pipe (except E83W)	£14.50
YE-9355	Fuel Pump Cover (all models)	£1.50
YE-9365	Fuel Pump Cover Screen (all models)	£0.75
7W-9425	Inlet Manifold (10hp)	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.75
YE-9510-A	Carburettor (8hp only-exchange)	£85.00
YE-9555	Carburettor Float (all models)	£3.50
	Carburettor Gasket Kit	£4.75
**YE-9660	Connector (Starter Valve) Assembly	£2.00
	Prefect choke cable and knob	£7.95
48-9735	Accelerator Pedal (all models except Y,C. and E83W)	£12.55

Ignition System

CE-3686	Cylinder lock and key (ign/lighting switch) all models	£4.65
ET6-11656B	Switch (ign/lighting, less barrel and keys)	£24.95
E83W 12024A	6V Ignition Coil (All mocels - not original)	£25.75
YE-12116B	Distributor Cap (All mocels 1935 onwards)	£10.50
YE-12135B	Oiler (screw-in type) All models 1935-1955	£1.35
YE-12185B	Toggle (All models 1935 onwards)	£0.55
YE-12199B	Contact Set (All models 1935 onwards)	£6.00
YE-12200C	Rotor (All models 1935 onwards)	£2.50
YE-12214B	Insulator (All models)	£0.55
YE-12300B	Condenser (All models 1935 onwards)	£4.75
52-12405A	Spark Plug (L86C) (All models also 100E)	£1.75

Electrical System

E493A-10001	Dynamo (2 brush-exchange)	£81.00
E494A-10001	Dynamo (3 brush-exchange)	£81.00
YE -10160	Felt (dynamo drive end bearing)	£0.55
7W-10505	Cut Out Assy (exch. for use with 3 brush dynamo)	£24.65
E93A-11001	10hp Starter Motor (exchange)	£77.00
YE-11001C	8hp starter motor (exchange)	£92.00
E93A-11049	10hp Starter End Plate	£15.00
BE-11450	Starter Switch	£12.00
E493A-13007	E493A Pre Focus 30W-24W Bulb (E493A Prefect only)	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb	£4.95
ET6-13007-B	Headlamp Bulb 36W-36W	£4.00
E493A-13010	E493A Headlamp Body (E493A Prefect only)	£28.50
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models	£12.20
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim)	£0.48
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE-13081	Spring (front sidelight socket 1934 on except E493A)	£0.55
YE-13101	Spring (headlamp focusing)	£0.60
E493A-1311'	E493A Headlamp Lens Rim Outer (E493A only)	£7.75
E93A-13130	E93A-E04A headlamp rubber base pad (pair) (E04A and E93A only)	£18.50
103E-13405-B	103E Plate (Rear Lamp Base) Specify Nearside/Offside	£21.25
103E-13405-B	103E Plate (Rear Lamp Base) Pair	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair)	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.95
	103E Complete Rear Lamp Unit inc Bulb (pair)	£82.00
ET6-13465	Stop-Tail Bulb 6V 21W-5W index pin (straight pin also available)	£1.20
119273-ES	E493A Sidelight Bulb Holder (E493A Prefect only)	£5.60
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£0.75
BE-13466-A	Sidelight Bulb 5W CC (not E493A)	£0.75
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£18.60
CE-13740A	Toggle Switch (panel lamp)	£2.50
38193-57	Headlamp mounting bolts plus nuts (each)	£7.80
E04A-118004B	Semaphore Direction Indicator (6volt only)	£42.50

Rubber Grommets and Seals

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.95
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Cnr Pads (pr)	£4.00
	E83W Bonnet Corner Pads (pair)	£7.95
	E83W Bonnet Corner Pads (full set)	£11.95
E93A-17772/3	E93A Prefect/Anglia/103E Bumper Grommets (pair)	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W-111172	Opening windscreen rubber for E83W	£18.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.30
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.35
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.10
100E-7043531	Boot T Handle Escutcheon rubber seal	£1.95
62E-731942	E83W Door Rubber seal (enough for both doors)	£11.00
7W-940502	Opening windscreen rubber for Prefect and 5cwt van	£14.60
7Y-940502-B	Front screen rubber for 103E/E494A/E04A	£12.50

7W-941480/1	Weatherstrip door bottom (per ft) All saloons 1937 onwards	£2.55
7W-970700	Roof weatherstrip (per metre) All models exc Y & C	£4.50
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe)	£12.50

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.50
103E-8213-A	Ford Popular Grille Badge (103E Popular)	£9.10
E494A-8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W-8215-A	E83W Grille Badge Mount	£17.00
E04A-16719-B	E04A-103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE-16750B	Bonnet clip (Model Y)	£5.85
103E-17261/2-B	Speedo Cable (state model)	£17.50
C46412AR	Dovetail (female)	£4.00
CE-17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door handles & escutcheons-pair (Anglia/103E/5cwt van; shafts and barrels not incl)	£49.50
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included)	£25.50
E493A-7022401	E493A Prefect Non Locking Door Handle complete	£16.90
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£8.75
BE-964280-H	Window Winder Handle	£4.65
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)	£3.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
C-949967C	Striker Plate (C & CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect & Anglia)	£14.25
	Radiator Muffs (E93A Prefect only)	£26.60

Manuals

	Reprint: Model Y Bulletin (covers Model Y only)	£11.35
	Reprint: Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59	£14.50
	Reprint: Parts Manual for Models Y, C, CX, 7W, 7Y, 1932-1938	£12.50
	Reprint: Parts Manual for 5 & 10cwt vans, Anglia/Prefect 39-53, Popular 53-59	£14.50

The above items are available by MAIL ORDER ONLY from 17 Baker Road, Abingdon, Oxon OX14 5LW. Cheque with order. Please use form provided. All cheques must be payable in STERLING ON A LONDON BANK to FORD SIDEVALVE OWNERS CLUB LTD. MIN ORDER £5. There is no telephone number available for 8 & 10hp spares enquiries. You are advised to order in good time to allow for delivery and any necessary correspondence. Parts should normally be delivered in the UK and most of Europe within 28 days. Refer to Spares list conditions on page 30 before ordering. Many secondhand parts are also available. Send SAE with your list of specific requirements for more information.

Spares and Regalia Order Form

Cheque required with order, payable in STERLING on a LONDON BANK to: Ford Sidevalve Owners' Club Ltd.

Please note conditions of order for spares lists in this magazine. Prices include postage, packing and VAT for members in England, Scotland and Wales only. All items for sale to FSOC members only.

Complete form in **BLOCK CAPITALS** and return to:

8 & 10hp Spares c/o 17 Baker Road, Abingdon, Oxon OX14 5LW

100E/107E Spares c/o Mick Crouch, 30 Earl's Close, Bishopstoke, Eastleigh, Hants SO50 8HY

Regalia c/o 17 Baker Road, Abingdon, Oxon, OX14 5LW.

Regrettably the club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which they have been fitted, to these countries.

Please state size, design and second colour choice when ordering clothing.

PART NO	DESCRIPTION	QTY	ITEM COST £	ITEM COST p	TOTAL COST £	TOTAL COST p
					TOTAL	
					If total exceeds £20 and less than £100 add a further £0.50 for postal insurance	
					If total exceeds £100 and less than £200 add a further £1.20 for postal insurance	
					If total exceeds £200 add a further £2.30 for postal insurance	
					Overseas members add extra for P&P	
					GRAND TOTAL	

COMPLETE IN BLOCK CAPITALS

Name .....

FSOC Membership No .....

Address .....

.....

.....Postcode .....

Telephone .....

SPARES ORDERS ONLY:

Model .....

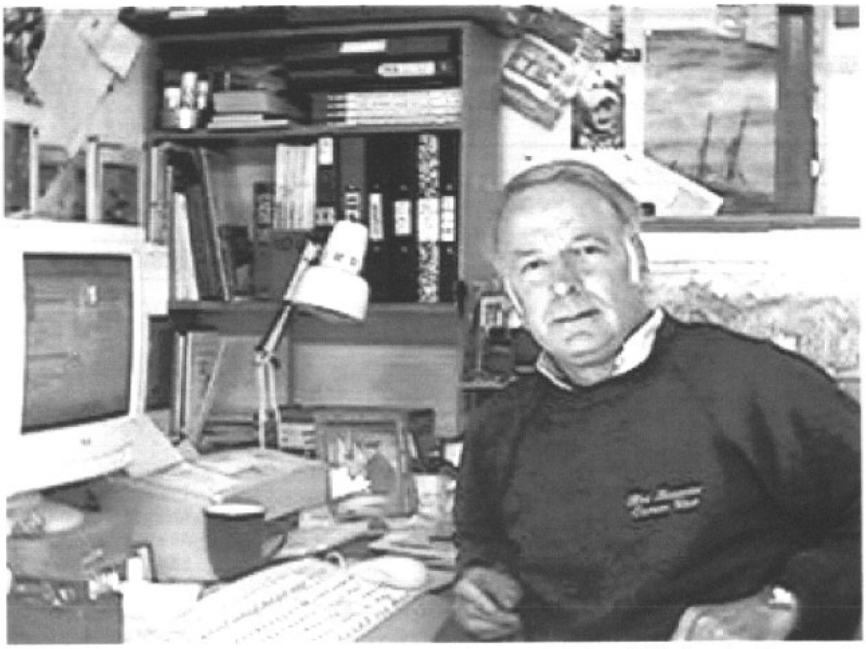
Year..... Engine Capacity .....

REGALIA

This price list supersedes all previous price lists. All prices include postage and packing for UK members only. Overseas members please add extra for postage on all items.

All cheques to be payable in STERLING on a LONDON BANK to FORD SIDEVALVE OWNERS' CLUB LTD.

To: Shirley Wood, 17 Baker Road, Abingdon, Oxon OX14 5LW.



Fearless modelling the FSOC Sweat Shirt looking smug because he's just finished putting the magazine 'to bed'.

BOOKS

Technical Tips for the 103E/107E by Jim Norman £7.95

Reprint Workshop Manual for 5 & 10 cwt vans, Anglia/Prefect 39-53, Popular 53-59 ..... £14.50

Reprint Parts Manual for 5 & 10 cwt vans, Anglia/ Prefect 39-53, Popular 53-59 ..... £14.50

FORD 8 & 10 van, Anglia and Prefect service manual for Y/ 7Y/ E04A/ E494A/ 7Y 5cwt van/ E04C/E494C/ 7W/E93A/ E493A/ E83W 10cwt van £17.50

Reprint Parts Catalogue, Y/C/CX/7W/7Y £12.50

Reprint Model Y Bulletin £11.35

Reprint Workshop Manual 100E & 300E £19.95

Reprint Parts Manual 100E & 300E £13.95

100E Anglia & Prefect Instr book (1953-59) £3.00

The John Howe book of Cartoons £5.00

100E Super Profile by Mel Smith £6.50

Ford Motor Cars 1945-64 ..... £6.50

STICKERS

Running In Instruction Sticker Upright £0.75

Running In Instruction Sticker 100E £0.75

Window Sticker - FSOC design £0.50

Silver Jubilee Window Sticker £0.50

Historic Ford - Keep off My Arse!!! sticker £0.65

I Love My Sidevalve Sticker £0.65

Register Sticker (state model) £0.60 or two for £1.00

FSOC 30th Anniversary Sticker £0.50

MAGAZINES

Binder for Club Magazines (holds 2 years) £5.90

Back copies of Club magazines £1.00

1990 APR, OCT
1991 AUG
1994 DEC
1995 FEB, APRIL, JUNE, OCT, DEC
1996 FEB, APRIL, JUNE, AUG, OCT, DEC
1997 FEB, APRIL, JUNE, AUG, OCT, DEC
1998 FEB, APRIL, JUNE, AUG, OCT, DEC
1999 FEB, APRIL, JUNE, AUG, OCT

LEAFLETS

Ford Pop Motoring at Still Lower Price booklet £1.25

Running In booklet Anglia/Prefect (date 9/49) £1.25

MODELS

Scale Link metal kit 4mm 1937 Model 7Y van £5.50

Ceramic Cream Model of 103E Pop £4.50

Limited Edition E494C FSOC 30th Anniversary Model £19.99

BADGES

Enamel Lapel Badge FSOC, 103E or 100E £1.75

103E Popular Cut-out Lapel badge (Black or Blue) £1.05

FSOC Grille Badge: Round or Square £8.50

Register Grille Badge: Popular/Prefect/100E/107E £8.50

CLOTHING

FSOC SWEAT SHIRTS

Embroidered in Script £14.95

Red MED/L/XL/XXL; Black MED/L/XL/XXL; Sky Blue SM/MED/L/XL/XXL; Navy MED/L/XL/XXL; Racing Green SM/MED/L/XL/XXL; Burgundy SM/MED/L/XL/XXL; Royal MED/L/XL/XXL; Jade MED/L; Raspberry SM only

FSOC POLO SHIRTS

Embroidered in Script £12.60

Jade SM only; Black XXL; Aqua MED/L; Sky SM/L; Gold XL only; Royal Blue XXL; Lemon SM/MED; Burgundy XL/XXL; Racing Green XL/XXL; Emerald SM only; Navy XL only

T-SHIRTS:

Model designs £7.75

Specify choice of model, colour and size

E83W picture printed on front in Red, Black L/XL

100E Design White L/XL

Upright picture printed on front in Black XL; White L/XL

T-SHIRTS:

Script Badge design £5.95

Ford Popular: Green, Black, Red & Navy SM only; White SM; Royal Blue SM

Ford Prefect: Yellow SM/MED; Royal, Navy & Green SM/MED; White SM only; Black SM/MED; Red SM/L

Ford Anglia: White & Yellow Small only; Royal & Navy SM/MED/L; Green SM/MED/ Black MED; Red SM/MED

PLEASE STATE SIZE, DESIGN AND SECOND COLOUR

OTHER REGALIA

'New Design' Mug £3.50

Tea Towel: All Models design £2.95

Leather Keyfob: Ford/Popular/Anglia/Prefect (please state) £1.65

FSOC Woven Tie £7.65

Xmas Cards pack of 5 different designs £1.25

Licence Disc Holder £0.50

GIFT VOUCHERS (can be used for Regalia, Spares, or Membership) £5.00

DUSTERS: Yellow duster printed with various sidevalve models around border, club logo in centre

each £1.25
or pack of two for £2.25
or three for £3.00

NOTE ON SPARES LISTS

These price lists supersede any previous price lists. Prices charged will be those prevailing at date of despatch. Note that all prices include postage and packing and VAT for UK members only. Overseas members should check the cost of postage with the spares secretary before ordering. VAT is also applicable to EEC countries. Manufacturers' part numbers are used for identification purposes only and do not necessarily indicate the source of supply or manufacture. Currently if a spares parcel gets lost in the post Parcel Force will only refund £20. Therefore if your total order exceeds £20 and less than £100 add a further 50p to cover postal insurance. If your order exceeds £100 and less than £200 add a further £1.20 for postal insurance. If your order exceed £200 add a further £2.30 for postal insurance. Failure to do this will result in orders not being insured and the Club will not stand the loss.

Regrettably, the Club's insurance policy specifically excludes sales of new or secondhand parts to residents of the USA and Canada or people intending to export the parts, or cars to which parts have been fitted, to the USA or Canada.

SIDEVALVE NEWS

Sidevalve News is published bi-monthly on the fifteenth of the month, commencing February.

Return this form to:

FRED FIELDER
EDITOR, SIDEVALVE NEWS
5 COASTGUARD COTTAGES
PEGWELL, RAMSGATE
KENT CT11 0NH

DO NOT TELEPHONE THE EDITOR

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 FSOC members.

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

				Area	STD Code	Phone

PLEASE INDICATE HEADING:

☐ Pre-War ☐ Post-War Upright ☐ 100E/107E

☐ Special ☐ Spares ☐ Wanted

☐ Miscellaneous ☐ Other (Please state):.....

Name.....

Address.....

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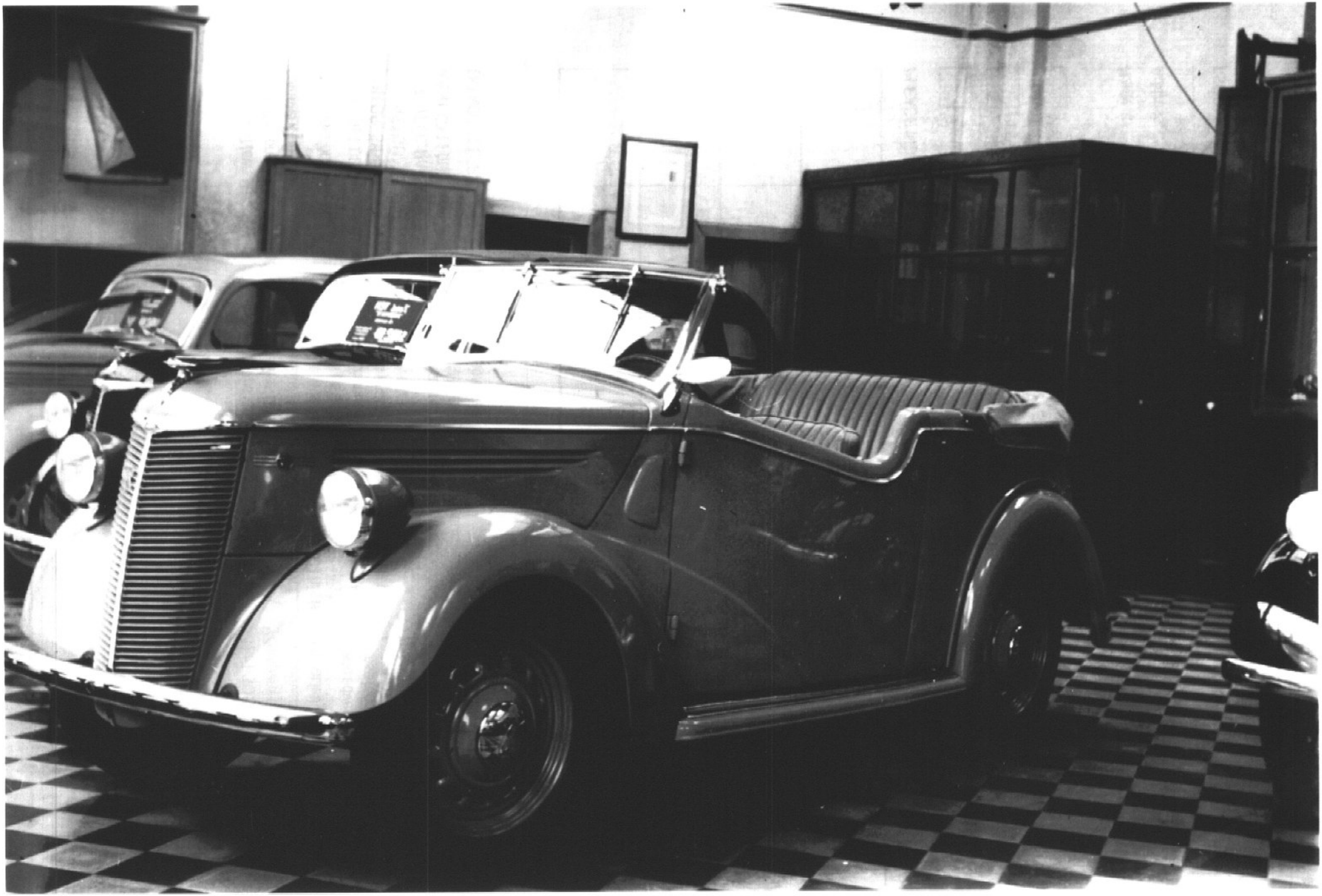
FSOC Membership No.....



Copy of a Ford publicity photograph. What is odd about this photo? (Answers to Ed. by e- or snail-mail)

Photo supplied by Douglas Glass