

# News



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## Features this issue

Total Restoration of an E83W

Pop Purchasing Perils

OFO 557: A Sidevalve Teaching Aid



# Sidevalve News

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## Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a

group in your area please contact the Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

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

**Cambs, Lincs and Norfolk:** Brian Cranswick 01733 203776. E-mail: [b.sidevalve@yahoo.co.uk](mailto:b.sidevalve@yahoo.co.uk). Please ring for details.

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

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

**Essex:** John Hull 07763 810386. E-mail: [postmaster@rjahull.plus.com](mailto:postmaster@rjahull.plus.com). 1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.

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

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

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

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

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

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

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

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

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

**Nottinghamshire:** Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802. [romarpop@ntlworld.com](mailto:romarpop@ntlworld.com).

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

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

**Yorkshire:** Nigel Hilling 01484 843115. E-mail: [nhilling@tiscali.co.uk](mailto:nhilling@tiscali.co.uk). Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.

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# Editorial

John Porter

As has now become an annual event for me, on behalf of the FSOC I attended the AGM of the FBHVC (Federation of British Historic Vehicle Clubs), which was once again being held at the Rolls Royce Enthusiasts Club headquarters in Paulerspury near Towcester in Northamptonshire. This year's conference theme was 'DVLA' which followed the business of the AGM and they hoped to have a speaker from the agency (DVLA) in attendance, although this was still to be confirmed. The Federation's DVLA liaison officer, Nigel Harrison, spoke on the V765 scheme and Annice Collett of the Vintage Motor Cycle Club gave a talk on the special problems encountered by owners of historic motorcycles, which puts our Sidevalve related problems into perspective. In the event, no one from DVLA turned up and the chairman had been told that the government had stopped staff attending events like this. Given that the Federation represents most of the classic vehicle movement, this is unfortunate to say the least.

A proposal was put to the members that clubs should endeavour to put measures in place to prevent numbers being sold from historic vehicles. This proposal was ably presented by Bob Wilkinson of the Y&C Register and gave rise to some spirited discussion.

Nigel Harrison presented a case study of a classic that was inspected to support a V765 application to retain the registration. It was emphasised that a clear chassis number indelibly stamped or engraved on the chassis or frame of the vehicle is needed to prove the validity of the vehicle to DVLA. In the case of our Sidevalves, don't buy an Upright or 100E/107E that has the bulkhead plate and body number missing as this does make authentication less straightforward. In an ideal world it is also unwise to buy a vehicle with no V5 or V5C but if the seller has a buff or green old log book then there is some possibility of regaining the original registration number. Other documents include old MOTs and tax discs, pre-1984. If you end up with just the vehicle then you can guarantee that you will need some patience and persistence. It is not unknown for these documents and identification plates to disappear after the deed is done so be careful. One seller even removed all plates after the sale and then demanded more money for them when the new owner came to collect the car!

The work of the Vintage Motor Cycle Club in this area is impressive, as Annice Collett outlined, because they have many motorcycles from often small manufacturers whereas we just have to worry about our small Fords! In our case with road vehicles, there are the Uprights and 100E/107Es and their derivatives. The E83W is not something anyone could

mistake for another Ford model. With Uprights there are long and short wheelbases that give a basis for narrowing down the vehicle's identity – there is no possibility of a long wheelbase 103E Popular or a short wheelbase Prefect, is there?

A full report of the discussion was published in *Classic Car Weekly* (20th October).



Buy wisely, or face the consequences ...

If you are in doubt about a Sidevalve that you are buying, it is always wise to contact the registrar or technical advisor for that model and make some basic checks. Over the last few months we have had a good number of Sidevalves turning up with no documentation or any supporting evidence. The only option here is age-related registration but you still need a clear chassis number to be sure of not ending up with a Q plate. The DVLA has tightened up their interpretation, and vehicles with no clear evidence of identification and therefore age do indeed risk the dreaded Q registration. This problem especially applies to Ford-based Specials.

We will publish more details of the two systems, V765 (retaining original number) and age-related, which should assist with success in either application in due course. See also John Pole's article 'Pop Purchasing Perils' on page 29 in this issue.

## 100E/107E Register

Regretfully Rob Goodland has had to resign from the post that he successfully held for the past few years, due to work commitments. The committee is extremely grateful for the work he has done for the club and its members. Now a volunteer is needed for this active register. For more details of what is involved, please contact the Chairman or General Secretary.

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# Events

Brian Cranswick

Well, I guess that's about wound things up for 2010 and a good time to think about planning for 2011. A few events have been already notified for April, so get booked in now. The North London Group are very well organised with their annual Sidevalvers' summer holiday: what a good opportunity to give your old motor a real test. Why not join them in Margate?

Happy Sidevalving to everyone in 2011.

**1st January, Sharpness Docks, South of Gloucester. Breakfast gathering and short road run – organised by The Horton Historic Vehicle Club.** £8 entry including breakfast, additional breakfasts £4 each. Booking is essential: contact Ivor Bryant on 01454 411028 or [ivor\\_bryant@msn.com](mailto:ivor_bryant@msn.com).

**9th & 10th April, Colne Valley Railway Show at Hedingham Station, Nr Halstead, Essex.** Details from Robin & Jennie Thake.

**16th & 17th April, Riverside Steam & Vintage Rally, Nr Southport.** Details from Joe Wheatley.

**17th April, Cambs Group Drive It Day, Nene Valley Railway, Stibbington, Peterborough.** Sidevalve convoy drive on back roads or just meet up at the Station. Contact Brian Cranswick for further information.

**17th April, Kent Group Drive It Day.** Route and venue to be confirmed. Details from Richard Greenaway.

**17th April, St Asaph Car Show, Tweedmill, St Asaph.** Details from Joe Wheatley.

**24th & 25th April, Chatham Dockyard.** Kent Group park-up meet. Early booking is essential: leave it to after Christmas and you probably will not get in. Details from Richard Greenaway.

**4th – 11th June, The Sidevalve Holiday – Smith Court Hotel, Cliftonville, Margate.** The North London Group organise trips out each day with nothing too far or difficult – visiting steam railways, stately homes, castles and pretty villages. Details from Robin & Jennie Thake.

*If you are arranging an event or road run please send the information to the Events Co-ordinator, so that this can be covered under the club's insurance.*

## Events from the past

I came across some more old photographs from the past. These were taken in the 80s by a friend of mine, Brian Gower. Can anyone recognise any of these and do you know the event which they attended? There are two really lovely Model Y tourers, JY 862 and YY 7475. The Escort 417 RMB is a 1961 model: this looks rather smart with white wall tyres and side wing indicators.



# Regional News

## North London

Robin & Jennie Thake

The end of another show season which all of our members enjoyed has arrived. Although the weather early on was hot, in the latter part of the year it cooled off and stayed dry, with the exception of the last show at Ramsey. Here the forecast was not good but five of us went. It started to rain when we got there and it continued with a wind blowing across the fens, so after dinner we abandoned ship and went home. After leaving the show we lost three cars, but after waiting a while we all met up again and it turned out that the wiper arm on Stuart's car had come off.

In October we attended the Regional Contacts meeting at the Coventry Transport Museum. This is a good venue with plenty to see after the meeting. The meeting itself was very interesting with Mark Bradbury giving us an insight into the FSOC website. One of the main things that came out of the discussion was to try and get more input from members, so if anyone had anything to add to the website either get in touch with Mark or your Regional Contact.

We managed to get our Anglia into filming again for the second episode of *Rock & Chips* starring Nicholas Lyndhurst (prequel to *Only Fools and Horses*). We met up with Glen Woolway and had a great if rather long day; more details and photographs are on the website in the members' area: see also the photo in the Kent regional news on page 7.

Terry Tomlin and David Heard went to the Restoration Show at the NAC and enjoyed looking at all the projects going on in the main halls and searching the auto jumble for parts; and also searching for their car when they exited by a different door to which they had arrived. It's a long way right round the NAC showground!

On the first Sunday in November I took my annual trip in a veteran car (as a passenger) on the London to Brighton Run; fortunately this year it was cold and bright. We were welcomed by crowds along the Madeira Drive at Brighton and it was also good to see some Sidevalvers amongst the onlookers in Hyde Park and along the route. We are now looking forward to the NEC when Jen and I will be helping to look after the club stand on the Friday. This is always busy and although there are some exotic cars on show there always seems to be a great deal of interest in smaller cars like ours.

I would like to end by wishing everyone a Merry Christmas and a Happy New Year, and to thank all the North London Group for their support during the last 12 months.



## Scandinavia

Håkon Øverland

John Duckenfield, in his function as Regional Co-ordinator, has repeatedly claimed that the task of serving as Regional Contact is exactly as stressful as you make it yourself. I can confirm this, but then I have taken responsibility for a region that consists of only 22 (or is it 23?) members, spread over an area five times as large as the whole of Great Britain. Consequently the only natural contact with 'my' members is by email. I do not get many emails from the members but I frequently get a signal from Leif Falk in Gothenburg (see below). Though he has got a 100E Anglia himself, he is also involved with other old cars. He is also a member of a local Classic Car Club and they have a big garage where there are a lot of very interesting vehicles; among them is a steam engine one!

I am also occasionally in contact with Søren Palsbo from Denmark.

Another year is coming to a close, and I realize to my surprise that I have been working on my treasure for the last six! No wonder Tony expects some visible results! I wish all colleagues known and unknown to me a Merry Christmas and a Happy New Year. Hope to see some of you next summer.

### Riveting stuff

I had an email from Jan-Erik Bothén, who is restoring his E83W van. In connection with restoring the original seats, he sent me a picture of the rivets that had been used, asking me if it would be appropriate to ask Yvon Precieux about them. I of course encouraged him to do so, which I know he did. Shortly after this I visited an Auto Jumble in the south of Sweden, and there I came across a dealer who had some



rivets that seem to be something like the ones Jan-Erik's photo had shown. I got samples of those rivets and sent them to Jan-Erik with the address of the dealer. He immediately responded as he had found the rivets to fit perfectly. I was only too happy to be of some help for once.

### Re.: Hints, tips and unsolicited testimonial

In the October issue someone wrote, under the above heading, about new tyres for Uprights, and that they do not fit into the spare wheel compartment. The note made me curious and I performed a test with my new Goodrich - Silvertown 5.00/5.25 x 16, 4-ply for my 1939 E93A. And, quite right, they were just too wide to fit into the compartment. Fortunately, as I have learned from a good Scottish friend, I was mean enough to keep the best of the old tyres for the spare wheel, so I can still put my spare wheel into the compartment.

### Right emblem, wrong side

I noticed in the October issue, page 9 – for the second time in *Sidevalve News* – that on reg. no. FDY 414 they have put the '10' emblem on to the wrong side panel of the bonnet. The first time I noticed this was back in the February 2008 issue, page 7, in a picture showing reg no. EDA 383. This annoys me a great deal, as on both occasions the left hand side emblem is put on to the right hand side panel, and I personally have only got the right hand side emblem for my treasure. I enclose a picture to show what I am getting at.



### A cunning plan for Baldric

Leif Falk (member no. 779): One of the more irritating things about owning an Anglia from the 50s is its total lack of anything in the way of a decent headlight. Since I was born the same year as my Anglia (1955) I have no real idea about the reality of motoring in those days, except that it surely must have been grim! In trying to research this fact I found that many Swedish Anglia owners seem to have discovered, when the H4 lamps emerged, that the sort of reflector and bulb used on Volvo Amazons and 140s also fitted their cars perfectly. The problem with such an exchange was that very few seem to have considered also fitting any headlight relays. As wattage rose, so automatically did the need for these also rise.

As time passed, the majority of the cars got a fried ignition lock! The problem wasn't made smaller by the fact that the lock itself was considered a fairly expensive spare part, so many Swedish Anglias from those days seem to be equipped with a plethora of somewhat unorthodox solutions regarding the lighting department.

This very problem was apparent in Baldric, my 1955 100E Anglia, when I purchased him. Besides a very good coat of paint, Baldric is quite fantastic in the sense that no renovator ever seems to have ever touched him with their grubby mittens! Everything is like it was during the days when he was his owner's only option for personal transport.

Besides correcting any obvious items, like giving him a thorough wash and polish and a new set of new Lucas type mirrors, the only serious things I've done to him are a total renovation of engine and brakes.

I've been fortunate enough to stumble on a pair of brand new Volvo 140 H4 bulbs and reflectors and those have very rapidly been bolted onto Baldric. Next in the quest was to try to sniff up a light relay from a Volvo 140 to complete the picture, but after a brainstorm I realized that this wasn't the way to proceed. Why simplify things when you can manage them otherwise? After a deep dive into my 'got to have' box I surfaced with four single relays of the cheapest and not so very new sort. Eureka! After applying some electrical tape to make them twins, then drilling a hole in the appropriate place in the engine compartment, everything looked very nice.

I've used the old cables to the headlights as 'manoeuvre cables' for the relays, and am using a 2" cable as the main current supplier. I placed a contemporary period switch that I managed to find in one of the dashboard's many drilled holes – Baldric is a typical old warhorse and such holes are present, believe you me! Said switch was connected to the relays via said 2" cable and to the starter contact, and suddenly there were lights, glorious lights!

After checking there was no excessive heat in the relays when switched on, all seems to be well.

I also managed to find a radio set with polarity switch (rare as hen's teeth these days) and put some proper (modern!) speakers in the chassis support wall of the back seat. This type of mod must also have appeared in the British Anglias of the day, surely? Well, the only thing left to do is to repair a rusthole under the fuel tank, and, as Jamie Oliver tends to say a lot, Bob's your uncle!



Baldric before he got new mirrors, but at least had his relays provisionally put in place.

# Regional News

## Yorkshire

Nigel Hilling

### Area news

The end of another year and most of us will now have tucked up our cars for the winter or be stripping them for that promised rebuild.

By the time you read this we will just have had our Christmas gathering at Trevor Miller's Electra Cinema (Tuesday 14th December) and will be back to the normal meetings at the Black Bull, Midgley from January (last Tuesday of each month from 8.00pm).

The Yorkshire Dales Run mentioned in the last issue was postponed due to the number of other things going on in October but we hope to run it next Spring. We have had members at numerous events over the last few months, some of which are mentioned below but which also included the Ripon Racecourse Classic Show, Otley Vintage Transport Extravaganza and York Racecourse, all in September, and the Pickering War Weekend in October.

Have a good festive season and get prepared for next year's events.

### Commercial Vehicle Museum, Leyland

We accepted the invitation of the East Lancs group to visit the British Commercial Vehicle Museum at Leyland and used the occasion to organise a road run from Holmfirth up to Chorley to meet our hosts. A number of our regular road runners were busy that day but we still managed five vehicles with my 103E, Gerald Pollard's E494A, Julian Ashworth's 2xE493A and John Stathers' F4 Morgan. It was a nice bright day but cold for John in the open Morgan. We managed to find a reasonable route through Greater Manchester after having picked up Julian in Oldham and had a good couple of hours at the Museum. Most of us chose the quicker motorway route back to Yorkshire. Thanks to Godfrey Hands for organising the museum visit.

### Edinburgh Trial

As regular readers of this column will know the Motor Cycling Club's Edinburgh Trial is a classic reliability event for both cars and motorcycles and takes place in Derbyshire (not Edinburgh!). I was one of a number of Sidevalve powered entries to start the event but not all finished. David Child decided to borrow his son's Pop for the event and took said son as passenger, only to have an axle failure (stripped pinion teeth) on the second section. Mike Telford in the Tucker-Nipper Ford Sidevalve Special retired after the first section with another broken axle, and as



misfortunes are said to happen in threes, Michael Leete had axle problems just after finishing the trial in his Dellow.

Stan the Anglia performed reasonably well but the conditions were very slippery on a number of sections and we missed out on the awards. The infamous Bamford Clough defeated us again with the car suffering a sudden loss of power at a crucial time. This section was very slippery this year as David Manterfield found out when he tried to walk down this very steep section after having been spectating. He slipped and cracked a bone in his hand which was then in plaster for a few weeks, preventing him driving.

### National Mining Museum

This event held at Caphouse Colliery, near Wakefield, at the end of October tends to be the season closer for most as it is usually on the weekend that the clocks change and the



weather normally turns colder. The day itself was misty and cold but remained dry until mid afternoon when the rain came. This is an informal gathering organised by the Historic Commercial Vehicle Society and vehicles come and go during the day. There were 10 Sidevalves in total with a good cross section of types (2xE493A, 2xE494A, 2x103E, 100E, E83W, Sift Special, and F4 Morgan – see photos). Julian Ashworth and Steve McKenna came across from Lancashire for the event. The museum has free entry and underground tours are also available.



# Regional News

## Cambs, Lincs & Norfolk

Brian Cranswick

### Ramsey Museum Country Show, 26th September

Many thanks indeed to everyone who braved the wet day and supported this event, especially to the North London Group Sidevalvers who travelled nearly 70 miles. Attendees: Robin & Jennie (E04A), David Heard (103E Pop), and Ken Finch, Terry Tomlin and Stuart Cecil all in 100E Pops. Local members: Derek Windsor (300E Van), Bill Buchan (100E Prefect) and myself in my 103E Pop. We hope to return to the museum again next year.

### E493A restoration

New Norfolk member Chris Carr has just started to restore a barn-find E493A Prefect (Reg RPU 502). Judging from the condition of the car in the photograph this will be a mammoth task to undertake. However what will make things a lot easier with this restoration is that Chris has the skills needed. He is also owner of a body repair business which will certainly help.



### E494A spotted in Dorset

In Dorset recently I came across what looks to be an E494A Anglia, which was under a cover and all in bits waiting to be restored. It was parked outside the Coach and Horses pub on the A35 at Winterbourne Abbas. The pub was closed when I took the picture. Perhaps the landlord is the owner?



It's that time of year again so would like to I wish all the members a very Happy Christmas and all the best for 2011.

## Kent

Richard & Trish Greenaway

The time has come once again to put our Sidevalves to bed for a few months. At least it will give us time to do all those jobs that we had been promising to do, but never got around to doing during the summer months. But remember, don't leave them too long as it's surprising how quickly Easter will be upon us and who knows, if we get some good dry days in late winter it's always nice to have them ready to take out for a drive in the winter sunshine.

### Essex County Show, 11/12th September

We met up here with the Dobney family for the first time, who Glen was particularly interested in talking to as they also own a Escort 100E (although not at the show): in all the shows we have attended in the last couple of years, this will be the first Escort we have come across. Since the show we have exchanged several e-mails with Trevor & Angie Dobney regarding shows in both Essex and Kent, so hopefully next year we will see them popping down to Kent; likewise we hope to return to Essex a couple of time throughout the year.

### Paradise Collection (Private Museum), 26th September

This is a private collection, only open by invitation one day a year. Although in previous years it's only been open to the Model A Club, this year the invitation was opened up to the Y&C Club and the FSOE Club as they are all Sidevalves. Unfortunately we probably won't get invited again as between the two clubs we only managed to take along five vehicles: three Y&C and two 100Es compared with 30 or so Model As.

As this is a private collection I couldn't believe how many vehicles one man could own. It wasn't only the amount (which ran into hundreds) but the majority of them were in concours condition. It's one of those things that has to be seen to be believed. Although the collection consists of mainly Model As of all shapes and sizes, there were plenty of other makes to see. If we do get asked back again next year I fully recommend you go along and take a look for yourself. The only downside of the weekend was the journey home, although it was our fault as the weatherman did say there would be heavy rain in the south east during the late afternoon. The underside of the car got a good wash and as for people saying vacuum wipers are no good in the rain, we had no trouble at all: they only slowed slightly on a couple of occasions but a quick release/dab on the accelerator pedal soon sorted that out.

## Ofham, 24th October

This as far as I know is the only event of its kind to be held in Kent. Simply turn up on the day and find a space to park up in the centre of the village. As well as cars and bikes there was also a few steam vehicles and tractors. Included in the 200 or so vehicles on display we had ten members from the Kent group which for the time of year we were very pleased about: Kevin McGuirk, Sylvia Rolfe, Glen Woolway and ourselves in 100Es; John Farrer in his partly re-sprayed 300E; Steve Bond and John Isaacs in their Uprights; along with Ian Armstrong with his Siva Special. Special mention goes to Tony Young who bought along his 100E Anglia and his Upright Prefect, but there again he only lives a few minutes walk from the centre of the village!

I think what makes it such a special day is that there are so many cars and onlookers in such a small area. As well as the smoke wafting through the hoards of people you've got a couple of stalls selling hot dogs/burgers along the road side and the local pub brimming to the rafters as well as spewing out into the street. Whilst all this is going on the traffic is still trying to pass through the village in both directions. The only reason this event is allowed to take place like it does is because it is totally non-organised: people simply turn up on the day and do their own thing. Somebody was telling me it all started about 40 years ago with just a few locals meeting up at the local pub and over time it has expanded into what it is today. If only there were more shows like this, never advertised, no organisation, just simply turn up via word of mouth. Certainly one to attend again next year, weather permitting. Roll on October 2011.

### Richard and Glen hit the big screen again (hopefully)

You have probably heard by now that the BBC are making two further episodes of *Rock & Chips* (prequel to *Only Fools and Horses*). After our very brief glimpses in the first episode, Glen at least is hoping for a little more exposure. Just in case like last time you barely got to see his Escort 100E, we thought we would give him his own exposure in the magazine. Also taking part in the filming again was Robin Thake from the North London group. Although not confirmed, it's rumoured that the first episode will be broadcast on Christmas Day with the second to follow in the New Year.



Glen Woolway and Robin Thake with the cast of *Rock & Chips* (photo provided by Robin Thake).

Continued on page 8

# Regional News

## Kent

Continued from page 7  
**Bits and Pieces**

A very warm welcome to any new members from Kent who have joined the club in the last few months. If I haven't got round to speaking to/meeting you yet, remember we are only a phonecall/e-mail away so please drop us a line to say hi.

One thing that the Kent group is organising this year is a 2011 calendar. Although only organised at very short notice, hopefully they will be available by the time you read this. The plan was to have them ready by the December meeting/Christmas meal. We have printed a few extra over and above the amount ordered by our regular monthly meeting members, so if anybody is interested in purchasing one please ring or e-mail us. The size is A4, portrait picture top half and calendar at the bottom. Price is £5 including postage and packing.

Strong rumour has it that next year we will have a new member out and about at local shows in a 300E van.

Another 100E is unearthed from a garage in Gillingham after being in storage for the last 30 years. Hopefully you will see it out and about at a few shows next year.

Please note there will be no monthly meeting in December as we will be holding our Christmas meal on the 15th. Unfortunately this is only available to people that have pre-booked. But please remember we will be back to normal in January, meeting up at The Early Bird Pub on the third Wednesday of the month throughout the coming year. We are hoping to organise a few planned events throughout 2011: hopefully these will be listed in the February magazine or you can catch up to date by looking at the Kent section of the FSOC website ([www.fsoc.co.uk](http://www.fsoc.co.uk)) which can be found in the members' area. If you haven't made contact in any way with us yet, please feel free to come along and say hello at one of our monthly meetings where you will be greeted by a great group of people. The majority of people who have come along still keep attending. At the end of the day the more people that get involved, the easier it is to plan and organise different events for the group to do.

## A Big Thank-You

Can we both say a big thank-you to all the Kent members who have supported us during the first two years since we started the group. As I'm sure you all know, in that time the numbers have gradually increased and we hope you agree with us that the group is making good progress and that we have become a very friendly group here in the south-east. As we've said before, if there is any way you think the group could be improved, please let us know: we are always open to suggestions.

On that final note can we wish all members everywhere a very Merry Christmas and a Happy New Year.

## Surrey

Mike Jillians

Firstly, a warm welcome to John Cooper-Burrows, who I had the delight of meeting at the Kingsfold show in September. (More about this below!)

Show season is now well and truly over and I guess most of us are putting our cherished machines into a state of hibernation, ready to awaken in the spring and be fettled ready for whatever 2011 may bring?

Well, for a lot of us, there is the excitement of knowing that apart from our preferred 'stalwart' meets and shows for 2011, there are others which will be new to us and also others where we can meet up and merge with other areas of the FSOC should we so wish. Indeed, the Southern Sidevalve Day for 2010, held by the Kent group at Leeds Castle in Kent, was a great success which simply *has* to be repeated for 2011 (at whatever venue is decided in due course). It is such a fantastic sight: a load of various Sidevalves, all in one place.

Between we Regional Contacts, the next Southern Sidevalve Day should prove to be an even bigger gathering – as long as we get your support! Don't be reticent; a car with an aged patina is equally as welcome as a restored example or anything in between. Such shows are not staged to be judgemental or to score points over one another; it's simply a common interest in our sort of machines. If we all did nothing else but attend the intended Southern Sidevalve Day, what an attraction it would be – not only to ourselves but to the paying public (and press?) as well. Watch this space!

Anyway, on to other things. As I said in the October issue, I and my wife were going to attend two shows in September, mainly to enjoy them but also to see if they could be likely venues to include in a proposed event calendar for 2011.

The first was the Surrey Classic Vehicle Gathering on 19th September, which was hosted by the Surrey Classic Vehicle Club and held at the Rural Life Centre at Tilford, near Farnham, Surrey. We thought the venue was really good, their attractions providing a real trip down memory lane, and a charming setting amongst trees. A good day out with something for adults and kids (and really oldies) alike to see and do, with various craft stalls, specialist food stalls, jumbles, and including general foods, teas/coffees/beers etc. We were met there by Stan Bilous in his Sidevalve-engined Morgan three-wheeler (actually he hurtled past us en route!). Definitely a venue for 2011. See photo at top.

The second show was the Kingsfold Steam & Vintage Rally & Kite Festival which is held just south of Horsham, West Sussex, over the weekend of 25th/26th September. Their



Stan's three-wheeler, and friend

showgrounds actually straddle the Surrey/Sussex border, pretty much 50/50.

This show is big. There is everything from huge commercials to traction engines to cars to static engines to model boats etc. Commercial stalls, autojumble, fun fair, food stalls, craft stalls, beer tent ... it is all there! Also, all categories of entries and clubs are invited in turn into an arena where commentary is made by an obviously knowledgeable chap and the crowds applaud the entries. That was fun, and again, definitely to be considered a venue for 2011.

Now look at the photo below. This is a 1956 E83W steel-bodied pick-up owned by John Cooper-Burrows, as mentioned above: one of only three such bodied E83Ws apparently known to exist, with a believed genuine 23,000 miles on the clock and having been restored to a very high standard. John brought this along to the Kingsfold show and it attracted a lot of attention. Hopefully John will attend many shows throughout 2011, whereby you will be able to see this pick-up alongside various other Sidevalve variants.



Steel-bodied pick-up

Hopefully I will shortly meet up with a chap who has built his own Special utilising a tuned (aquaplane etc.?) Sidevalve engine and running gear. When I do, I aim to encourage him to show off his work!

For the 2011 season, the shows (so far) for consideration in participating are as follows:

1) early June (date tba); not a show as such but a good road run will be the 23rd London (actually Brooklands) to Brighton tulip style run. A bit expensive at £85.00 to enter (2010) but good fun with a good scenic route which varies year by year. Navigator essential!

2) Ardingly Vintage & Classic Vehicle Show (held at the South of England Showground,



# Regional Report

West Sussex) on 9th & 10th July (another 23rd year). Big show, stalls of all sorts galore, foods and drinks in abundance, fun fair, absolutely plenty to see and do for all ages, and with camping facilities.

3) Capel (near Dorking) Classic Car & Bike show. 20th August. This will be their 13th show and is held in aid of the restoration and upkeep of the 12th century village church. They like to see a donation with each entry but it is not conditional. A village fete style approach and a show which has grown and grown, attracting more than (I believe) 500 entries last year. All sorts of stalls, food, beer etc. Well managed and currently popular with Surrey Sidevalvers. A very good day out.

4) Cranleigh Classic Car Show (& Autojumble) – just outside Guildford and to be held 21st August. Run by the Cranleigh Lions Club in aid of local charities. This will be their tenth show and another which just gets bigger and better, attracting 1200+ cars alone last year. Again, loads of stalls of all sorts, foods, beers etc.: plenty to see and do for all ages.

5) Bluebell Railway Vintage Transport Weekend – date tba but probably mid to late August. Held at the Horsted Keynes (West Sussex) station. A smaller, friendly show attracting say 200ish entrants of traction engines, classic cars and bikes and classic agricultural machines. No stalls other than teas/snacks but with rides on their trains and bars and restaurants at their stations. Good amenities and a good day out for all.

6) Surrey Classic Vehicle Gathering – date tba but likely to be mid September. Good show; see text above.

7) Kingsfold Steam & Vintage Rally – date tba but likely to be end September. Again, see text above.

A club presence at any show is only worth organising if there is sufficient uptake and so although it is obviously early days for 2011, please give the above some consideration. I am hoping to be able to confirm the 'tba' dates for the February issue or April at the latest. If anyone has any suggestions for any other shows or events for 2011, possibly one they have been to and enjoyed in 2010, please let me know so I can offer it as a possibility in the February or April issues.

## John Duckenfield

A very Merry Christmas and a Happy Sidevalving New Year!

### North Yorkshire and Teesside

I am very pleased indeed to inform members that the Club has a new Regional Contact. From 1980 to 1987 Martin Hatfield was Area Organiser for North Yorkshire and he has agreed to become once again the Club's representative in North Yorkshire and Teesside.

Martin is a Ford Sidevalver through and through! In fact, there have only been four years of his life when he or his family has not owned a Sidevalve. He was even taken home from maternity hospital in 1956 in a Model Y!

He joined the FSOC in 1977 when he bought his first Pop (reg. no. 6508 EV) and currently has two 100Es: an original coloured Monza Red 1959 Prefect called Robert RedFord which he has had for 28 years; and a 1955 Ludlow Green Prefect which he has owned for 18. He says it has never been welded and is in very sound condition. Martin has also owned a black 1959 Morris Minor for the last five years.

Having checked the membership lists, there are currently only about 20 members in the postcode areas DL, TS, HG and (north of York) YO. Such relatively low numbers may well explain why the original group in the area folded. The role of a Regional Contact has, however, changed in recent years. Now it is as much to do with representing the FSOC on the ground and being a point of contact for members as it is to do with organising a regional group. Equally important, Regional Contacts are the means by which FSOC members can have a voice in the way the Club functions. True, members can have their say at the AGM but Regional Contacts can and do voice the opinions of group members at the annual Regional Contacts' meeting. Through this and other mechanisms, matters are then brought to the attention of the committee.

Having said all that, Martin would be happy to start a regional group if there is enough support for one. Obviously, with relatively few members in the area it wouldn't be a large one but just three or four members meeting regularly or representing the FSOC at local events can still be of great value to the Club – and of course, to those individuals involved. He would be delighted if any FSOC members in North Yorkshire and Teesside were to contact him, especially any former members of the North Yorkshire Area Group. Other members of course are also warmly invited to contact him and even if there is not enough interest to hold regular group meetings then he is very happy to help and support members in any way he can. His contact details can be found on page 2.

## Gloucester, Hereford and Worcester

I am very pleased indeed to report that John Pole has said he would once again be willing to be Regional Contact for Gloucester, Hereford and Worcester. On behalf of Club members in that area I would like to welcome John back and, at the same time, sincerely thank Len Shorthouse for his interesting reports in *Sidevalve News* which helped group members keep in touch with what was happening.

As soon as he is able, John will carry on Len's sterling work but in the meantime he would very much like to hear from members in the area. By his own admission, John has not been as involved as much as he would have wished during recent months due to other commitments but he is hoping that the Regional Group, perhaps in the form of a 'general interest vehicle group' will be well supported by members. His contact details can be found on page 2.

### No Regional Group in Scotland!

I recently received a forwarded email from a new member in Scotland expressing disappointment that there are Regional (International) Groups in Canada and Australia but that 'Scotland has been totally neglected' and 'would it be possible to organise something for Scottish members'!

In order for there to be a Regional Group there has to be a local, Regional Contact. The reason for there being no Regional Group in Scotland is as simple as that! Like this new member, I too am disappointed that the FSOC is not formally represented in these areas.

### Regional Contacts' Annual Meeting

The Regional Contacts' annual meeting was held on 9th October 2010 at the Coventry Transport Museum. Eleven Regional Contacts attended together with a number of Club officials and several Regional Group guests.

It was an extremely enjoyable, interesting and worthwhile meeting which not only gave the opportunity for Regional Contacts to meet informally but also gave them a chance to discuss common issues relating to regional group activities. Several constructive suggestions emerged in a healthy exchange of views and ideas which will be brought to the attention of the committee and acted upon. In this way the views and opinions of members throughout the country are heard by those responsible for running the Club.

Regional Contacts have, therefore an important role within the Club, irrespective of whether or not they co-ordinate a group, being representatives of the Club on the one hand and the voice of the membership on the other. If you would like to know more about what it involves, please get in touch. My contact details can be found on page 2.

# Regional News

## Merseyside

Joe Wheatley

### Freddy

I was becoming increasingly worried about Freddy's habit of wandering about like a drunken sailor. I had already fitted a new pair of front shock absorbers (the rear side was leaking) but this had not really improved things. Dave Rothwell had a quick drive around the block and pronounced that the steering was the worst he had ever experienced in an Upright! A knackered, over adjusted steering box was diagnosed. Dave condemned my spare steering box as no better than the one on Freddy. However he sold me a good second hand replacement that I checked out and repainted during the following week. Alex helped me fit it and I'm pleased to say it has made a huge difference to Freddy's road manners. A new rear spring and shockers should sort out the remaining excessive body roll, but that is a job for the winter!

Continuing the report on the 30 or so events attended by members of the Merseyside group during Summer 2010 ...

### Oldham static car show with TVCCC, 11 July

I think one or two of our north Manchester members attended: certainly Julian Charles and pal Neil took his two E493A Prefects. I get a bit confused as Julian has won so many prizes with his Prefects since he started attending shows last year! So far this year his green E493A has won: 4th July, St Helens show, 1st prize in class B (cars manufactured between 1941-1950); 10th July, car show at Bardsley, Oldham: 1st prize car of the show. His maroon E493A has won: 20th June, car show at Ashton under Lyne (organised by the TVVCCC), 1st prize for best post-war saloon; 8th Aug, A6 charity run from Manchester to Buxton on behalf of TVVCCC, 1st prize for best post-war saloon.

### Our own 'show' at the Bottle & Glass, Rainford, 17 July

Once again Sue, the landlady at our regular haunt, had asked us to put on a little show. Altogether we managed to attract 15 Sidevalves, 16 if you include the MO type Morris Oxford that belongs to a friend of Arthur Speakman. All our regulars were in attendance and several folk from other local clubs joined us, bringing the total to over 20.

### Hebden Bridge VTW (Northern Sidevalve Day), 31 July-1 August

We had agreed that this event would be our Northern Sidevalve Day this year and we eventually had 22 Sidevalves on display. Our biggest FSOC event so far this year! It is

noticeable that most attendees at our shows now have an Upright. When I joined 18 years ago 100Es far outnumbered the older cars. Where have all the 100Es gone? And from where have all the Uprights appeared?

### Woodvale Rally, 7-8 August

This is not the best car show in the North West, though there is plenty of room for vehicles and lots turn up. Perhaps because of the ample space, clubs do not seem to make much effort to 'dress' their stands. Most of the most interesting vehicles were in the 'singletons' area (individual entries). These included a Bentley 3 Litre and a Blower Bentley (fastest trucks in the 1920s) with some other nice pre-war cars.

Because of the need to pay for entry in advance (£5 per vehicle) I only applied for 12 passes. As a result we only had 8 cars on Saturday and 9 on Sunday in a space that would have accommodated three times that number. However we put on a good show compared to some others. Bernard Ellicott modified the entrance gate to accommodate the new FSOC banner. This and some FSOC bunting ensured we were far better dressed than most stands. Bernard Ellicott, Ian Trimble, Neil Turner (100Es), myself, Julian Charles, Alan Tomlinson (E493A), Steve McKenna, Steve Rooney (103Es), Bruce Allen (Model Y), Arthur Speakman (Falcon Caribbean) and Peter Tinsley (E494A on Sat & V8 Pilot on Sun) were there and even the Sidevalve-less Dave Broad borrowed a Mk III Cortina to join us.

### Astle Park Steam Fair, 14-15 August

In our corner of the field was a very nice black 7W. I thought it might have been the 7W previously owned by Peter Tinsley, but this one did not have a sunshine roof. Shortly after Tony Ikin arrived in his Wolsley 1500 (traitor!), Tim Green from Nantwich, the owner of the 7W returned. Apparently the car was owned by his uncle and had been in the family for some time. Recently recommissioned, this was one of the first trips out in the car. It was being a bit reluctant to start so we all chipped in with various bits of advice and I hope that Tim will join the FSOC shortly.

A good display of steamers and some very interesting commercials. My favourite was a huge aluminium bodied articulated tipper / dirt carrier (You know the type? U shaped cross section body with external ribs in the aluminium 'box' loaded from above and tipped out of two side opening doors at the rear.), green tarpaulin tightly lashed down across the top. However when the rear doors were open you could see that the interior had been kitted out as a (large) camper van! All the fittings were in tongue & grooved pine (it looked like a mobile sauna) with kitchen at the rear and bedrooms towards the front. There were even skylights in the 'tarpaulin' roof. Very neat and very clever.

## Gloucester, Hereford & Worcester

Len Shorthouse

Not a great deal to report as our members' travels have been few these past two months. My 103E Pop, Molly, staggered on for a few runs with the Forest of Dean Historic Vehicle Club but is now awaiting a new head gasket.

Brian Bedford, who represented our region at the November NEC Classic car show with his E493A Prefect, attended a Severn Valley Railway car show at Highley Station – a good location as here you get a free entry to the Railway's Engine House which is very impressive.

Mike Whitworth with his E494A Anglia attended the Peopleton Autumn show along with his son Simon in his 420G Jaguar: bit of a contrast there. I wonder how much start Simon gives his dad before starting out to attend the same show? Mike remarks that it was a most enjoyable day and, just as important, the weather stayed fine. Mike got into conversation with the owners of a recently completely restored Anglia and was not sure if they were or were to become members of the FSOC.

He followed this up with a run to Toddington Station for their Transport Nostalgia day. A large number of cars was on view and for bringing along your classic car the reward was a free train ride and visit to Winchcombe Station, where there was also a smaller collection of classic cars. This station is a gem and worth travelling to just to visit the railway museum and garden. The museum you will find contains a unique collection of railway artefacts.

John Pole has indicated that he is now in a position to fix all the metal work (bonnet, wings, etc.) of his 1948 E93A Prefect.

Richard Thornhill with his 1956 Ford Popular attended the last Steam and Vintage Extravaganza Show to be held at Kemble Airfield. Here the main highlight was a Vulcan bomber which gave an air display. Next year the show is moving to South Cerney Airfield near Cirencester.

Jon Simpson and his E04C van, along with Derek Powell with his E83W van, attended the Ashley Lovering Halloween Show, Swansea, which was raising money for Macmillan nurses. The event raised over £2500. A good show with over 80 vehicles, but only our two members were flying the flag for Sidevalves. Jon made full use of his 12 volt lights on the return trip over the mountain, remarking that they are excellent compared to the 'old' 6 volt system.

This will be my last report for the region and so I wish the region members and all FSOC members an enjoyable ending to the year and best wishes for the future.



# Pre-War Register

Yvon Precieux

01475 529267 (6-9pm)

## Registrar's comments

Another good year with a very good standard of new cars, especially with the Model Ys, Cs and 7Ys. Keep up the good work. You certainly are keeping me on my toes with the number of e-mails that are coming through. I do have the information catalogued, so it's not too much effort to answer most queries ... so anyone wishing to take over when I become too old should have no problem. Anyway, thanks for all the contributions and some of the more interesting queries that I have received for some time. To all of you, I wish you a Sidevalve Merry Christmas and totally intoxicating New Year and I look forward to 2011 with more members, more cars and, yep, more queries.

Just one final comment and that is to recommend a company called Brost Forge Ltd, who repair, re-temper and reinforce leaf springs. Telephone 020 7607 2311, near to Pentonville prison. They have been in business for years and their prices are extremely reasonable. I had a busted /corroded Bowden suspension main spring and they repaired and reconfigured the whole spring for just £55.00 ... Mind you, I did have to hump it to and from Scotland.

## My Model Y Pick-up, by Lisa Pawsey

In July this year there was a little classic car meet in a small town called Braunton, North Devon. As far as I was aware this type of event had not been held for the last couple of years, but this year the weather was fine so I thought I would go down for a bit of a look. It's only about five miles from where I live. There was quite a collection of cars at the event, the majority being highly polished, supercharged beasts that had clearly had an awful lot of money spent on them. Then, away from the main show display, tucked away, was a little brown pick-up looking a bit rejected, and definitely not shiny and sparkling like the rest of the cars. (Photos 1-5) Instantly I fell in love with this car so I took a couple of photos of it and stood staring at it for about 20 minutes, before wandering off to get a coffee.



Photo 2

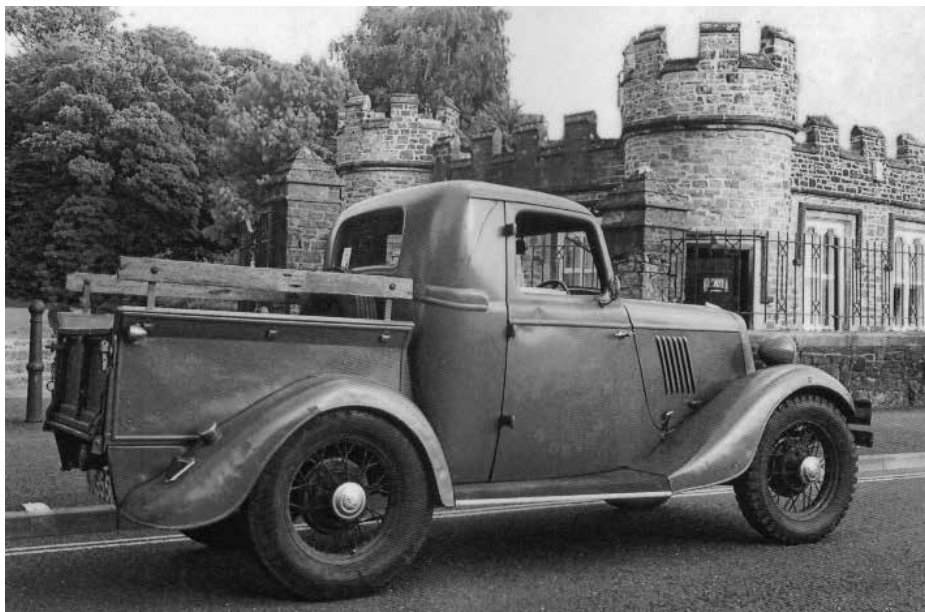


Photo 1

I had gone to the show with my parents, my sister and my nephews who went off to look at the rest of the cars. I lingered and ventured back to the little truck for another look. I stuck my head in the open window and there was this crumpled piece of paper lying in the footwell, saying 'For Sale' with a phone number. I didn't think it was for the little brown truck but my curiosity got the better of me, and I wrote down the number regardless. The truck remained on my mind for the rest of the day after I had left the show, and that evening I dialled the number I had taken down. A man answered and I asked about the truck. He confirmed it was for sale, and informed me that as yet nobody else had phoned about it. We arranged for a good time for me to go and have a look, even though I had spent a long time looking at it that day! I couldn't stop thinking about the little truck in the days before I was going round to meet the seller. A couple of days later, I turned up on my motorbike and there was the little truck parked up in the road waiting for me.

I stayed for a long time trying to get as much information as I could. Historywise, it appears that the truck had been used to keep chickens in on a farm up on Exmoor sometime in the 1980s. The man who delivered to the farm had asked about buying it at the time, but the farmer's wife had said 'no' as the chickens would have had nowhere to live. The delivery

driver then returned to the farm sometime later and with the farmer's wife still away, he asked the farmer to sell it. The farmer agreed in the absence of his wife, and the deal was done. £10 later, the car was dragged out of the farm. I believe it had stood in that same state for quite some time.

I took the little pick-up out for a test drive and the grin on my face could be seen for miles. We went down a narrow track which heads down towards the beach and I had to pull over to let a huge 4x4 through. The driver stopped at my window and said 'I love your car!', to which I replied 'its not mine - YET!!'

So, obviously the deal was done, but I could not pick it up for a week. I must have phoned that poor man every evening to make sure he hadn't changed his mind about selling it to me! He was a most helpful person and as he had put so much effort into rebuilding it I was surprised he had decided to sell it, but he has another project. His name was Alan Westbrook. It was my birthday the day after collecting it, and my friends had clubbed together and bought me a subscription to the Y&C Register. I was so amazed and grateful! We put our heads together and came up with the name Billy which I think really suits the pick-up.

Now Billy never sees the rain; he gets covered up with blankets and has his very



Photo 3



Photo 4

# Pre-War Register contd

own garage. Since having him I have entered him into the Combe Martin carnival, with my nephews and dad sitting in the pick-up. He had literally hundreds of photos taken of him. I was asked to drive Barnstaple's Mayor and Mayoress in the town carnival as lead car. Unfortunately, although I turned up as planned with people taking photos etc, the Mayoress refused to get in it. Clearly she had no taste! A woman crossing a small dual carriageway on foot stopped in the middle of the road and was shouting 'I love your car, it is amazing!' which was very nice, but from the pavement would have been better.

I have had lots of offers to buy Billy 'right here, right now!' but he is no way for sale. Hotrodders especially can stay well clear. Next year I am going to take Billy to lots more events. He is well known around the Barnstaple area now and everyone (except the Mayoress!) loves him. I will keep the Pre-War Register posted on our antics!



Photo 5

*Registrar's Comments:* Lisa has a most interesting and quite unique vehicle. From the photo I can gauge that the vehicle was a car originally. The Briggs body number of 164 gives the game away: originally a Fordor (four door) built in July 1937. It was certainly one of the last four door models built with its number being just some 50 odd models from the end of the run. The rear panel and the portion of the side panels of the original car complete with rear window is cleverly attached flush to make a cab. The Model Y pick-up has been converted to 12 volt and as can be seen the engine is a 100E unit with a Fish Reece carburettor. Model Y commercials were devoid of running boards and only the early vans had front bumpers. The spare wheel was carried on the door. Of interest is the loading area as this type of rear pick-up body was not seen on these vehicles until later. It is very similar to the Anthony Hoists steel pick-up bodywork attributed to the 10cwt 10hp E83W, but with the absence of the lugs that provide further strength via the wheel arch to the sides. Possibly an early version? Historically, commercials were difficult to obtain after the war years and many cars were converted to vans and trucks. My 1935 C was originally a truck converted into a van in 1946.

I am not surprised that Billy the pick-up is well liked. It is different and shows that

when the car bodywork became too obsolete, conversion to a pick-up could be done with an aesthetic eye.

## Letters and Queries

*Barry Smith Cars via Beverley Smith*

This referred to a query on a Ford Model Y the company were currently restoring with some questions on interior colours, especially black, as throughout the restoration the aim was to keep it as authentic as possible, so colour choice of the interior was vital in keeping to that wish. The car in question had a registration number with initial letters of JO. A 1934 intermediate model, it was registered in 1934 and is a blue four door model with sunroof. (The car was confirmed as Coronation Blue and is to be identified with cloth upholstery and cream wheels.) Details of the FSOC have been provided.

*Professor Peter J Helms, University of Aberdeen (1937 Model Y)*

Here a previous electrical problem had been sorted out and was down to a corroded earth connection. However there was a problem with a rear shock absorber which was leaking and needed replacing. Later cars used the Armstrong pear shaped shocks and although Peter managed to obtain a recon replacement he found that the fitting to the chassis was not quite the same, although looking very similar and with the mounting holes in the same place. (These units are particularly difficult to service and were used on many 30s vehicles, hence they do differ.)

*7Y Historic stock cars*

Richard Hudson has two 7Ys with a difference. Both are historic stock cars F2 BriSCA bodywise and very solid; both still retain all Ford running gear but with welded differential. Richard hopes to convert back to road use a.k.a. Specials rod type as both run very well but are not fond of tarmac with locked diffs. The Ford chassis are still in place but welded to a more substantial frame, and have been owned by the same family for many

years. Chassis numbers appear to be in place. More info in the next issue, with photos.

## Membership

A welcome to Damian Boddy and Michael Stubbings (7Ys). Photographs and more detail will be included in the next issue.

## The first Dagenham-designed small Ford

The new 7W model was refreshingly new from the initial Model Y that had similarly been acclaimed in 1932. Five years had certainly made a difference. What did this car have that the Model Y and C didn't? Well, for starters there was the much-improved Girling compensated braking system, albeit by rods rather than cables; Easiclean wheels, that took little time to clean after a muddy journey; and even more wonderful, a roomy luggage carrier in a proper boot with an additional opening panel for the spare wheel. Even the body had been extended on some models with an extra 3" inches in length, and although mechanically the engine had been detuned slightly with a lower compression ratio, the performance had not suffered. In fact the majority of the longer length models, the 7W and Prefect E93A and E493A, do have that bit more stability on the road. The 7W, 7Y and E93A models followed the streamlined design of the day moreso than the Model Y and C that were also sometimes described as being Art Deco. The Dagenham models followed the new principles of design with a streamlined sloping rear panel that included the boot with square body sides with minimal protrusions. This was to enable the flow of air from the rear gentle panelwork to meet gradually with the body sides to glide and exit from the car in the same direction of flow. Those bulbous headlamps were there for a reason. Equally designed for streamlining, the front of the car required rounded front wings to sit well over the wheels with the front bonnet converging to the narrow shape of the front cowl. It's amazing how much is forgotten today. (Photo 6)

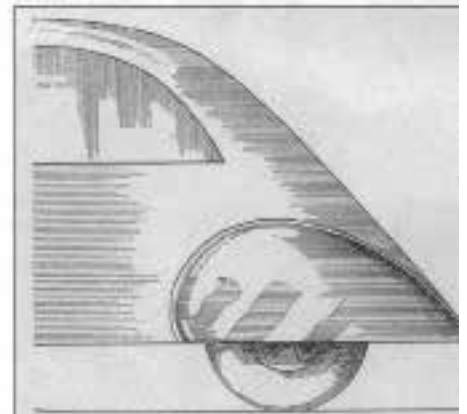
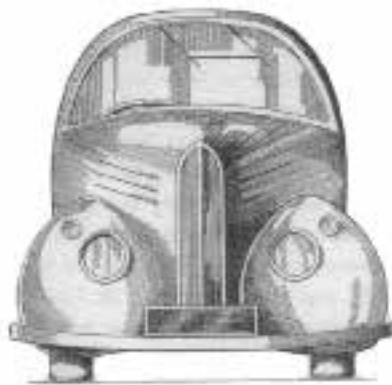


Photo 6. (L) "Narrow V-shaped radiator, sloping backwards. Rounded front wings coming well down over the front of the wheels and covering the sides as much as possible. Windscreens sloping away from front." (R) "Rear wing covering as much of wheel as possible in the form of a spat."





## December 2010 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

**Minimum order £10.**

### Regalia List

#### Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.75
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.25
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.95
Reprint Workshop Manual for 100E and 300E.....	£25.55
Reprint Parts Manual for 100E and 300E.....	£20.50
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£9.75
The John Howe Book of Cartoons.....	£6.10
Ford Motor Cars, 1945- 64.....	£8.95
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£20.95

#### Stickers

Running In Instruction Sticker (Upright).....	£0.95
Running In Instruction Sticker (100E).....	£0.95
Window Sticker-FSOC design.....	£0.86
Silver Jubilee Window Sticker.....	£0.68
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each.....	£1.20
FSOC 30th Anniversary Sticker.....	£0.68
FSOC 40th Anniversary Sticker.....	£0.92

#### Magazines

Binder for Club Magazines (holds 2 years).....	£8.25
Following back copies of Sidevalve News available.....	£0.99
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, October, December	
2010 February, April, June, August, October	

#### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.77
Running in booklet Anglia / Prefect (date 9/49).....	£1.77

#### Models

Ceramic Cream Model of 103E Popular.....	£5.50
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

#### Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.50
FSOC Grille Badge: Round or Square.....	£10.65
Register Grille Badge: Popular/Prefect/100E/107E.....	£10.25

#### Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.85
<i>Racing Green in SM/Med</i>	
<i>Burgundy XXL, and Navy in Med/XXL</i>	
<i>Royal Blue in Med/L/XXL;</i>	
<i>Red, Black or Sky Blue in Med/L/XL/XXL; Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£14.50
<i>Lemon, Sky Blue or Emerald in SM</i>	

#### T-Shirts

Model designs.....	£9.25
<i>E83W picture printed on front in Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£8.50
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED, Royal or Black MED</i>	

#### Other Regalia

DVD of Ford Archive material and FSOC events.....	£5.95
Licence Disc Holder.....	£0.85
Blue FSOC Mug.....	£4.65
FSOC 40th Anniversary Beer Glass.....	£19.99
FSOC 40th Anniversary Beer Tankard.....	£22.50
Tea Towel, All models design.....	£4.25
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£2.15
Pack of two dusters.....	£4.00
Pack of three dusters.....	£5.95
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

### 100E and 107E Spares List

#### Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit.....	£3.70
100E-2038	Adjuster repair kit (front).....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder.....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit.....	£9.95

#### Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.75
100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00

100E-2103	Late hand brake lever.....	£14.00
100E-2119-B	Compensator (hand brake cable).....	£5.20
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order).....	£29.95
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57) Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E-2295-B	Hand brake cable.....	£32.50
100E-2857B	Hand brake clevis.....	£1.50

#### Steering and Front Suspension

E55-DB1	Top suspension mount.....	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£23.00
	Suspension insert.....	£65.00
	Suspension insert plus top suspension mount.....	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts.....	£190.00
100E-1190	Hub seal 0.983".....	£7.00

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

105E-1190	Hub seal 1" .....	£7.00
Y-1202	Hub bearing inner 0.983" .....	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member) .....	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *) .....	£27.50
100E-3289/90-B	Pair track rod ends .....	£22.00
100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
100E-3591B	Steering box oil seal (early and late models) .....	£7.25
	Front suspension bush kit - 4 x E-10-DB- and 8 x 3063 .....	£25.00

### Rear Axle

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

### Exhaust

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

### Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040") .....	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040") .....	£38.00
E93A-6256-A	Cam shaft gear .....	£27.00
E93A-6270	Timing Chain .....	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025" .....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£28.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover.....	£5.00
100E-6505	Exhaust valve.....	£7.50
100E-6505	Exhaust valves (per set of 4) .....	£26.00
100E-6507	Inlet valves (per set of 4) .....	£20.00
100E-6513	Valve springs (per set) .....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch .....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set .....	£25.00
E81Z1	Decoke gasket set .....	£25.00
353000ESA	Core Plug .....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£29.50
	Small end bushes (set of 4).....	£23.50

### Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *) .....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only .....	£4.00
100E-2140	Master cylinder.....	£72.00
E66-Z-1	Master cylinder repair kit .....	£7.00
E74-7580-A	Release bearing.....	£14.50
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-6763B	Oil filler tube.....	£15.00
100E-7039	U / J repair kit .....	£13.95
100E-7052	Front oil seal .....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
100E-7111	Counter shaft.....	£31.00
100E-7114B	Gear and bush assembly .....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.28
100E-7223	Gearbox lid gasket .....	£0.90
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *) .....	£30.00
100E-7657	Rear oil seal .....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£44.50
	Ring speedo gear retainer .....	£1.00
100E-17286		

### Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.80
100E-8115	Radiator drain tap (not original) .....	£3.50

100E-8260A	Early top radiator hose, 100E only .....	£15.40
100E-8260B	Late top radiator hose, 100E only.....	£12.25
100E-8275	Water inlet tube.....	£8.20
100E-8286	Bottom radiator hose, 100E only.....	£12.00
100E-8501	Water pump, 100E only (old unit must accompany order) ....	£55.00
100E-8507	Water pump gasket.....	£3.00
116E-8575	Thermostat .....	£5.50
EOTA-8620-C	Fan belt, 100E only.....	£6.00

### Fuel System

	Fuel pump with spacer (no primer) .....	£43.50
	Petrol filler grommet.....	£12.50
	Gasket (fuel tank sender).....	£1.00
100E-9276	Flexible fuel pipe .....	£14.50
100E-9288	Hot spot gasket .....	£1.95
100E-9437	Rubber (air cleaner) .....	£7.25
100E-9627-A	Gasket carburettor float chamber .....	£1.45
100E-9959		

### Electrical

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *) .....	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *) .....	£43.00
E93A-10043	Brushes (EOTA Dynamo).....	£4.75
105E-10043	Brush set .....	£4.50
E274-CQ-1	Pinion (starter motor drive) .....	£11.00
100E-10505-B	Voltage regulator (push on terminals) .....	£28.00
EOA-10505-D	Voltage regulator (screw terminals).....	£28.00
100E-11001-C	Starter Motor (please send old unit with order) .....	£45.00
105E-11057	Brush set starter motor.....	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt .....	£3.50
100E-13450B	Rear light lens, red.....	£14.95
300E-13450	Rear light lens, red.....	£14.95
E0A-13480	Brake light switch .....	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
100E-134641-C	Pair of rear red tail light lamp lenses .....	£26.50
50563-S		

### Ignition System

	Emergency Breakdown Kit (round type distributor only).....	£56.50
	Set 100E ignition leads .....	£14.95
7V-12098	Nut H.T. lead distributor cap (set of 5) .....	£3.00
	Distributor only (rebuilt-exchange £10 surcharge) .....	£50.00
	Distributor cap (D type).....	£25.00
100E-12116	Distributor cap (round type) .....	£14.75
105E-12116	Contact set (D type distributor only).....	£6.50
100E-12199	Contact set (round type distributor only) .....	£14.20
EOTA-12199-C	Rotor arm .....	£3.25
100E-12200	Condenser (D type distributor only) .....	£6.50
100E-12300-B	Condenser (round type distributor only) .....	£6.50
105E-12300-A	Spark plug .....	£3.00
100E-12405-T		

### Badges

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

### Miscellaneous

E40GB1	Gear lever gaiter .....	£25.50
100E-17262	Speedo cable .....	£21.50
100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
100E-7042084-B	Rear screen rubber-deluxe only .....	£29.95
100E-7303110	Front screen rubber .....	£29.95
EOA-732003-B	Floor grommets-per set of four.....	£5.15
100E-7322610	Interior door handle .....	£8.95

## 107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only .....	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£7.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
E72-Z1	Clutch slave cylinder kit, 107E only .....	£4.00
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *) .....	£26.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
107E-8260	Top radiator hose, 107E only.....	£10.75
107E-8286B	Bottom radiator hose, 107E only.....	£12.50
105E-8501	Water pump, 107E only .....	£40.00
105E-8620	Fan belt, 107E only.....	£3.00
105E-9448	Manifold gasket, 107E only.....	£2.00
107E-9959B	Float chamber gasket .....	£2.00
105E-12116	Distributor cap (round type) .....	£14.75



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

EOTA-12199-C	Contact set (round type distributor only) .....	£14.20
105E-12300-A	Condenser (round type distributor only) .....	£6.50
105E-10043	Brush set .....	£3.20
105E-11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

## Spares List for 8 & 10hp Type Models

### Rear Axle

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.00
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly .....	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W) .....	£76.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only) .....	£66.00
	Rear Wheel Bearing Kit (fits all models except E83W) .....	£160.00

### Braking System

YE-2019A }		
CE-2019B }	Brake Shoes (set of 4-all models-	
7W-2019 }	exchange £10 surcharge) .....	£55.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y .....	£20.00
7W-2035	Spring (brake retracting) not E83W .....	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W .....	£18.50
E83W-2035	Spring (brake retracting) E83W only .....	£5.80
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.99
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W) .....	£10.15
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.55
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.55
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.80
	Brake pedal return spring .....	£5.75
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W) .....	£60.95
YE-2793	Spring (handbrake lever pawl) .....	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W) .....	£24.95
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.20
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W) .....	£0.06

### Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£24.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans .....	£65.00
	Track Rod Ends (pair) E83W .....	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.85
YE-33111	King Pin Set, complete (Model Y) .....	£70.00
CE-33111	King Pin Set, complete (Model C) .....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans) .....	£79.75
E83W-33111	King Pin Set, complete (E83W) .....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.30
YE-3616B	Horn Button and Nut (Y model).....	£5.75
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.60
E493A 4050	Retainer (rear axle shaft grease) .....	£7.25
Y-4217	Bolt (diff gear case) .....	£3.25
18-4217	Bolt (diff gear case) .....	£4.00
E83W-4234A	Shaft rear axle (Half Shaft).....	£50.00
Y-4235A	Shaft rear axle (Half Shaft).....	£45.00
E93A-4607	Pin (Drive Shaft).....	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£2.49
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E ....	£20.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E ....	£20.00
E83W-18055B	Front Shock Absorber Link to fit E83W .....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W .....	£25.00
	Shock absorber (specify which one required) .....	£85.00
	Front wheel bearings (wheel), specify model.....	£56.00

Front wheel bearings (per axle set), specify model.....	£110.00
Suspension Buffer (fits all models except Model Y) .....	£15.95

### Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system .....	£105.00
	E83W stainless steel exhaust system .....	£99.50
	E93A-5230/Prefect and 7W stainless steel exhaust system .....	£195.00
E93A-5230 / E04A-5255-B Y-5251	Anglia, 103E and 7Y mild steel exhaust system.....	£165.00
	Manifold to exhaust clamp .....	£9.95

### Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly .....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) .....	£8.75
	Front Engine Mounting bolt .....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
E93A-6270	Timing Chain .....	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6310	Crankshaft Oil Slinger .....	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.95
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set) .....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£19.50
Y-6520	Valve Cover (fits all engines) .....	£7.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines) .....	£4.95
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£4.05
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines) .....	£2.10
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.75
YE-6623	Oil Pump Screen (fits all engines).....	£9.75
	Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines) .....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040") .....	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040").....	£43.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34) .....	£35.00
	8hp decoke gasket set (1935-1953) .....	£45.00
	10hp manifold gasket.....	£7.25
	Manifold stud .....	£4.95
	Manifold stud (set of 4) .....	£18.80
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket .....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only).....	£90.00

### Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.75
Y - 5102	Gearbox Rubber Mounting (Y and C models only) .....	£30.75
	Gearbox Mount Upper (not Model Y or Model C models) ....	£9.95
	Gearbox Mount complete, per side .....	£20.95
Y-7015	Main Drive Gear (8hp) .....	£35.75
YE-7015	Main Drive Gear (10hp) .....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear .....	£1.25
7W-7050	Retainer (main drive gear bearing).....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£2.99
YE-7059B	Mainshaft and Bush .....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.95
Y-7069	Washer main shaft intermediate gear thrust .....	£3.00
E04A-7070	Retaining Ring (snap ring) .....	£1.50
YE-7071B	Washer intermediate gear thrust washer.....	£7.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7086	Gearbox rear gasket.....	£4.50
Y-7111	Layshaft.....	£41.50
103E-7114	Counter Gear (10hp) .....	£46.95
Y-7119	Washer (Counter shaft gear thrust) .....	£6.28
CE-7141	Reverse Gear.....	£29.95

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

YE-7222	Selector Housing.....	£19.05
Y-7223	Gearbox lid gasket.....	£4.50
Y-7523	Clutch return spring.....	£5.30
7W-7533	Clutch linkage clevis pin.....	£2.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£25.00
7W-7561	Clutch Release Bearing Hub – All models.....	£19.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order).....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order).....	£66.00
E74-7580A	Clutch release bearing-All models.....	£14.50
E70-7600-A	Clutch Pilot Bearing.....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter.....	£19.95
Y-5102	Large selection of used gearboxes available (collection only).....	£30.00

**Cooling System**

Water Pump Repair Kit.....	£32.00
E0A-8100	Radiator Cap (pressure type for 103E and some E493As) .....£4.95
Y-8109	Radiator cap (brass screw type).....£6.95
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....£4.65
	Radiator Hose (moulded-E83W-state top/bottom) .....£10.50
	Radiator Hose (moulded-bottom).....£12.50
	Radiator Hose (moulded-top, pressurised radiator cap .....£15.99
	Radiator Hose (moulded-top,brass non-pressurised radiator cap).....£11.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....£89.00
YE-8606B	Fan Blade (11”).....£5.90
E93A-8610C	Pulley (fan and generator 3.12” O.D.) .....£7.90
E494A-8610	Pulley (fan and generator 4.12” O.D.) .....£7.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....£7.95
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....£7.99

**Fuel System**

	Fuel Pump with spacer (no primer).....	£43.50
	Fuel Pump repair kit.....	£27.45
	Fuel pump stud.....	£4.95
	Fuel pump stud (set of two).....	£9.60
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A / E493A Petrol Filler Grommet.....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£1.97
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models).....	£3.10
YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order).....	£80.00
	Rebuilt 10 hp Carburettor (exchange-send with order).....	£85.00
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.25
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models).....	£4.50
YE-9660	Connector (Starter Valve) Assembly.....	£5.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

**Ignition System**

	Emergency breakdown kit.....	£56.50
	Set E93A ignition leads.....	£14.95
E83W 12024A	6V Ignition Coil (All models-not original).....	£38.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.00
YE-12185B	Toggle (All models 1935 onwards).....	£0.62
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£14.20
YE-12200C	Rotor (All models 1935 onwards).....	£3.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.28
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.00

**Electrical System**

	Dynamo-2 brush, early type (exchange-send with order).....	£87.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£87.50
YE-10094	Bearing (generator drive end) assembly.....	£5.95
YE-10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only.....	£24.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£110.00
YE-11001C	8hp starter motor (exchange-send with order).....	£110.00
7W-11359	Spring (starter pinion retaining).....	£0.82

BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£4.99
ET6-13007-B	Headlamp Bulb 36W/36W.....	£5.75
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only).....	£4.00
YE-13081	Spring (front sidelight socket 1934 onwards except E493A) ..	£0.62
CE-13101	Spring (headlamp focusing).....	£0.70
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E-13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
ET6-13465	E493A refurbished number plate lamp.....	£70.00
	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available).....	£2.05
40E-13466	Panel bulb 6V 3W.....	£2.50
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.40
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.60
E83W-13550B	Popular no. plate lamp (E83W and 103E only).....	£21.50
CE-13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£8.99
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£85.00

**Rubber Grommets and Seals**

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards) ....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..	£4.50
	E83W Bonnet Corner Pads (Pair).....	£10.95
	E83W Bonnet Corner Pads (Full set).....	£15.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
	Grommet-gearbox cover.....	£4.50
	Set of three grommets-gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£24.95
E93A-35184	Pedal plate rubber bumper (Saloons and Scwt vans 1939 onwards).....	£1.99
E83W-111172	Opening windscreen rubber for E83W.....	£21.10
48-702610A	Door post rubber bumper (one per door post 1937 onwards) ..	£2.40
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£3.95
62E-731942	E83W Door Rubber seal (enough for both doors) ..	£15.95
7W-940502	Opening windscreen rubber for Prefect and Scwt van.....	£18.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£17.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards ..	£2.75
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe) ..	£14.25

**Miscellaneous Body Fittings**

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.60
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.80
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.75
E83W-8215-A	E83W Grille Badge Mount.....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..	£5.90
YE-16750B	Bonnet Clip (Y model).....	£19.85
103E-17261 / 2-B	Speedo Cable (state model).....	£19.85
C46412AR	Dovetail (female).....	£4.25
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/Scwt van-shafts and barrels not included).....	£49.60
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/Scwt van.....	£29.95
E493A-7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A-7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A-7043500	Locking Boot Handle, chrome plated, with keys.....	£12.25
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE-964280-H	Window Winder Handle.....	£4.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards) ..	£4.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£3.80
C-949967C	Striker Plate (C and CX, 1934-1936).....	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.75
	E83W wing mirror.....	£19.95





# 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.

## Pre-war

1936 Model-Y. Restored with red seats. Original number plate and "courting blind". Garaged and was on the road last year. £5,000 or nearest offer. South-East Kent. Tel: Mrs C S Jardine on 01304 617740 or email [chrisjardine@btinternet.com](mailto:chrisjardine@btinternet.com).

1936 Model Y (long rad). It is pretty much complete apart from seats. It has been dry stored for at least 30 years and is fairly rust free as a consequence. I was looking for offers close to £750. Please don't hesitate to call me for more details. Ramsey, Cambridgeshire. Tel: Daniel Zawadzki on 07762 583630 or email [dan.zawadzki@hotmail.co.uk](mailto:dan.zawadzki@hotmail.co.uk).

## Post-war Upright

1951 E494A Anglia. Deluxe model in green. Restored and in lovely condition. £2800. Wiltshire. Tel: Mr Harding on 0776 5203 827.

1953 E493A Prefect. Black. 48,000 miles – 2,000 since engine rebuild. Excellent bodywork and paint. Original interior. Original front bench seat. Owned by me since 1988 and 23,000 miles. Original log book. Full history. Used only for shows. On SORN for 3 years but used regularly before. Good looking car. First owner Dagenham worker. 3 previous owners. £3,000. Abergavenny, South Wales. Tel: J. Pritchard on 07521 365369.

1959 103E Popular. Newark Grey. Off road since 1996. V5C & original logbook. Full history (local car). Needs new sills and rear wings. Engine out (used in my other car). Too good to scrap. Two previous owners. Offers. Abergavenny, South Wales. Tel: J. Pritchard on 07521 365369.

1959 Ford Popular 103E (Black). Reg 215 KPD. Mileage 76,200. I bought the car 16 years ago, it had been fully restored before that and has been kept in a garage when not in use all the time I have owned it. Engine has been rebuilt with hardened valve seats and runs on unleaded fuel (approx 3000 miles done since then). 6v electrics, MOT until June 2011, original beige log book and roof rack included. Excellent condition, used through summer months and for 2 weddings (2005 & 2007). Starts and drives very well. Only selling as I am now pregnant and need to reduce number of cars. £2750 ono. Wallsend, North Tyneside. Tel: A. Latimer on 01912 345073 or email [allisonlatimer@btinternet.com](mailto:allisonlatimer@btinternet.com)

## 100E & 107E

1961 107E Prefect. Grey in nice condition. Economical to run and a gift at £2000. Wiltshire Tel: Mr Harding on 0776 5203 827.

1959 107E Prefect. Reluctantly, I would like to sell my 1959 Blue Ford Prefect 107E overhead valve. Four door saloon. Never welded and solid underneath. Unmarked leather seats, carpets, door cards and chrome. Very economical. Just serviced. Crowd puller at local meets. £2,650. West Midlands. Tel: Michael Rymer on 07785 768763 or email [kathysale@sky.com](mailto:kathysale@sky.com).

## Wanted

'50s or '60s Special. I'm desperately looking for a '50s or '60s Special as a restoration project for the forthcoming months. I will consider anything offered but I am particularly interested in a convertible. Please contact me if you have anything of interest. Berkshire. Tel: Mark Ranger on 07834 032188 or email [m.ranger@autodata.ltd.uk](mailto:m.ranger@autodata.ltd.uk).

100E side trim. I need the stainless steel side mouldings from a 100E Anglia/Popular Deluxe (November 1956 onwards) for the rear quarter panels, 5/8" wide. Ireland. Tel: 00353-1-2887173 evenings or email [williamconneil@eircom.net](mailto:williamconneil@eircom.net).

CX Tourer. I'm after a Ford Ten CX Tourer. Ireland. Tel: Donal Morrissy on 0035387 2557615 or email [donalmorrissy@gmail.com](mailto:donalmorrissy@gmail.com).

107E Thermostat Housing. Please can anyone tell me where I can locate a thermostat housing for a 997cc 107E Prefect? Downham Market, Norfolk. Tel: Martin Farley on 07593 539128 or email [mlfarley23@gmail.com](mailto:mlfarley23@gmail.com).

Early Escort & Squire gear knob. I'm after an early gear knob for my 1957 Squire, the long, tapering, slender type with the flatish end in white (or is it cream?). I am in my early 70s and would like to get the early gear knob to give my Squire an early look, any info would be appreciated. Tel: Tom Bowles on 0208 6594356 or email [dortom@supanet.com](mailto:dortom@supanet.com).

Various Sidevalve parts. I'm building a Sidevalve trials car and I need a few parts: E93A rear axle; any wheels rims 16" or 18"; any supercharger information (or remains of); Murray overdrive; Austin 7 Ruby steering wheel. North Lancashire. Tel: Steve Kenny on 01706 645781 or email [lotusmk4@yahoo.co.uk](mailto:lotusmk4@yahoo.co.uk).

103E Popular. I would like to buy an original or restored 103E – must be black if possible. Middlesborough. Tel: Brian Shaw on 01642 577637 after 6pm.

## Spares for sale

Various new and used 100E and Squire parts for sale. Please ring Den for details. Essex. Tel: Den Little on 07779 462089 or 01702 389117.

Various 300E/100E Parts. A pair of genuine 300E Thames van rear doors, large window type, to include glass (marked Triplex); surface rust only £75. A pair of 300E Thames van seat frames and spring base £20. A pair of 300E/100E overriders, wide type, part no. 17699C, with fixing bolts, solid but need rechroming £20. 100E bootlid £10. Herts/Essex border. Tel: Andy on 01279 505456 or 07762 212981 or email [andrewandsara1@tiscali.co.uk](mailto:andrewandsara1@tiscali.co.uk).

Various E493A Prefect parts for sale. Following the sale of a vehicle, the following parts are available: 2 engines, bonnet,

screens, carburettors, fuel pumps, distributor, rear lights, glass and grille. All require refurbishment. £150 as a job lot. Lancashire. Tel: Mr Brocklehurst on 0161 723 0092.

Wheels & tyres. For sale or swap: 6 x 18 inch wheels, some light rust with 5 good tyres. I need 5 x 16 inch wheels and tyres (if possible). Tel: Andrew Neal on 020 8686 3840 or email [a.neal@o2.co.uk](mailto:a.neal@o2.co.uk).

Spares for Ford 100E/300E. Loads of parts available – far too many to list so please contact me with your requirements. Somerset. Tel: David Locke on 07761 672107 or email [angela.locke1@btinternet.com](mailto:angela.locke1@btinternet.com).

E83W Wiring Loom. Brand new complete wiring loom for Ford E83W. This is for early models with the dipswitch mounted on the dash (NOT for floor mounted dipswitch models, as I found out!). Covered in black and yellow fleck woven material to replicate original style. I purchased this for my vehicle but it was the wrong type for me (the correct loom later cost me £250). This one is offered very cheaply at £75, which includes postage and packing in the UK. It is in superb, new, unused condition and would put a perfect finishing touch to the restoration of an early model Ford E83W. Oxfordshire. Tel: Pat Russell on 01993 704282.

100E rear shock absorbers. Pair of new rear telescopic shock absorbers to suit the 100E, includes all rubber bushes. £48 incl. p&p (UK only). Wiltshire (Non-member). Tel: Derek Andrews on 01225 766800 or email [jones@jpamela.orangehome.co.uk](mailto:jones@jpamela.orangehome.co.uk).

103E panels. One complete set of original steel panels in fabulous condition for 103E. All four wings, bonnet, doors bootlid, nose, inner wings and more. All in bare metal after being stripped/blasted, apart from doors and bootlid which have been professionally painted in I think Windsor grey. Inner wings powder coated in black. Genuine sale of genuinely cracking bits. Will split if needed. I can take as many pics as you may require. Lancashire (Non-member). Tel: Kenny Higham on 01695 632388 or 07748 632389 or email [kenny.cat7@btinternet.com](mailto:kenny.cat7@btinternet.com).

I have a set of Hepolite pistons for sale, new and + 0.030 oversize, reference 7789, for a 10 hp Ford 1935 to 1939, 1172cc. Offers over £20 please + postage. West Midlands. (Non-member) Tel: Mike Porter on 01384 376961 or Email [Mike.j.porter@btinternet.com](mailto:Mike.j.porter@btinternet.com).

## Misc

Ford Passenger Car Price List 1955. Fold out advertisement poster for the Ford Popular – approx A4 when folded and A3 when opened out. 1955 Driving Test instructions. £15 ono. Contact Pearson 02380584018.

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

Remember that these adverts also appear on the club website: [www.fsoc.co.uk](http://www.fsoc.co.uk)





# Sidevalve News

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

Please email your adverts to [pop.shopper@fsoc.co.uk](mailto:pop.shopper@fsoc.co.uk) or use the advert page on the web at [www.fsoc.co.uk](http://www.fsoc.co.uk) or post this form to:

**Mark Bradbury**  
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**Knowle**  
**Solihull**  
**West Midlands**  
**B93 9EG**

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

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

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

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

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

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

Please indicate heading: ☐ For Sale ☐ Wanted

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

☐ Special ☐ Spares ☐ Miscellaneous

☐ Other (please state)

Name \_\_\_\_\_

Address \_\_\_\_\_

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FSOC Membership No \_\_\_\_\_

Email address \_\_\_\_\_

**You may photocopy this page if you prefer.**



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

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

Name(s) of account holder(s)


Bank/building society account number

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Branch sort code

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Name and full postal address of your bank or building society

To the Manager	Bank/building society
Address	
Postcode	

Reference

F	S	O	C	S	U	B	S								
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Banks and building societies may not accept Direct Debit instructions from some types of account.

This guarantee should be detached and retained by the Payer.

### The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
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- If an error is made in the payment of your Direct Debit, by FSOC Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.  
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Signature(s)
Date



# E83W Register

Yvon Precieux

01475 529267 (6-9pm)

## Registrar's Comments

Again, as with the Pre-War Register, a very good year with lots of new vehicles and your temporary registrar having to ensure that information is accurate. Luckily we do have some experts in the field and certainly our knowledgeable Canadian contact Les Foster helps me out from time to time. To members: keep up the good work and keep the register up to date by filling in the register forms. I wish you all Christmas and New Year greetings and trust you will keep me busy over the next year.

## Help wanted

Andy Neal (E83W) is looking for diagrams and measurements of canteen vans. He is rebuilding his E83W and any information would be appreciated. Send information via this register.

## A Total Restoration, by Bruce Parker

A 1955 E83W steel back pick-up, registration number RNY935, was for sale on eBay on 30th January 2009 with a starting bid of £1,500. A viewing was arranged on Sunday 1st February with the owner, Mr Jim Clarke of Erdington, Birmingham. From a distance the truck looked okay and almost complete but on closer inspection the tinworm had had a field day. The body was an Anthony Hoist steel back replica and a very good copy. Jim had done some work on the truck but not to the standard I needed it to be. I went away and gave it some thought, and I decided that the only thing going for it was that the rear body and the steel backs were rare. I was the winning bidder on eBay and collected the truck on Sunday 7th February, and work started almost immediately.

There was no log book or any documents for the vehicle, only two old tax discs, 1969 and 1974. I got in touch with the FSOC and spoke to Yvon Precieux, who was a Godsend. He gave me all the relevant information that I needed to retain the original registration number, then arranged for John Porter to come and check the vehicle chassis and cab numbers – and what a nice fellow he was too. All numbers matched and many months later I received a phone call from Yvon to say that the DVLA had granted me the original registration number back and a new log book was to follow. I was over the moon.

The steel back was taken off to reveal that the near side chassis rail had at some time broken in two and a piece of steel been bolted in. (*Ford brought out a repair patch for this: Yvon.*) The cab was removed and taken back to Cab and Van Workshops in Great Bridge, West Midlands where Steve and Jason worked like magic! Mark Whittaker and myself started on the chassis and



Photo 1



Photo 3

stripped every nut and bolt, and everything was sandblasted and painted in primer. The chassis was repaired and new outriggers were made. New parts were ordered with new tyres from Longstone Tyres. A new radiator core was fitted by West Mercia Radiators and new wiring loom was made by Auto-Sparks. The chassis was painted satin black and all the rusty and rotten metal on the cab was cut out and new steel let in. The engine didn't run so that was stripped and rebuilt. All the woodwork was done by Simon from Supreme Bodies in Wolverhampton and after many late nights and early mornings the chassis was ready. It was taken by trailer to Cab and Van Workshops for the cab to be reunited with the chassis. The rear body was in primer ready for the top coat. The rear tailgate was re-skinned and a spare wheel cover was replaced.

I took many photos of the original livery, and Mark and myself tried to make contact with the Mitchell Bros Building Contractors of Ogmere by Sea, Southerndown, South Wales. We tried many ways with no success. John Porter recommended we try an advert in a local paper in South Wales so I contacted the *Glamorgan Gazette* and spoke to Rachel Moses who was very interested in the story. My niece Katie emailed all the information to



Photo 5



Photo 2



Photo 4

Rachel and on the 4th February 2010 it went to press. About 10am on that day I received a phone call from Mrs Mitchell, wife of Phillip Mitchell who was the original owner of both the truck and the business. She said that her husband Phillip was now 85 years old and had brought the truck in 1955 when it was just two months old. Mrs Mitchell said that everyone remembers the truck because it was so bloody slow! I told Mr and Mrs Mitchell that when the truck was finished I would put it on a trailer and bring it down to Eweny in South Wales and they were delighted. I kept in touch with them throughout the rest of the rebuild and eventually a date was set for Tuesday 17th August 2010. I gave the go-ahead to paint the truck back to its original colour which was green with black wings.

Two weeks later I collected the truck from Cab and Van Workshops and took it back to my workshop at home in Coven, Wolverhampton. Steve Evans, who signwrites my trucks, came and did a magnificent job. Mrs Mitchell told me that Phil used to call the truck the Old Gal, so that name was written on the tailgate. Mark Whittaker, Mark Stevens and myself worked on the truck every night and weekends until it was time for the interior to be done. We took it to Aldridge Trimming in Wolverhampton and three weeks later it was done and trailered back home. Another friend, Danny, an auto-electrician, came to re-wire the



Photo 6

# E83W Register contd



Photo 7

truck and finally it was finished a day before the deadline. A few photos were taken and then we loaded it onto the trailer ready for the journey to Ewenny.

The look on the faces of Mr and Mrs Mitchell was priceless! Mr Mitchell has a walking stick yet he almost ran across the road to take a closer look. 'It looks better now than when it was new, but I only have one criticism, you own it and I don't,' he said. Joan Mitchell, his wife, said she has so many happy memories of the little truck, with a tear in her eye.

At 3pm the reporter and photographer from the *Glamorgan Gazette* came. Rachel Moses, the reporter, took notes as Phillip Mitchell talked about his memories as Mitchell Bros and the truck. Meanwhile the photographer took many photos of the family next to the pick-up. By 4.30pm the last of family and friends were

leaving: I counted over 50 people that came to look. The next morning we presented the Mitchells with a large framed photo of the pick-up truck. 'It will take pride of place in our living room,' Joan Mitchell said.

I'm so glad that I've restored this Thames E83W pick-up. There is a start and an end to this wonderful and cherished little truck.

*(Bruce would be pleased to receive more information on other owners of the vehicle, in particular the elusive Mr Todd of Bridgend, Glamorgan: one of the last owners.) (Photos 1-7)*

## Yesteryear: Gray's the Bakers, by Roger Little

I enclose a copy of a photograph (photo 8) which I noticed recently in a local newspaper

when I was in Cornwall. It was published in the weekly *West Briton* (Helston & The Lizard edition, but probably appeared in all editions) for July 29th, 2010. The paper generally has a short 'Yesteryear' section in which are re-printed news items from 150, 100, 50 and 25 years ago, together with a photograph from some time ago. On July 29th this photograph, sent in by a reader, was reproduced with a caption which read in part as follows:

'The photograph shows four new delivery vans for Gray's the Bakers in the 1950s. The vans were purchased from HTP Motors based on Lemon Quay, where the Pannier Market is now. The picture shows the City Hall and Woolworths. Note the slogan on the vans: "The private baker with the crusty loaf".'

Mr W.K. Gray started the business with his wife in the early 1950s in Redruth. The business was eventually sold to Associated British Foods – owners of Sunblest Bread, Wagon Wheels, and Fortnum and Masons. The photograph was taken on Lemon Quay in Truro. The buildings in the photograph are still there, both serving different purposes today. Searching around on web sites shows that HTP Motors no longer exists but appears to have been absorbed into the Mumford Motor Group which is based in Plymouth. I thought you might like the photograph to add to the E83W archives, even though the likelihood of one or more of the vans having survived to the present day is probably very small.

*(Thanks, Roger, for the work and the necessary permissions from Keith Gray, St Agnes, Cornwall, who is a son of the owners of the bakery business at the date of the photograph. The detail is now in the archives: Yvon.)*



Photo 8 via Keith Gray



# Anglia, Prefect & Pop Register

Andy Main

## Registrar's Comment

I remember many years ago, my parents often saying "doesn't time fly". I never really understood what they meant then but I now find myself saying the same thing to my children. Where has this year gone and what changes? After the worst winter for snow for many years, we have the first coalition government since World War II and now spending cuts. Hopefully most members were able to attend shows/events/meetings in their Sidevalves and enjoyed themselves. Sidevalve motoring is a relatively cheap hobby when you consider that events we get in for free can be quite expensive for the public to view. Often after parking up we are able to look around as we like.

A discussion topic on our local radio mentioned that the friendliest drivers were considered to be those driving old cars and the unfriendliest those driving top of the market cars. Some owners with old top of the market cars can fall into that category too!

It has often been said how much the old vehicle movement gives to the economy through insurance, spares manufacture, employment, events etc. Local groups also assist if they hold their meetings in a public house. They may spend around £50 on drinks plus a few may have a meal beforehand, so the monthly meeting may be worth approx £80 to the publican. Often when the local group I attend left at around 10pm we were the only customers and they were waiting to close. However the publican could lose this extra revenue if they didn't treat us as we wanted.

This local group has now moved to a nearby public house so they have now gained the extra cash. With a Christmas meal our yearly spend could be approx £1,300. Post Offices closed down in very great numbers in the last few years due to various reasons. In most towns many public houses are now closed or to let, boarded up or in some places now demolished. Whilst our spending power alone will not keep an establishment open, we friendliest drivers need to be looked after and made to feel wanted by an establishment, otherwise we will drive off to another that does.

## 1940s House Prefect

*The 1940s House* is one in a line of 'time capsule' reality television series. The house is at 17 Braemar Gardens, West Wickham, Kent. It was built in 1932 and sold for £875 (a Ford Model Y cost £120). It was purchased in

1999 for £187,000 and retrofitted to reflect the technology and fashions of a typical middle class English home in London during the blitz of World War II.

Filming began on 15th April 2000, and lasted nine weeks to produce five episodes. The family were the Hymer's with Michael the father being a 1940s enthusiast. At the end of the last episode, broadcast on 15th January 2001, Michael buys an E493A Prefect KOB 526 and the series ends with the Prefect setting off down the road in their home town in the north of England.

Whilst I thought it was great that Michael Hymer had chosen an E493A Ford Prefect as his 1940s car against other manufactures, I was rather surprised it was not the earlier E93A Prefect model which was in production until January 1949. Perhaps he was unaware of the earlier model or KOB 526 was too good to miss?

In *Sidevalve News*, April 2001 I asked if anyone could provide any further details as the Prefect was unknown to the register. Nine years later the Prefect is on the register. KOB 526, black with blue trim was first licenced in Birmingham on 3rd October 1949 but no other history is known until purchased by Michael Hymer around 2000. How long he owned it is also unknown. Alan Pinnegar from Chippenham bought the Prefect from Roxby Garage in Thornton-Le-Dale, North Yorkshire on 2nd August this year whilst on holiday. Still fitted with the original engine, it has a mileage of 62,207.



## Register 25 Years Ago – Sidevalve News, December 1985

It was announced that I had taken over as registrar for the moment following the founding registrar stepping down due to other commitments. I will be wearing four hats, as registrar, remanufactured spares, a director of FSS Ltd and model kit researcher. This has so far lasted 25 years and I only wear two hats now! My predecessor had a soft spot for the convertible pre-war Prefect (having owned one) so as a farewell gesture a recently discovered Prefect Drophead Coupé was featured.

What I started as a tradition for many years was to feature overseas members vehicles in the December edition. Regrettably fewer overseas members now join the register during the year. For that winter feel was a 1952 E493A Prefect owned by a Swedish member and photographed in the snow. Enjoying the summer was a 1954 103E Popular from New Zealand.

Whilst in Australia a 1950 E4940A/B Anglia was featured. Owned since 1951, during the 1950s it did about 9,000 miles towing a four berth caravan! Some of the trips to Melbourne and Adelaide from their home in Sydney took seven days! However the Anglia proved very reliable if rather slow.

Now it has done over 185,000 miles and surprisingly the original engine is still sound, although it was re-bored at 65,000. No body repairs have been required, only two re-sprays. That says something about the care with which it's been treated. Perhaps the fitting of oil pressure and engine temperature gauges helped. The Anglia is still in regular use.

Last featured was a 1938 Eifel Cabriolet built at the Ford plant in Cologne, Germany, now residing in Sweden and photographed on a sunny day. Following an appeal in the October edition six members recommended companies that could re-condition engines which were listed.

With my remanufactured hat on, E493A running boards were now in stock and hopefully the E494A/103E sills will follow soon. Being looked at were 5 and 10cwt van stainless steel exhaust systems and 7W bumper grommets. For the 100E the gear lever gaiter tooling was being worked on with a sample for evaluation that should have been received by the time members had got their magazine. Rear screen rubber had been manufactured and was now in stock.

With my model kit hat on, an E83W panel van in 1/43 (7mm) scale was announced, produced by club members Model Road and Rail who used to own an E83W pickup; available as a white metal kit or made up as Tim Bubbs' South Eastern Gas Board van. Tim rallied his E83W for many years in the south east before moving.

## Greetings

I would like to thank area contacts Robin Thake and Ian Rooke for inspecting vehicles for me this year as part of the process to obtain original/age related registrations. May I also take this opportunity of wishing you and your families a happy Christmas and New Year.

# Specials Register

Rob Daniels

The collection has now been reduced back to two Specials, the Rochdale GT and the Shirley, as both the Nickri Spyder and the Falcon Competition shells have gone to new homes. I dare say it won't be too long before someone offers me something else that is just too good to refuse, though, and I'll be back to square one.

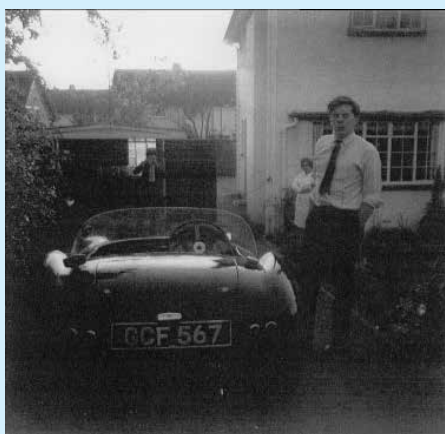


Three new members this month, and all with cars that we see more and more of mentioned in these pages. Firstly, John Kenward from Kent who has a 1951 Morgan F4 three wheeler; next, coincidentally, Martyn Robinson from Wales who also has a 1951 Morgan F type three wheeler and whose car was only six cars behind John's on the Malvern production line. The third new member this month is John Riddle, also from Kent who owns a Siva Edwardian. Welcome to the club: if you guys would like to send me some pics and a short article on your vehicle I will feature it in these pages.

## Lotus/Falcon

There have been quite a few Falcon Mk 2s on eBay just recently: none were built on a Lotus chassis though. Charles Helps of the Lotus Six register sent me the email below after last year's Specials Day. Incidentally, it's surprising that a lot more Lotuses didn't sport Falcon bodies as the two factories were only a short distance from each other and until the Lotus factory acquired a canteen the two lots of workers would often share a cuppa at the Maple Leaf Café in Waltham Abbey High Street, which was just over the road from the Falcon factory.

I thought you might be interested in these scans of a Lotus MkVI with Falcon competition shell being used by Trevor Corner in South Wales in the late 1960s.



The car originally had a standard Williams and Pritchard aluminium body and is now being rebuilt in South Wales with another W&P body as the Falcon body was in pretty poor condition when acquired by the present owners some years ago. Trevor Corner lives in Yorkshire now – I expect he could supply better copies if asked.

Best wishes,

Charles

## Clegg Special

I am trying to find more about a car which I have bought and when the time allows I hope to rebuild (shown below, the day it arrived). It's a Clegg Special Trials car, approx 1952, using Ford E93A running gear with what looks like a Dellow front chassis set-up, Ford back axle located with Austin 7 springs and dampers, Austin 7 Ruby steering. I understand a number of cars were built around the Rochdale area. I have been told that one car won the British Trials



Championships in the mid 50s and one also won the first Autocross event ever ran.



When the time comes I will undertake a full rebuild. The con rods I feel won't be up to the trials job when the supercharger is fitted: can anybody shine a light on better ones for a E93A engine? Also for piston upgrade: which to use, what will fit?

Thanks,

Steve Kenny

If anyone can help Steve with info on the Clegg Specials, please email me and I will pass it onto him. Steve also asked if anyone has a spare axle or wheels for sale. It is probably worth mentioning here that if any member needs any secondhand spares of the more common variety, then there is a good chance that they will be stocked in the club stores. These are not advertised as we do have that many, but a note to the spares secretary with a list of what you require will result in a yes or no plus a cost of the parts we have. Looking at the state of the remains after the barn collapsed onto Steve's car, he will have a very long list indeed.

## 1172 Racer

I've recently acquired this Ford-based Special, one owner and untouched for the last 40 years. The car was bought from a scrap yard in the Leamington area in 1970. I was wondering if you may have any idea what it is? The car looks very professionally made with a tubular space frame chassis and alloy body.

Does anyone have any info on this car? It was probably featured in the 750MC Bulletins of the day but mine are still packed in boxes after the move so I am unable to check them. There was quite a big Specials building scene



John Duckenfield

## A Perfect Prefect Project

I was recently emailed by Chris Hoey, Teacher of Design Technology, Oasis Academy, Immingham, North Lincolnshire:

'... I currently teach a group of year 11 (15-16 year olds) who as part of their Motor Vehicle Studies have just started a restoration project on a 1957 Ford Prefect. As I am sure you will agree, this is a rare project to undertake with such a young group especially in a normal secondary school environment. However they have so far approached the project with great enthusiasm ...'

It has been a long held belief of mine that many pupils in our schools today are better suited to practical, hands-on courses, so I replied immediately, expressing my interest in this exciting venture and offering to follow up the initiative on behalf of the Club. I explained to Chris other ways in which the Club might possibly be able to help – the spares service, technical support and, through the Regional Group, contacts with specialist repairers. I also told him that I too had recently restored a 100E Prefect that had been off the road five years and, if he wanted, I would drive it to Immingham to let the students see a similar project to theirs that was nearing completion. The offer was readily accepted and I set off on a beautiful autumn morning early in November on my 160 mile round trip in Ujeen.

The Immingham Academy is one of a number of Oasis Academies across England, housed in a modern and spacious building with excellent facilities. According to the Academy's website ([www.oasisacademyimmingham.org](http://www.oasisacademyimmingham.org)) this Christian centred/sponsored organisation aims to provide access for both students and the community. The emphasis is 'to become a centre for vocational and academic excellence ... (specialising) ... in Engineering and Commerce, with an enterprising focus. Each student's education is a careful balance between practical training and academic learning.'



The workshop-classrooms certainly reflected the stated philosophy of the Academy for there were several extremely well-equipped work areas fitted out for specific practical subjects as well as a large preparation workshop for staff. The group involved with the project

*Continued on page 30*

Regards,

Trevor



Thanks for the pic, Trev. The only info I have on this car is that it was pictured in *Classic Cars* magazine back in April 1999.

## Identification needed

Dear Rob,

Can you identify this Ford based kit? A friend of mine owns this vehicle in the picture which seems very similar to the car that is shown in *Sidevalve News*, October 2010, page 29. The car in question has the registration SFF 594.

Allan

The car in the October mag which was photographed at this year's Historic Specials Day is Austin 7-based. I don't think it's the same as Allan's friend's: the front wings are different, as is the door area and the grill. Just too many for it to be the same. I have no idea of what it is: it's certainly not a commercial body, so may be a 'one off', as so many were. Does anyone recognise this unusual colored Special?



Merry Christmas to everyone and I hope to see you and your Special at an event next year.



around the Coventry area in the late 50s–early 60s, as you would expect from England's 'Motor City', so I am not surprised that such a lovely looking car was found in the area.

## MG based Peel 1000

As you know, most of the fibreglass bodies were made to a wheelbase of either 7'6" to fit the Ford Pop chassis or 6'3" or 6'10" to fit the Austin 7, but a lot of other chassis were also used as by the late 50s a lot of Chassis cars were getting a bit ropy in the body department and were ripe for a rebuild. One such car was spotted by our roving Specials spotter last September.

I thought that you might like to see this photo. A rare beast I think. It's a Peel P1000, I believe (*correct – Rob*). I don't know how many were made but doubt many survive. I stumbled on it at Beaulieu on a stand in the Autojumble on Saturday 11th September. It is on an early MG TA chassis so sadly not sidevalve in this case. The body is really well made: it's in gel coat red and although the colour is faded it is clearly untouched straight from the mould. You can still see the tape marks where the joints in the mould were taped. The MG grill seems to suit it and fit really well. In its day it must have been a really good and well made Special.



# Sidevalve Wedding Down Under

Athol Morris and Bill Ballard

When Athol Morris – member of FSOC and Ford Club of Australia Inc. (FORDCA) – rang me some time ago and asked me if FORDCA would be interested in providing two drivers for his cars for his son Anthony's wedding, and four more members driving their own small Fords, the first things that crossed my mind where: 'Have we got enough cars suitable for this job?' and 'Are their owner-drivers willing and free on the 13th December?' I needn't have worried because the first four members I rang all jumped at the opportunity to help Athol out, and said they would be free on the date in question. Bernie Bridle (A494A Anglia Tourer); Bernie McKeegan (E493A Prefect Sedan); Walter Thompson (100E Prefect Sedan) and Garry Yule (A493A Prefect Sedan) provided the cars and owner-drivers. (Note: in case UK members are wondering why the Uprights are A\*\*\* rather than E\*\*\*, this is because the Australian Anglias and Prefects are prefixed 'A' for Australia rather than 'E' for England). Alan Yule drove Athol's A53A Prefect Sedan and I drove Athol's 7W 10 Tourer (which used to belong to me and is a UK-built Sidevalve, so it was like a reunion with a long lost pal). Thus we had six small Fords participating at this event – when did you see so many acting as wedding cars together before? To my knowledge this is certainly a record for Victoria, if not the Southern Hemisphere!

With Athol and the other four owners busy preparing their cars beforehand, I kept a close eye on the weather forecast for the day. The night before the wedding we were told there



Bernie McKeegan and his E493A Prefect (Photo Garry Yule)



Cars at St Kilda Botanical Gardens (Photo Bill Ballard)



Right: Cars outside St Kilda Botanical Gardens

Below: Cars arriving at reception (Photo Wal Thompson)





would be 'clearing showers', which I found a bit worrying, but I needn't have bothered because, after passing through a light shower at lunchtime on the 13th, whilst on my way to rendezvous with Bernie B. in Dandenong, the skies cleared and we had beautiful weather until much later that afternoon.

We were split into two teams. Alan, Garry and Bernie McK. met at Caulfield and transported the bridal party; the rest of us met at Athol's house in Glen Iris and transported the groom's party. By tradition, both parties were not allowed to meet before the ceremony and so Alan's team was directed to a street on one side of St Kilda Botanical Gardens and my team was directed to a street on the other side, and we didn't meet until after the ceremony.

Whilst the ceremony was being performed, all drivers were able to tuck in to some lovely sandwiches provided by Pam Morris. After the ceremony, my team was allowed to drive round and join Alan's team and all the cars were together for the first time that day. I was required to do a bit of running about in Ron Burgundy (as Athol calls his 7W 10HP Tourer) whilst the other drivers continued to chat and relax outside the park. Carly, the bride, joined Anthony in Ron Burgundy, replacing Athol and Pam, who went in another car, and we all took our respective parties through St Kilda to the Royal Melbourne Yacht Squadron off Pier Road.

There were plenty of jaws dropping as the convoy of small Fords passed through St Kilda! As soon as we had disgorged our passengers we arranged the cars in front of the well-known landmark for a photo shoot. As Bernie McK. said to me later, 'I bet the Royal Melbourne Yacht Squadron has never had a reception with Anglia and Prefect wedding cars before!' After we had got our shots, we made our own way home, with Garry and Bernie B. following Alan and I back to Athol's house to drop his cars off there before the Yules went off to Wantirna and Bernie took me back to Dandenong with him. But the drama wasn't over for us yet – Bernie was breathalysed on the Prince's Highway, not far from his home! Of course, I could vouch that he hadn't touched a drop of the hard stuff all day and the test was negative.

I think Athol and Anthony were happy with our performance that day! We had certainly enjoyed helping them to make the day very special. We hope that Anthony and Carly have a long, happy and successful life together.



Top: Bridal party cars (Photo Garry Yule)

Middle: Cars at the reception

Bottom: Bridal party (Photo Garry Yule)



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## eBay Coupe

Dear Sidevalve,

I bought my 1939 Ford Prefect Coupe about a year ago off eBay. I have wanted one of this model since I was 18 (very many years ago!) and could not believe my luck when one night browsing through eBay I saw this one for sale. It was in bits and perhaps not obvious what it was. There were not a lot of bids and I won it! It started life in Essex and was for sale there. I hired a suitable van and trailer and brought it back home to Cardiff.



The car as found some years ago by the last but one owner

The car was partially dismantled. Some very good work had been done in times past but much remained to be done. Eventually I started sorting through all I had bought, refurbishing smaller items, buying suitable spec new nuts and bolts and sourcing missing items. I also started a little research on the model, although this is far from complete. It seems there are only three in the UK and only six left in the world! Anyone reading this who knows anything about the model and would like to speak with me, please get in touch: my number is 02920 753048.

After a while I thought I was in danger of not getting through all the work, and didn't have all the necessary skills, especially regarding the wooden framing of the rear tub and hood; so I spoke with a good friend of mine who undertakes restorations of very high quality and expensive cars and asked if he would take the Prefect on. He agreed and it was soon off again to Essex, where his workshops are.



The car as I bought it

A classic boat builder has been employed to remake the wooden framing as required and the car is currently stripped to bulkhead and tub, and on its side being repaired and painted underneath. The loose panelling, wings, doors etc. are being worked on separately and all the chrome fittings are away at the chromers. I am still busy refurbishing parts, horn, dashboard, stator tube and switches, etc. and still sourcing missing parts. The headlamps are away with a specialist being refurbished back to original specification and AutoSparks have agreed to make it a loom.

I go over to Essex about once a month to deliver parts and get new instructions on what is needed, and answer questions on how this and that should be.

Everything is going well and I hope by next summer to have a superb car, if my wallet holds out! Paint finish will be original black, but the interior I am uncertain about. Hood in beige, but seats etc. red or beige – I cannot decide.

For interest, as some will know, I also have a '57 103E which I bought 42 years ago, which is still in fine order and much loved. I also have three Armstrong Siddeleys. I must be mad but am very happy with my 'fleet'.

Kind regards,

Keith Dewhurst  
Cardiff

## Mouldings

Dear Sidevalve,

The October issue's interesting letter with pictures from Robert Powell describes a 101E Anglia in what I take to be Pembroke Coral



(peach) with black roof and a chrome boundary moulding separating the two colours, which he had not seen before. Back in the 70s I knew of a 1958 Prefect Deluxe in just this colour scheme with the roof mouldings and also a 1959 Anglia Standard in Durham Beige, again with the black roof and mouldings.

The rear moulding goes very predictably around the base of the roof from the ends of the nearside and offside drip rails, passing below the rear window. The forward moulding looks less elegant because it runs across the roof from drip rail to drip rail, about two inches set back from the top of the windscreen: the main body colour thereby covers the windscreen pillars and a narrow area above the screen. These mouldings are listed in the 100E parts book in the Roof and Rear Window category in the Body Parts Section, and are indicated where two-tone body colours are requested. They were unlikely to fall off in the local carwash as 30 clips were required for each moulding. Mel Smith's Super Profile book on the Ford 100E, published by Haynes, has a picture on page 40 of a then new Prefect with the mouldings and the contrasting roof colour. While these mouldings were little used in this part of world, I suspect that in markets such as the US they were much more common, as the market demanded more flamboyant features such as two-tone paint schemes and whitewall tyres.

Thank you for the continuing high standard of *Sidevalve News*.

Yours,

Wm. Colm O'Neill

# Pop Purchasing Perils

John Pole

In a phone call, a member was asking me about difficulties with the 6 volt control box on his 54 Pop. I was rather puzzled and asked him a few more questions until the penny dropped and I asked him to check that the chassis number of his car matched its documentation. He has not responded.

Please be very careful about purchasing these cars. They are very easy to falsify documentation on, and if you do not know when a design/production change occurs and/or you do not check the chassis number (N.B. on the chassis rail, *not* the Ford Product Plate) then you can very easily be fooled.

In February 2006 I produced a guide to dating a Pop and so for those wishing to purchase one, I offer some guidelines.

In order of precedence:

1. Chassis number inscribed with a sharp straight edged tool (so that eight looks

like one square on another), on the passenger (right facing front) side top chassis rail just behind the shock absorber mounting.

2. Scuttle vents are 'opening/shutting' up to April 1956 and are thereafter pressed out clam-like shapes, permanently open.
3. Inside, at the bottom of the windscreen, there may be a windscreen glass restraining metal strap. If present this will be secured by three screws into the top of the dashboard. This is a feature of early Pops and was deleted in cars built after May 1956. If removed, the holes and indentations at the top of the dashboard, should still be visible.
4. Cutout with three brush generator in service to August 1955, then replaced with a control box and a two brush generator. Different wiring looms were used and they are not as easy as you would think to change. The control box is a Lucas 6 volt RB106 and may well

have E93A on the side. The two brush generator is broader than the three brush.

5. From May 1956, safety glass was fitted. Plate glass is much thicker.
6. Early cars carried forward the sliding driver's seat mechanism. This became hinged after May 1954.
7. The steering wheel fitted to very early cars was 'sprung' but from some time in 1954 the Pop was given a wheel of its own. This had two spokes which fixed to the central hub midway between its top and bottom. In the last cars the two spokes meet at the base of the central hub.
8. Door cards and interior: plain 'Rexene' covered cards and seats are early features. Door cards with broad horizontal impressions and seats with different coloured piping are later.

## Weekend Away: Pickering & North Yorkshire Moors

David Manterfield

For the last couple of years John Duckenfield and myself have had a weekend tour of the North Yorkshire moors and coast, taking in the annual Wartime Weekend at Pickering and the stations along the North Yorkshire Moors Railway. This year we planned a similar trip, October 15th to 18th.

A couple of weeks before, whilst watching Nigel Hilling attempting to climb the notorious Bamford Clough in his Anglia as part of the Edinburgh Trial, I slipped on the treacherous surface and fractured my left thumb and finished up with a pot on my hand. Due to this temporary disability I was unable to drive, so my Prefect had to remain in the garage and I rode shotgun with John in his Popular (a bit tight for two big blokes, but we are good friends).

On Friday morning we left my house in Sheffield for Pickering, a distance of 80 miles, and arrived in 2½ hours: not a bad time using many minor roads. The atmosphere was already building up in Pickering with many people dressed in 1940s clothing, both military and civilian and period vehicles arriving all the time. We had lunch and spent the afternoon in Pickering, meeting up with two more Yorkshire Region members, Denis Mathewman (E493A Prefect in army olive drab paint) and Jack Ford in his E83W truck. We then left Pickering to spend the night in John's flat at Filey on the coast, stopping off along the way to look in the classic car showroom at Mathewson's garage

at Thornton-Le-Dale: well worth a visit if you are in the area.

Next morning, bright and early, we headed back to Pickering and spent the entire day there soaking up the atmosphere. One of the highlights was the entertainment in the Black Swan pub in the evening (remember I wasn't driving), but John had to drive the 25 mile trip back to Filey in the dark and rain with 6 volt Popular headlamps and one vacuum wiper – all good fun!



Sunday was a bright frosty morning and we set off to Goathland, high on the North Yorkshire Moors, the fictitious village of Aidensfield where the *Heartbeat* TV series was filmed. This really made the Pop work hard but she never complained. Once again the atmosphere was good: lots of nice people posing by the Pop for photographs, and the steam trains packed with re-enactors in service uniforms and equipment.

We then gave the Pop the task of taking us up hill and down dale to Grosmont, another bustling railway town which was the end of

the line for the North Yorkshire Moors Railway but now some steam trains continue on the national rail network to Whitby. We continued to Whitby by Sidevalve power where we spent a hour or so, and then continued along the hilly and twisting coast road through Scarborough back to Filey for the night.

Monday morning we had a more leisurely start and headed south along the coast to Bridlington where we spent a little time and had a fish and chip lunch: this is compulsory in Bridlington! It was now time to head inland, back home to Sheffield which was another 80 miles in 2½ hours and a good time was had by all.

The Popular transported us for 350 miles on some of the most hilly and off the beaten track roads in the country without missing a beat, which just proves the reliability of our little Sidevalves. Keep them on the road and use them.





# Tales of BLC

## 100E Register

*Continued from page 25*

was working in one of the largest, a motor engineering workshop of a kind an amateur enthusiast like me can only dream about!

The car, which sat proudly aloft on axle stands at one end of the workshop (see photo on page 25) was a black 1957 100E Prefect, registration number OFO 557. It had belonged to Chris' father Dennis, a longstanding member of the FSOC, for approximately 18 years, and Dennis has written his own account of the car and the work done on it on page 32. Working on it as part of their vocational training course, ABC Motor Vehicle Studies Award, are ten 15-16 year old students. Chris explained that the practical work had fully engaged their interest and enthusiasm and that they were working extremely well on the project, not only during lesson time but also in their own time. It was giving them a real and meaningful sense of achievement, something which was at the heart of the project. Chris was particularly proud that they had been given the opportunity to show off their work at the NAC Restoration Show – on a stand next to the FSOC!

When the youngsters arrived and donned overalls, two went immediately to the car and began work on it; two others took the gearbox from it over to a bench; and the rest came over to talk to me. These lads are not legally old enough to drive on the highway, but as time passed they became more involved and more interested, listening closely as I answered their questions and related my Prefect to the cars of today.

Before long the bonnet was up and we were looking in Ujeen's engine compartment. It was pleasantly refreshing to be asked so many sensible questions by young lads who obviously knew what they were talking about. Why's your air filter different to ours? Why are the surrounds of our lights chrome and yours black? Is that the vacuum tank – does it work? These and many more continued to be asked as the students circulated from one end of the car to the other, from one side to the other, on the ground to inspect the underside, to their car and back again and around the workshop.

I was invited by a couple of them to look at 'their' car and tell them what I thought of it. Of particular concern to them was why their engine had been painted a bright light green but I'd painted mine dark green! They really did want to do it right!

I thoroughly enjoyed my visit and was struck by the warmth of the welcome by staff and pupils alike. Importantly, I left with the feeling that this is a really worthwhile project that the school has embarked upon.

Not only are they learning practical skills in an organised and properly equipped workshop, they are also gaining a respect for and understanding of classic vehicles. Who knows, these young people could well become the classic car enthusiasts and FSOC members of the future!

## Jim Norman

The last few editions of Tales of ... seemed to be one tale of woe after another, so perhaps it's time to set the record straight. Firstly, if the Tale was to consist of 'everything running smoothly; nothing to report,' it would be a rather pointless exercise. In practice, the problems existed but did little to inhibit the car's daily use: in the six months from her MoT on 21st April, she completed 11,322 miles, and all the problems happened in this period. On 29th October it was exactly four years since I collected her from the NEC and she had completed 75,822 miles in that time. There are few almost 50-year-old cars doing that sort of mileage.

The last Tales of ... suggested that the problems were well and truly laid to rest, and so it proved; they mentioned an everyday fuel consumption of 37mpg and this has been sustained. I took her to work to again check the exhaust emissions but the analyser in Workshop 1 produced such ridiculous figures that it was obviously faulty, so I tried the one in Workshop 4. The figures were the same: CO – 0.4% and HCs – 90 (that's ninety!) ppm. These figures would allow a 2002 car with all its electronic emission controls to pass the MoT. But things got better.

The weekend of 4th–5th September proved eventful. The Club was holding a spares day on the Saturday and I decided to go, partly to buy some bits but mostly to help out. The following Sunday was planned as the day I would again take part in the 105speed.com Lakes Tour, but a look at that website on the Friday evening revealed that participants were already arriving. Sure enough, a browse through previous posts confirmed that the event had been brought forward a week, so I'd be going to Abingdon on Saturday and Appleby and the Lakes the following day.

I set out for Abingdon at 7.00am, having filled up with fuel on Friday evening. The run there from Wigan is all first class dual carriageways or motorways for all but five of the 179 miles, and it was a warm and very still day as I cruised along at 50–55 mph. I did my bit at Abingdon, then on the way home filled up again just before the M40. I was rather surprised at how little fuel was taken on board, and on reaching home I grabbed a calculator. The consumption worked out at 49.25mpg. I double checked this several times as I found it hard to believe but it always works out the same. This is, by a long way, the best fuel consumption I have ever recorded in a Sidevalve.

Another 7.00am start on Sunday saw me heading for Appleby where I met up with the

105E owners, sporting variations of crossflow, Zetec and even Toyota 4-AGE engines. Our first stop was a filling station where I filled up for the first time since before the M40, and off we went through brilliant mountain countryside, including single track roads, 1 in 4 gradients and hairpin bends. There was some dual carriageway running involved also but happily my compatriots stayed to the 70 mph speed limit. The Prefect will maintain this speed, although not particularly happily. Once in the mountains, though, it was a different matter. The others might have had more power, but it was fed to the road through diffs of around 3.54:1 and 3.7:1; the Prefect still has the original ratio of 4.429:1, and these were roads where torque was more important than power. I won't say that I could have lost them but I had no problem keeping up.

The highlight of the trip was the run up the Honister Pass, with its mine and visitor centre at the top, just beyond the left-hand hair pin on the 1 in 4 section. Each car went up separately and Wayne Hankins (user name: awesome) positioned himself to take photos. I'll let them speak for themselves, but you can judge the gradient from the vertical wall behind. He also took many while on the move: for the one on the dual carriageway, he was doing something over 50mph as I overtook him. Many, many thanks to him for the use of these. It was a superb day and I'm really looking forward to next year. What's the plan then, Dick?



That's about it for now; just the NEC to go down to next weekend...



# 107E Register

Rob Goodland

Often it is hard to think of something different to write about the 107E. My dad has modified his in several ways to suit his requirements. I guess people have modified vehicles for many years and to different levels. Some of the modifications carried out on this particular car were forced, due to things being altered before we acquired it. I will go through some of the changes made along with reasons why.



## Seats

When we had the car it was fitted with tidy-looking seats but they made the interior smell and did not fit properly. They were not real 107E seats. They were a bit like 100E seats but had a rolled over top which caught on the B post, and Dad never liked the springing. 107E seats have longitudinal springs but these seats were sprung like a mattress, like a 100E seat. He decided that the seats in my Mk2 Fiesta were suitable so I managed to find him a tidy set from a vehicle that was to be used for grass tracking. He had to weld a bar across the front brackets of the seats to attach them to the existing seat anchorages but he is pleased with the fit. The seats improve the experience of travelling in the car, as you are not sliding sideways out of them all the time. They are not too big and rear leg room is not compromised at all. The only thing that I don't like is that they do not match the rear seat. I still have a spare rear seat from a Fiesta, which would need shortening to fit between the rear wheel arches. Alternatively, covers could be made out of the material from the Fiesta seat.



## Washers & Wipers

The vacuum wiper motor had already been swapped for some electric equivalent which had been poorly fitted. It needed taking out and tinkering with in order to get it working and the wipers parking properly. The washer bottle was not original, so again, a Fiesta Mk2 part was used. The washer bottle has an integral pump and is mounted where the real washer bottle would have been. A spare 107E light switch is used to operate the washers and wipers, which is quite clever – twist (sidelight position) turns on the wipers, twist and pull (main beam position) operates both the washer pump and wipers.

## Fuel Pump

A noisy electric pump was attached when we got the car. It looked like a transformer and sounded like a crazy woodpecker bolted to the bulkhead. The uncomfortable hammering sound had to go. The vacuum pump was no longer needed due to the wiper modification, so a fuel pump was fitted from a 105E, which does not have the vacuum pump, like the 107E type. I did offer him my spare vacuum wiper motor but he declined – I really can't imagine why!



## Electronic Ignition

The car was converted to negative earth and fitted with an alternator before we bought it. The voltage regulator box was redundant and had been removed. An electronic ignition unit is mounted in its position. The unit is from the 1970s and was sold in kit form also, with different transistors for positive and negative earth. The unit is of the capacitive discharge type and provides a good, fat spark, which means that the car now starts immediately every time. The advantage of this is that the distributor remains unmodified, with normal points fitted, so the standard system can be reinstated very quickly if needed. The platinum tipped plugs as fitted to a Toyota Carina E also improve the electrical system.

## Heating and Cooling

The heater inside the car was missing when we bought it. Initially, a heater from a Reliant



was fitted. This was used until I bought a 100E heater from the internet. As you probably know, the 107E heater is slightly different to the 100E unit so this required some modification to fit in. The radiator was rebuilt by Radiator Tony and a plastic fan from a Triumph Spitfire type engine was fitted instead of the standard 2 blade steel fan.

## Other Bits!

The door seals were from a Ford Mondeo in the scrap yard. They fit on the flanges well but required some heavy slamming initially. This is not much different, in practice, from the heavy slamming required when fitting the correct type of door seal, as on my 107E, but costing considerably less than the £6-7 a metre that the 'correct' type will set you back! The headlight units are a halogen conversion. They do not have the same rounded profile as the real ones or the sealed beams that were taken out, but do not look too out of place.



Well, there are a few alterations, but it is still essentially a 107E. Perhaps you have modified your car? Do you have any tips or tricks that other owners would benefit from? If so, do get in touch – it would be great to hear from you!

# OFO 557: A Sidevalve Teaching Aid

Dennis Hoey

I have owned this 1957 Prefect since 1997, during which time it has provided stalwart service with very few problems. After an accident some years ago I found it increasingly difficult to work on the car and found that I was less interested in the classic car scene than in earlier years. Sadly I let the little car languish in my garage.



Back from auction

This year I knew that something had to be done. The car was nicely garaged but as often happens when a car is unused the brakes and clutch had seized and a little bit of tinworm had attacked the bodywork. I was loath to sell the car as a non-runner.



Engine bay on acquisition

While I was deliberating on what to do, my son let me know that a school called the Oasis Academy in Immingham was looking for a car for students to work on for a motor vehicle studies course which he teaches. (See 100E Register, page 25.) We duly resurrected the car and trailered it to the school.

A 100E is ideal to teach this kind of technology, having a coil and distributor, a carburettor that is easy to strip and service, and understandable technology rather than mysterious black boxes.



Rear quarter tinworm

The car does not need a full scale restoration, just logically working through and some cosmetics. It still looks very good and we thought the students would be inspired by such a nice vehicle.



Leaving for Immingham

The Year 11 students love the car and have put in a lot of good work. They have already rebuilt the braking system and undertaken a lot of cosmetic work. With so much labour available my son decided to smarten things up under the bonnet by stripping and painting auxiliaries like the dynamo, air cleaner and vacuum wiper reservoir. It was easy to take out the engine for a clean and repaint.

We puzzled over the colour and settled on sea green, a Ford colour which was used at



Work to be done

the time. Once the engine was out we came across a plate showing that the unit had been reconditioned some time by Burdett Engines of Peterborough. Ford reconditioned engines were painted blue but we already had the paint. My father's 100E, which I used to thrash in the 60s, had an engine reconditioned by Mascot Engineers of Southall and was painted a nice light green, so I will assume Burdett engines did the same.

The school took a stand at the Restoration show at the National Agricultural Centre in Stoneleigh on October 24th. Without a trailer it was decided to take some components, including the engine on a stand, to work on during the day along with lots of display material. We were lucky to be placed next to the FSOC stand so could swap some information. We spoke to lots of members of the public and all in all had a very successful day.

Thanks are due to Andrea from Poppyseed Media who helped us with this show and who has offered help with future events. Thanks also go to John Duckenfield, the FSOC regional coordinator, who took time to visit the school to talk about the project and kindly brought his own 100E to show.

We are now planning an article in *Practical Classics* to get the school some much needed publicity and hope to complete the project in this school year, running the car through an MOT next Easter and getting OFO back on the road as it should be.

## OFO 557: the details

The car was first registered on 4th July 1957 under the number FFL 996 to a Mr John Sherriff in Peterborough. Mr Sherriff parted with £6.11s3d for road fund licence and a further £18.3s9d for insurance. Younger members can apply to the club's archivist for a complete explanation of these figures, or ask their grandparents.

The car stayed in Peterborough for many years, passing to Mr Tom Richards in 1961, then to a Mr Rover Gordon Read. I wonder if his real name was Roger but it says Rover on the registration documents so maybe he was

named after a car or the family dog. By 1984 the car was passed to Mr George Magan, then in 1987 to Mark Gibbin, all of these owners living in Peterborough.

The car found its way to Watford in 1987 in the hands of Iris Nash. Mr S.J. Nash wrote to Ford to find any details and received a reply from David Burgess-Wise, suggesting he contact Shirley Wood who at that time was General Secretary of FSOC.

FFL then moves to Norwich with a Mr Cushion who presumably sells the plate and the car obtains a new number, OFO 557. It passes through the hands of Mrs Sylvia

Hennigan who finally puts the car up for auction at the Royal Norfolk showground, where it was purchased by me on 18th May 1997. There was a full MOT and some tax on the car.

There are quite a few bits of FSOC material in the history file and some of the owners have looked after the car late in its life, so I wonder if any of them are FSOC members. If anyone reading this wants more information then I will be glad to pass it on.

I own the car to this day.