

Sidevalve

Journal of the Ford Sidevalve Owners' Club



Features this issue

Overhauling the Rear Brakes On A 100E/107E

How To Restore A Classic Car Without Really Knowing How

The Adventures of 547 WPE | AGM 2017 Calling Notice



www.fsoc.co.uk



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Cover photo: a Ford Club meeting in Malta, March 2017. Photo by Reniel Pisani.

John Porter

Editorial

Every spring there is something written (often by yours truly) about getting the sidevalve out of its winter bed ready for the coming season. As with all things sidevalve, preparation is the best antidote to an enforced wait for the breakdown service. There have been a number of posts on the FSOC Facebook page about starting one day and not the next. How to avoid this frustrating outcome to the morning, with the hamper packed and time pressing? Instant fixes need some diagnostic skills but there are some preventives that can be put in place – more of that in another issue of *Sidevalve*. The easiest one is the battery conditioner, rather than a straightforward battery charger. These typically cost around £35 for a decent quality device – 6 volt or 12 volt but frequently able to do both voltages. The beauty of these devices is that they can remain connected when the car is not being used.

Some of you may keep your sidevalve in a rented lockup with no electricity. The only option here is to invest in a battery booster pack – around the same price as the battery conditioner (12 volt types only). These can be charged at home and carried to the lock up ready for action! However they are not readily available for 6 volt vehicles except from Europe or the US at extortionate prices. The only safe option for jumping a 6 volt car away from mains electricity is another 6 volt battery. Alternatively, and with some forethought, remove the battery the day before you have to fire up, take it home and top up the charge. If you have to carry the battery some distance then invest in a battery carrier which is far safer.

Jumping a 6 volt car with a 12 volt battery or booster can be done – but you need to know what you are doing in the same way as clearing land mines blindfolded...

Those jump leads that are deep in the boot are worthy of consideration because some



Battery carrier

that are sold at car accessory shops are worse than useless, as they will not carry the fully load required for a cold start with a weak battery. Cheap leads are typically around £10 whereas a more heavy duty set is nearer £30 – something like at least 1000/1200amp 3 Metre Long Thick Heavy Duty Cable. Low voltage drop multi strand pliable copper cable should be in the specification, NOT aluminium cable.

Depending on your storage situation, your battery should be at its best for the all-important cold start. If you drove home from the last outing in poor visibility with your lights on then the above is essential, especially for the 6 volt uprights as the standard dynamo struggles to keep up with headlights on a long journey. Fitting LED sidelights and headlight bulbs will help dramatically and enable the charging system to keep up.

(LED replacement bulbs are not technically road legal; the reason being that to achieve an E mark, the bulb has to be of the same type that it is replacing. For example: incandescent for incandescent, LED for LED etc. In this case you are replacing incandescent for LED so therefore it cannot be E marked. However, the light output is fantastic, so will pass an MOT as the intensity and colour is by far sufficient.)

One problem, especially for uprights, is that the owner is often sold an unsuitable battery and it is essential that a battery of sufficient amp/hours is bought. These are not cheap but you will not get good starting in cold weather from a 6 volt VW Beetle battery as the Amp/Hrs rating is simply not enough (listed as 66Ah). Some people have used a 421/M 6 volt 57Ah which is designed for use in pairs in MGB! Ford actually specified 85Ah batteries, so using a 57 or 66Ah battery is always going to be trouble.

The Type 421 Classic Car Hard Rubber Battery 6V 57Ah is frequently seen installed in sidevalves. 57Ah is woefully inadequate, especially for a 10HP starter. What is needed is a 6 volt 511 type, 112Ah battery which does not cost much more. An even higher rating is available for around another £20 – 511T/UK at 131Ah. You will need to make the original clamp a little longer.

Ideal physical size for 6 volt uprights using the



Battery booster

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original top clamp is: 9 1/4 x 7 1/4 x 6 1/4" (235mm x 185mm x 160mm high).

The 100E/107E range is of course 12 volt, but again get the best rated Amp/hrs battery despite Ford originally specifying 40Ah batteries (51 A.H

Special Equipment – possibly cold climates?). Type 165 is rated at 45 Amp/hrs.

Ideal physical size for 100E/107E using the original edge clamp is: 9 1/2 x 5 1/4 x 7" (241mm long x 135mm wide x 178mm high).

Shirley Wood

AGM 2017

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 24th June 2017 starting at 1:00 p.m. A buffet lunch will be held before the meeting at 12:00 p.m. The AGM will be held at St. James Hall, Barton under Needwood, Burton-on-Trent DE13 8HY.

A road run will take place immediately following the AGM. The road run will be 9-10 miles long and end at the Shoulder of Mutton in Hamstall, Ridware. On the Sunday there will be a visit to the National Brewery Museum in Burton. There will be a charge of £8.95. The museum is PROVISIONALLY booked for Sunday 25th (mid-late morning). It is NOT necessarily a road run. East Midlands rep Peter Richards (rarebitrichards92@sky.com) *will need to know numbers before May 31st, along with some payment* so that he can pay the deposit to turn a provisional into a full booking.

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

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

Annual General Meeting 2017

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 1:00 p.m. on Saturday 24th June 2017 at St. James Hall, Barton under Needwood, Burton-on-Trent DE13 8HY.

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

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

Nominations of candidates for election to the Ford Sidevalve Owners Club Limited

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

Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners' Club Limited held on the 18th June 2016.
3. Matters arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2016.
 - a. General Secretary
 - b. Treasurer – Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. Chairman
5. To re-elect the Officers of the Company.
 - a. General Secretary
 - b. Pre War Registrar
6. To re-elect the Committee members of the Company.
7. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as independent reporters for the company.
8. To authorise the Officers and Committee to fix the remuneration of the independent reporters.
9. To transact any other ordinary business of the Company.

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

Shirley A. Wood
General Secretary
20th February 2017

Brian Cranswick

Events

Are you ready for Drive It Day? A good opportunity to polish up your sidevalve and give the old motor a run out. Why not meet up with another group? (Photo below is the Cambs and 3 Counties groups.) The listings are just a few of the events for 2017. For a more comprehensive, up to date list you should refer to the events listing on the club website, or get in touch with your local area group.

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

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

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

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

23rd April, Drive It Day meet up, Bottle & Glass. Merseyside Group. TBC – further info from Joe Wheatley.

1st May, Merseyside Group Club Stand, Culceth. TBC – further info from Joe Wheatley.

6th May, Steam in Dartford, Central park, Dartford. Club stand. Details from Richard Greenaway.

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

9th June for 7 days, Three Counties Group Sidevalve Holiday, at Warners Corton Coastal Village, Suffolk. Includes half board & all entertainment. For further information contact Richard Healey on 07881 623619 or 01442 244771. richard.healey@talk21.com.

18th June, Bewl Vintage Rally, Lamberhurst. Club stand. Details from Richard Greenaway.

24th June, FSOC AGM, St James Hall, Barton under Needlewood, south of Burton-on-Trent.

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

25th June, Hatfield Heath Festival. 3 Counties Group Club stand. Further details from Robin Thake.

2nd July, Wrotham Steam Rally, Wrotham showground. Club stand. Details from Richard Greenaway.

16th July, Appledore Classic car show,

Appledore. Club stand. Details from Richard Greenaway.

16th July, Old Ford Rally, Heritage Motor Centre, Gaydon. Club stand.

6th August, Weald of Kent steam rally. Club stand. Details from Richard Greenaway.

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

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

13th August, Historic Specials Day, Cotswolds Wildlife Park, Burford. Details from Ian Woodrow, Specials Registrar.

19th & 20th August, Tatton Park Classic Car Show. Club stand. Further details from Joe Wheatley.

10th September, Kent Classic Car Show, Aylesford Priory. Club stand. Details from Richard Greenaway.

16th & 17th September, Footman James Classic Car Show, Event City, Manchester. Club stand. Details from Joe Wheatley.



Colin Pudge

Coventry & Midlands

They say Time and Tide wait for nobody. Well, that certainly seems to be the case for me at the moment, as the year is flying by and I am nowhere ready!

As I write this the final preparations are being sorted for the Practical Classics Restoration show at the NEC at the end of March. A few alterations from my original planned line-up, but hopefully anyone who attends will find it a varied and interesting selection of members' projects.

The next important thing on my list of to dos is to sort the details and route for our group's Drive It Day run out. After two successful years as a joint run with Liam Cotton's group, this time I hope to arrange a run in a different area to hopefully allow some of our Northamptonshire members a chance to join us. As soon as details are sorted I will post on the club website and also on the Facebook members lounge, as well as contacting the usual suspects.

As for events that our group will be attending, the list I have been working on has disappeared into the bowels of my PC and refuses to be found, but a lot of them are the same as appear on Liam's comprehensive list. I will redo our list and post on the website shortly.

I for one will be glad when the clocks go forward and I am able to spend a bit more time

working on my Pop. Although running well after my water usage problem seems to have 'self healed', I have decided to swap the camshaft again as the one fitted doesn't work at all well with the high ratio axle fitted – something I knew may happen but tried anyway. I'm really not looking forward to setting the adjustable tappets again. Once that is sorted, the period four branch manifold and twin downdraught Zenith carb setup is ready to go, complete with a whizzy new fuel pump to keep up with it. Also, the aluminium Dante cylinder head I have should make its way onto the engine in the near future. I'm doing it in stages as I want it to be really reliable – I like to know that I can go out anywhere anytime at the drop of a hat without any reliability problems. Just this week I decided to have a run down to Lechlade on Thursday evening to meet up with FSOC member John O'Sullivan at his first meeting: not an official group but a band of like-minded enthusiasts who enjoy getting out and using their cars. Five cars in attendance and a lot of people. Well done John. I certainly intend to join them again and if anybody fancies a lovely run down then let me know. It was a 120 mile round trip for me from Coventry, about two hours in traffic on the way and one and a half returning along a lovely deserted Fosse Way. Twelve volt lights are great, aren't they?

Robin & Jennie Thake

Three Counties

I am writing this report at the end of February, and it has been the first time this year I have been able to go out into the garage to do some work on the Anglia. This has been a cold and damp winter so the car has been kept under cover, with the battery on the smart charger and wheels off the ground.

The first job was to replace the front suspension bushes; this is a job where the pit in the garage was a must to make life easy. After this was done I thought it was about time the engine was given a run. I normally start the car up a couple of times during the winter but this year it was too well wrapped up so it was left. All was well and it started relatively easy.

Richard Healey did the right thing with his Pop – on some fine days he took the car out for a run.

We are busy at the moment sorting out which shows to go to, with invites steadily arriving by post or email. One show we have attended for many years is going to be its last due to the organiser wanting to retire, but nobody is prepared to come forward to take over. Another was under threat due to the organiser looking for help not only on the day of the event but with the administration side. It has been saved. The moral is that we must look after our volunteers because replacements are hard to come by.

Some of the shows that we have booked into are: Colne Valley Railway, Rushden Cavalcade, Enfield Pageant (club stand) and Hatfield Heath festival (club stand), which has had to change its date to the last Sunday in June.



From Facebook: a Ford CX Hot Rod. Photo sent by FSOC member Leslie Foster over in Vancouver.

Peter Richards & Liam Cotton

East Midlands

After two meetings so far this year, we have decided as a group to attend both the Easter Festival of Transport (The Great Central Steam Railway, Quorn Station, Leics, LE12 8AG) on Saturday 15th April and the Gemini Classic Car Show (Catton Hall, Staffs, DE12 8LN) on Sunday April 30th. If anyone from beyond the East Midlands group would like to attend then please let Liam or Peter know as soon as possible and they will book you in.

The AGM is at Barton-under-Needwood this year (St James Hall, DE13 8 HY) on Saturday 24th June – a lovely area of the Midlands. There will be a road run after the meeting of about 10 miles, on attractive country roads (no severe hills) to The Shoulder of Mutton in the picturesque village of Hamstall Ridware. The Shoulder serves meals and has a lovely garden with skittle alley.

On Sunday 25th June, for those members who are staying overnight to make a weekend

of it, there will be a tour of The National Brewery Centre at Burton-on-Trent, cost £8.45 per person. This includes a guide who will show you the history of brewing exhibits, the shire horses, the historic vehicle collection and also a voucher for a free pint of real Burton beer afterwards (voucher may also be exchanged for a selected soft drink!). As noted in John's editorial, Peter needs to know numbers and receive payment before May 31st.

The National Brewery Centre also has a Sunday Carvery available. This needs to be booked some time in advance. If you wish to be booked onto the tour and/or the carvery, then once again let Peter know before the end of May.

The photo shows part of the Brewery Museum vehicle collection.

We are looking forward to an exciting year of events in the East Midlands!



Fred Tutt

Surrey

It has been decided that the best way to build on the relaunch of the Surrey region, which started last year, would be to set up a contact list for all FSOC club members with Surrey addresses and surrounding area post codes, who would support a Surrey regional group. There are about 40 members listed on the club's membership database and they have all been written to.

We have also asked those who are interested to let us know: what sidevalve do they have? Whether it will be on the road this year? Whether they would be prepared to allow other regional members to contact them, and some idea of what type of regional activities they would be interested in supporting?

Once we have had a response from the mailing, the plan is to publish a Region Contact List. We will then be in a position to decide what type of regional group local FSOC members in Surrey and the surrounding area would support.

On a personal note, my newly acquired 1952 Ford Prefect E493A (NJJ 714) is now on the road and, as someone with limited practical experience of sidevalves, I need to say thanks to FSOC member Tony Croxall for all he has done to help me. There are still jobs to be done: the engine still runs too quickly on tick over, the wipers are a bit intermittent, the ignition switch is a bit dicky, the temperature gauge has been disconnected and the front seats need some TLC, but overall the car is now roadworthy and I am looking forward to getting out and about. I am keen to meet and share experiences with other FSOC members. One other job to do is to contact Andy Main to update the Prefect Register.

It will be interesting to report progress on the relaunch of the Surrey regional group in the June *Sidevalve*.

Richard & Trish Greenaway

Kent

Future events

Hopefully by now all Kent members have received a copy of the 2017 Show/Events list. If you haven't, please get in touch and we will get one to you. Likewise, if any member from further afield is planning on venturing down to Kent and would like to join us, please let us know and we will let you know what's going on.

Following on from the last magazine, we have the Dartford in Steam show taking place on Saturday 6th May, so if any South London / Essex member would like to join us, please let us know. Following, that on Sunday 14th May we have our first road run of 2017 which takes us to Bentley Wildfowl / Motor Museum. Bentley Museum is over the border in Halland, Sussex. Talking of crossing the border, our next trip – which we call the Kent Away Day – takes place on Sunday 4th June. This will see us venturing down to the SHVP Classic Car Show and Auto Jumble, which is held in Hordean, near Portsmouth. Currently Glen/Tina, Jim/Maria and ourselves from Kent along with Martin/Kate Doughty from Surrey are going down, but if anyone else fancies the trip then

let us know asap as numbers are restricted and go very quickly.

Next, a show we didn't attend last year but have decided to try again, this being the Bewl Vintage Rally (Sunday 18th June), which again takes us over the border into Sussex. (Great to see you at one of your shows, Dave!)

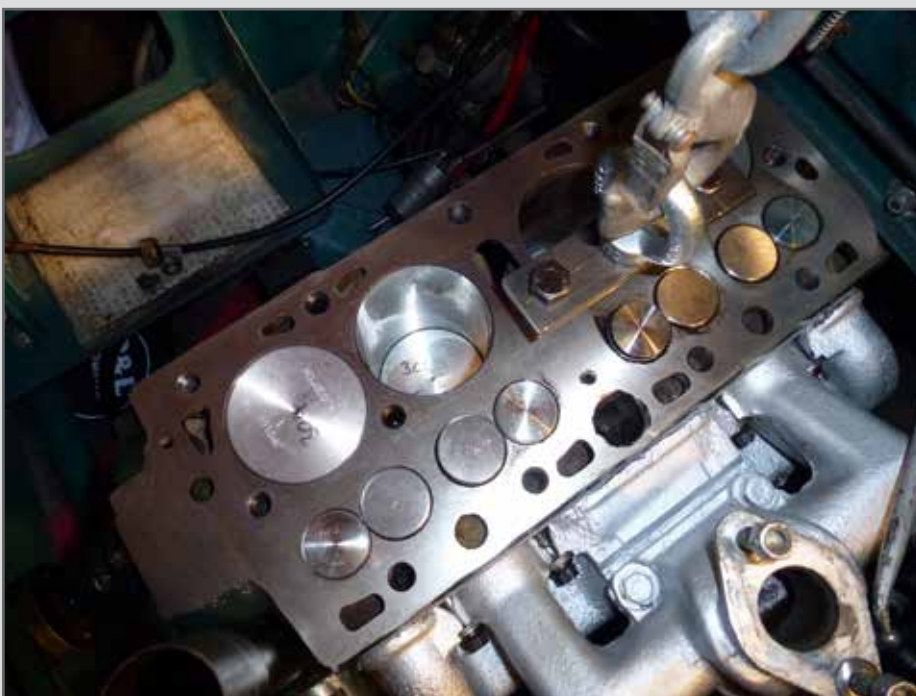
As our June monthly meeting night falls on Midsummer's Day this year, we will be taking a drive out in our sidevalves to Brattle Farm Museum in Staplehurst. If any member would like to join us, don't feel you have to bring a sidevalve – you will still be welcome. For further details please drop us a line.

Following on from the above we have three regular events. First is the Wrotham Steam Rally, which this year is a one-day event rather than the usual two, taking place on Sunday 2nd July. Next up it's the Appledore Show (Sunday 16th July), which although never one of our best attended is in my view one of the best village shows around. Let's hope we can get into double figures for this one. Finally on the events front for this issue we have the now regular Kent Fun Day, which this year takes place on Sunday 13th August. You may remember a couple of

years ago we spoke about stopping it due to low turnouts but since then numbers have picked up: still way below what I would like to see but enough to warrant holding the event. It's aimed at Kent members but any FSOC member is welcome to attend. The main reason for us starting the event was for Kent members to get together socially and have a bit of fun, so make this year your year to pop along and meet up with your fellow Kent members. Don't feel you need to arrive in a sidevalve if you don't want to – you will still be made welcome. It's worth it just for the free BBQ.

Latest news

You may recall I mentioned recently that we had three cars nearing complete restorations. Well, I heard from John Pearson at the end of February saying he'd finished his 107E and would like to bring it along to the Heritage Show, so it will be great to see him back on the road with us. Ron and Tim are still plodding on but are slowly getting there, so it shouldn't be too long before we have all three out and about with us.



From Facebook: Stuart Battersby's newly rebuilt 100E engine just being installed.

Joe Wheatley

Merseyside

I have not been able to attend the last three of our meetings due to other commitments. As the rally season has not yet started I don't have any news to pass on so I have adapted a post I recently put on Facebook. Hope you enjoy it!

I attended Sheffield University from 1971 to 1975, joining the Sheffield Students Motor Club (SSMC) during my Freshers Week. We used to meet every Wednesday evening in a lecture theatre in the Arts Tower, or go out on a 12 car or treasure hunt.

My Anglia was bought from a friend's father in 1973 for the princely sum of £50. It had been converted to 107E spec with a 107E cross-member, modified front bulkhead and a 105E Anglia engine and gearbox. All else was standard, apart from 'La Cucaracha' air horns.

Sometime in 1975 another member of the SSMC had an entry on the Jackson Trophy rally, but due to mechanical problems could not take part. My friend Chris Bradburn suggested I enter with him on the maps. (Chris regularly rallied a VW Beetle and for a driver he was a very fair navigator!) A sump guard was fashioned out of a piece of duraluminium, front shoes replaced with Mintex VG95 linings, front struts filled with EP120, crossplys replaced with a second-hand set of Michelin Xs and a borrowed pair of Marshall fog lights mounted on the bonnet. As I recall we started at number 115 out of 120, being placed in the novice class as I had not driven on a rally before, nor had Chris navigated on one. We finished a creditable 35 and, I think, second novice team. The rather watery photo 1 shows us going

through Spitfire Bottom (in Clumber Park, Nottinghamshire?) that night.

I did another three or four road events in the Anglia in 1975/6. Photo 2 is from one of these (after an incident with a bread van required a replacement blue front wing), obviously giving it some beans around a left hander. I'm glad I did not realise how close the front wheel was to digging in, or rolling the tyre off the rim!



Photo 2



Photo 3

Photo 3 is of another event (probably organised by the 111 Motor Club or the Hallamshire MC), this time with Clive Brooks in the nearside seat. We did not finish this one. Clive was an excellent navigator, but had wrong-slotted me somewhere in Derbyshire. We got back on route and I decided to make up time on a long 'white' section after the red mist descended. We overtook three other competitors who probably knew the road better than I did because towards the end of the section we took a slight left hander

at speed and fell into the biggest pothole in Christendom. A huge flash lit up the night as the sump guard hit the rocks and we crashed down into the second biggest pothole in Christendom. Gingerly setting off again, all seemed to be well (very strong body shells on these 100Es!) but a smell of burning rubber soon brought us to a halt. The bottom of the nearside front strut was so bent that the tyre was rubbing on the strut. That was the end of our night. Various large washers were used from the toolkit to pack out the wheel, but we only had enough for two wheel studs so it was a long slow drive home, tightening the two nuts every half mile. Happy days!

Photo 4 is of a MkII Nissan Micra I took at Prestatyn Car Show in May last year. What, I hear you cry, is that doing on this page! (I have a soft spot for these cars as my kids have had two each. They are remarkably reliable, cheap to buy and surprisingly handy.) In 1973 all I could afford to buy and insure was a £50, 17-year-old 997cc Anglia. In 2016 all the 19-year-old owner could afford to buy and insure was a bog standard £500 16-year-old 998cc Micra. He uses it for night-time 'Navigation' events (note stripped out interior, roll cage, Perspex windows) with his girlfriend navigating. Great to know that the spirit of 1970s rallying is alive and well and resident in North Wales!



Photo 4



Photo 1

Stuart Battersby

North Midlands & Borders

Firstly, my apologies for not producing a report for the February edition. At the time of submission deadline, I was in New Zealand with my son and his family and with jet-lag, grandchildren and other distractions I just couldn't get the time to think of anything worthwhile to write. We've now been back in the UK (lucky us!) for a month and I'm beginning to get my act together again.

We had our first group meeting of 2017 last night and it was great to see all the old friends again, together with two sisters who have recently acquired something a bit special (see 'Information Wanted', page 31). It was especially good to see Ken Latham again with his bionic knee and we all wish him well as he undertakes further treatment to fix some unwanted complications from the surgery. Ken is still looking for a good 107E to replace his concourse 100E Popular that he sold last year.

We have started to put our programme of events together for the season, with the main highlights being: Drive It Day, as guests of the Manchester Historic Vehicle Club; The Weaver Wander; Tatton Park (both); the club AGM; Lymm Transport Day; Old Ford Rally at Gaydon; Audlem (where we will need a pre-meet to ensure we all get onto the display field in a group); Hebden Bridge; and perhaps a little meet at Oulton Park for the Gold Cup? The most significant omission from the list is Trentham Park: I can't make the event as my daughter is getting married on that weekend and the other members of the group felt that the show was going downhill.



As far as members' vehicles are concerned, John Crowe tells me his E83W engine now runs (for a while) but there might be an electrical problem. John has had the van for nearly 40 years now so this indeed is progress. Tony Whitehouse is struggling to find a seat trimmer who can even look at his seats in under four months. (Is that just a regional issue or does everyone have a problem finding a good car trimmer?) My engine is now back together and as I write it has completed 125 miles of its running-in programme. It's basically now a new engine with a +30 rebore, pistons, conrods,

shells, main bearings, camshaft bearings, timing chain, valves, valve seats and guides and valve springs.

Once again I must emphasise that we have a large geographic area, and whilst we'd love to see you at The Peacock (in any vehicle), if you can't make it but need help or advice then please get it touch and I'll find someone to answer your question.

The photo shows Julian Heath, Ken Latham and Les Banks, taking credit for Les' Prefect 100E restoration at the NEC in November.



From Ivor Bryant: F type Morgans at Blenheim Palace

Ivor Bryant

Bristol & West

We kicked off the New Year with a stand at the Great Western Classic car show at Shepton Mallet over the weekend of 11th and 12th February. Photos and comments have been shared on Facebook.

I applied for a club stand at the end of last year, and sent out a request for volunteers for cars for the stand by e-mailing from the list of members in the area as well as in *Sidevalve*.



100E Prefect – Alan Garrett

We had an exhibition of six vehicles – Rob Palmer's 103E, Alastair Burian's E493A, Dave Locke's E83W pick-up, Alan Garrett's 100E Prefect, John Porter's Nickri Spyder and my rolling chassis – which was a varied selection. Maybe next time we will have a hot rod?



103E Popular – Robert Palmer



E83W pickup – Dave Locke

We set up the display on the Friday afternoon in the cold. Saturday morning there was a dusting of snow. For an indoors show it was a cold event, getting bleaker the closer you got to the autojumble sheds.



Ford 103E chassis ridden by Ivor Bryant

Saturday was busy but tailed off in the afternoon when the rugby started. Sunday was not so busy but we met a lot of members and potential members.

John's Nickri was awarded runner-up for most interesting car at the event.

It seems parts are getting harder to come by. Although I wasn't looking to sell any parts, I sold a 103E wheel at the event (used to be less than scrap price) and the rear seat springs with no upholstery for a 103E. I recently sold just a prop shaft from a 103E for a Dellow.

I've tried to sign up a Dellow member and also a Cannon owner for whom I'm trying to get parts. He was at the Shepton show looking at the Nickri's front suspension. I also lent a spring spreader to a Prefect owner to encourage and help potential members

Looking forward, we will be running a Drive It Day event with the Horton Historic Vehicle

club on April 23rd. This will be a road run of about 50 miles out for a pub lunch but I've yet to work out the route.



E493A Prefect – Alastair Burian

June 10th and 11th will be the Dig for Victory event, just south of Bristol.

Clashing with the Old Ford Rally will be the show at Berkeley Castle, Gloucestershire on Sunday July 16th.



1962 Nickri Spyder – John Porter

Gloucester Retro is on August 26th and hopefully there will be another evening gathering later in the year at Sharpness.

As last year, we will be arranging a longer run with Horton Club in September.

Contact me for further details of any of the above.



Peter O'Sullivan and John O'Sullivan, all the way from Swindon

Nigel Hilling

Yorkshire

News and events

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

I have produced a list of events in our area (and beyond) and e-mailed this out to those members on my list, and it also appears on the FSOC website in the Yorkshire Regional News. If you want a copy e-mailing or posting then let me know. In addition, if you want to be added to my e-mail circulation list then let me know. We will be having a club stand at the following events this year:

- Monday 12th June: Hope Motor Show (evening event – entry forms available)
- Sunday 16th July: Newby Hall
- Sunday 7th August: Hebden Bridge (Northern Sidevalve Day – entry forms available)
- Sunday 17th September: York Racecourse (entry forms available)



Drive It Day is on Sunday 23rd April and our usual option is the York Historic Vehicle Group run from the Knavesmire to Sherburn Airfield, where we just turn up at the airfield to join the others. One other option further afield is the British Commercial Vehicle Museum's Classic Ford Day. Some of our Sheffield members have attended the Grand Historical and Vintage Bazaar at Rufford Abbey Country Park in Nottinghamshire in past years, but this has changed hands so I don't know whether this is on this year.



Northern Classic Trial

Another wet day in the Lake District didn't dampen our enthusiasm – after all we are in a closed car and not directly subject to the elements, unlike the 30 bike entries and many of the 30 car entries.

We drove Stan the Anglia up to a Travelodge on Friday night and completed the short journey to the start at Wigton cattle market on Saturday morning to go through scrutineering, signing on, and breakfast. Steve McKenna, my passenger, failed to finish the generous breakfast but was well ballasted for the bouncing ahead. The hills are mainly in the forests around Bassenthwaite Lake and give some fantastic views as you drive up the forest tracks to get to the competitive sections. The one day trials sections are subdivided by numbers from 12 to 1 and you score depending on how far you get, unlike the MCC trials where it is simply clear the section or fail. We did remarkably well through the day and cleared 10 of the 15 sections, only dropping 30 marks on the other five. Our front engine, rear wheel drive class 3 was amalgamated with the small rear engined rear wheel drive class 4 and sports car class 5. An old Morton and Brett Model T with a 3300cc sidevalve Model A driveline came second overall, taking him out of the amalgamated class 3,4,5, leaving us to take the class win and seventh overall in the cars. The old ones can still hack it – the car, that is, not me!

The event finished with a hearty meal (I failed to finish the fish and chips) before the drive back home. That's another 350 miles on Stan's clock.

The photos (courtesy of Dave Cook) show the sidevalve entry with the Morton and Brett, James Child's Pop, a one-off Pop based Tucker Nipper Special, and of course Stan. Visit <http://hoits.smugmug.com/Recent-Events> if you want to look at Dave Cook's many trials photos.



John Duckenfield

Regional Report

I am very pleased indeed to inform members that the club has two new Regional Contacts and potentially two new Regional Groups – the latter, of course, depending on whether or not members in the two areas are willing to get involved!

Berkshire

Robert Townsend, who has been a member of the FSOC for thirty years, lives near Reading. He has recently retired and has decided that the time is right to get more involved with the activities of the club by becoming a Regional Contact, in the hope of establishing a regional group in this part of South Central England.

Robert has owned his Anglia RKO 823 for 34 years and, it is fair to say, knows a fair bit about them, having been a mechanic all his working life, first with the GPO (for younger members who don't know what that is – General Post Office!), then the ambulance service and finally as a civilian mechanic with the army. With that sort of background he has a wealth of knowledge about old vehicles of all kinds and of course 'our' classic cars. What's more, Robert is willing to support members in the area by sharing his knowledge and skills!

So, if you live in striking distance (remember, regional groups are not postcode or county bound but open to all members living in an area) then get in touch with Robert. He will be very pleased indeed to hear from you and can be contacted by email on robertwtownsend@gmail.com, or by phone on either 01189 691794 (landline) or 07880 903154 (mobile).

Members in this part of the world now have a great chance to establish what is in effect a self-help group, and a greater opportunity to share the enjoyment of FSOC membership with fellow members and have an experienced motor mechanic in Robert to guide them through the ups and downs of sidevalve



ownership.

Wiltshire North

Some forty miles to the west of Robert lives John O'Sullivan in Swindon. By contrast, John is a new member but as devotees of social media will know he has already made a significant contribution to the club through its Facebook site. John and his father have a collection of vehicles (some of which are modified) including a 1953 E493A Prefect HDR 792 (above). He has already organised an informal 'Wiltshire popular front' meet and would very much like to establish an FSOC Regional Group in the area.

As mentioned previously, John is a new member and as such is keen and enthusiastic. Importantly he is also relatively young! With a

background in engineering, John has a great deal to offer the club and its members, so make the most of your FSOC membership and make contact either by email at pjoengineeringltd@hotmail.co.uk or on 07860 129572.

Northern Ireland

Unfortunately there is also some disappointing news to report. Rodney Cowden has not renewed his membership of the FSOC and can therefore no longer be a Regional Contact for the club. Should any member be interested in following the example of Robert and John (above) and Lucy Watson earlier in the year in becoming a Regional Contact and taking over from Rodney, please get in touch. All contact details are to be found on the centre coloured pages.

Yvon Precieux

Pre-War Register

Registrar's comments

Well, let's hope we have a good summer. I've decoked the Morgan and put the dizzy in the correct position. If any of you have this problem, where the dizzy is mounted incorrectly with the leads totally in the wrong position, then you will need to take off the inlet exhaust manifold and valve cover. Prior to this, turn the engine so that the rotor is facing number 1 spark plug. Whip out the distributor and the distributor coupling shaft should be in the correct position, as per the illustration Fig 31 in the workshop manual. Without disturbing the position, take off the manifold and valve chest cover, and expose the Skew gear plug. With a spark plug (screwed end), screw this into the plug that holds the Skew gear in place. Once the Skew gear plug is pulled out, the coupling shaft and Skew gear itself can be taken out from the top. Now take out the pin from the front cover and turn the engine to TDC. You now have the piston and the timing in its correct position. Refit the Skew gear and coupling, not forgetting the plug plus cover and manifold. Simple.

New members

We welcome William Tighe, Republic of Ireland with a partly restored Model Y; Louise Wallis of Essex who has purchased Brian Collins' green/black saloon Model Y (looks like Louise is a small Ford enthusiast, as earlier she purchased a 1939 Model 7Y in October last year); and lastly we have again a Model Y, Fred Waind with a 1936 car. I would suggest as a first priority to go for a workshop manual and the Ford bulletins for these cars, all available from the FSOC. If you can find the time to drop me a line on the history on your cars with photos then you could be in the next mag.

Model Y development

As we have all Model Y new members for this spring, the following may be of interest.

In Dearborn, a target date for the start of production at the new plant in Dagenham was set for 1 June 1932; quite a tall order with just 8 months from the start of the project on 1

October 1931. With a full team in place under the management of Eugene Farkas, rapid progress was made on the design and development of the production model. However, from design and development it was not surprising to see a marked difference to the eventual product from the original prototype body and mechanicals. During this period, work over Christmas and the New Year had prompted Rowland Smith, prior to him returning to Britain for the opening of the new Dagenham factory, to leave the following memo for Charles Sorensen at Dearborn to attend to engine detail regarding the Model 19, identified when the workshop manuals were being printed as the Model Y.

"The following important changes are in progress and should be followed up:

1. New Camshaft: Existing design is very noisy, so a new camshaft has been drawn embodying the necessary changes together with a cam for the gas pump. A suitable rear gas tank is being designed and a boss is being added to the cylinder block for the pump seating.

2. The oil pump is too heavy and absorbs too much power. One with half the gear face is being drawn.

3. Due to leakage from the oil channel on the block under the valve cover, two additional studs are being incorporated in the block to facilitate tightening.

4. A new cylinder head is being designed to prevent 'steam locks', giving a more efficient 'rise' to facilitate thermosyphon action to the radiator top tank.

5. The transmission design is not yet completed. The gear striking rods should enter the clutch housing and be sealed from dust and dirt, and the clutch housing has to be suitably lengthened to make up for the distance piece that we have been using as a temporary make-shift.

6. The pantograph design of clutch actuating mechanism has cured clutch chatter and should be incorporated.

7. A lighter and more suitable fan belt is needed.

8. The crankshaft with 1½" pins has proved to be more satisfactory than that with 1⅜" pins and should be adopted.

9. New inlet manifold to down draught

carburettor.

10. Down draught carburettor.

11. New engine suspension, front and rear with consequent alteration to front cover and generator support.

Two cars are being prepared which will embody all these changes and one of them should be shipped to England for my attention as soon as it is ready and tested. In the above statement I have not mentioned changes which have already materialized and are, more or less, decided upon, such as a deeper frame (chassis), altered steering bracket, front cover, generator bracket, new engine mounting, radiator top tank, shorter rear axle drive shaft, bolted rear radius rods, 8B castor on steering instead of 5, but the car you are sending to England should embody all these changes."

From Sorensen came the following reply:

"Refer your communication February second new camshaft designed and much quieter but not altogether satisfactory will redesign can expect better results. Oil pump gear face to be three quarters inch instead of one inch. Item three taken care of. Item four compression ratio depth of combustion chamber to be eleven sixteenths inch. Item five OK. Item six no change. Item seven will adopt half inch or nine sixteenths inch face on belt. Item eight one and one half inch crankshaft adopted. Items nine and ten manifold downdraft carburettor being tested. Item eleven OK. Regarding two cars being prepared per your instructions first Tudor body promised March 4th. Set of longer skirted pistons shipped to your attention February nineteenth S.S. Majestic. Experiencing difficulty left hand control gas pump and exhaust manifold interfering with the steering column housing and clutch pedal. Recab twenty second camshaft and other nineteen parts shipped Berengaria sixteenth due Southampton today see our letter February sixteenth. Impossible send engine until further experiments on downdraft carburettor completed."

The Tudor Model 19 to be shipped to England was completed by the 16th March 1932, when it was photographed, in its green livery, outside the Engineering Department building in Dearborn. Due to be shipped on the SS *American Merchant* on the 18th March, the



Photo 1



Photo 2

cars were not able to be made ready in time. They were shipped, as deck cargo 'to ensure careful handling', on the SS *Mauretania*, leaving New York at midnight on the 22nd March and arrived at Southampton on the 3rd April 1932. Three body styles were originally considered for the Model 19: a two-door (Tudor) saloon, a four-door (Fordor) saloon and a 'roadster'. The

experimental 'Runabout (Roadster)' was built as a convertible sedan, more likely similar to the Model A version but, by the time the above internal memo was written, Roland Smith had already rejected the idea, being dissatisfied with the strength of the chassis, although it seemed he decided to turn a blind eye to the dealerships who built their tourer bodies on the Model Y chassis via various coachbuilders. Smith believed that only a saloon body on that simple ladder chassis would provide the rigidity required to prevent unacceptable flexing. His decision was to reject the convertible sedan (tourer) as a Dagenham Ford product.

Photo 1 shows a prototype on display at the 8th Portuguese Motor Exhibition in the Crystal Palace, Oporto, in April 1932. Photo 2 is an extract from the Registration Book (log book), dated 15 April 1932, pertaining to the imported pre-production Model Y, which at this point was still known as the Model 19. Engine and chassis numbers are shown as 19-00001. Photo 3 is a further photo of the prototype, and photo 4 the prototype engine with manifestations of the earlier T engine design.

The E93A Prefect was launched in October 1938 just prior to the war years. However the forthcoming events ended the civilian car production in July 1940. It was another five years before civilian production started again, but with a large number of changes. Production then ran until January 1949. The versions were the 4-door, 2-door, sliding roofs, Tourer and the drop head Coupé. A few members have joined the Pre-War Register as well as the Anglia, Prefect & Popular Register: it is far better to be registered with both registers, as pre-war production was quite short. The earliest production saloons had some unique fitments with the legacy of bulbous headlight glasses used with tear drop rubber pads, non-spring bonnet hinge arrangement, alloy steering wheel via the Model Y, and a much better arrangement to stow the spare wheel cover when removed, than hanging down from

a chain. Photo 5 shows the unique non-spring assisted bonnet hinge arrangement.

A Prefect you don't see every day was built in 1943 for the Somerset Education Committee for carrying meals to schools that did not have their own kitchen. (Photo 6) The text in the *Ford Times* says that 'It is mounted on the standard Prefect chassis. The bodywork being cut off behind the front door pillars, with floor and rear wings left in situ, the only chassis modification being the reinforcement of the rear spring. The main framing of the van is of oak or ash with steel panelling and a plywood roof, canvas-clad and waterproofed.' It makes you wonder why anyone would go to so much trouble to make a van when one had the remarkable E83W.

The Prefect vans were built by J.H. Plater & Co. Ltd of Streatham, who also built similar bodies on V8 and larger Ford chassis for NAAFI, WVS and the Salvation Army.



Photo 3

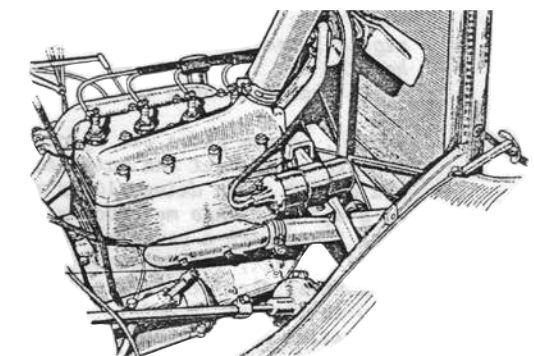


Photo 4

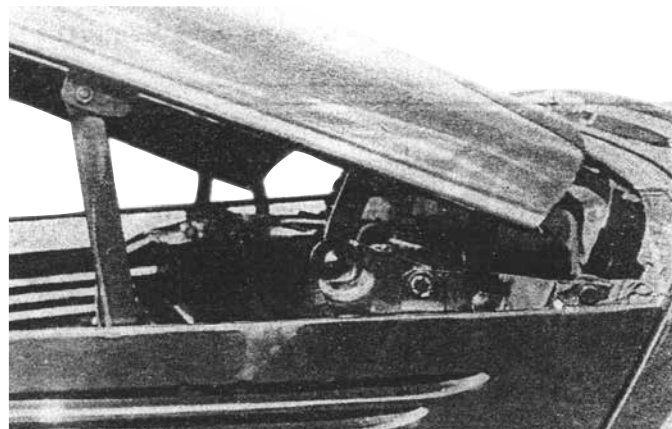


Photo 5



Photo 6

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

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

Regalia List

Books

Reprint Model Y Bulletin.....	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin.....	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.90
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£34.00
Reprint Workshop Manual for 100E and 300E.....	£25.75
Reprint Parts Manual for 100E and 300E.....	£22.25
Reprint New Prefect (107E) with OHV engine Parts List.....	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E.....	£42.80
Reprint Enfo parts list of Standard Hardware.....	£9.50
Technical Tips for the 100E/107E by Jim Norman.....	£8.50
100E Anglia and Prefect Instruction Book (1953-59).....	£9.95
The John Howe Book of Cartoons.....	£6.60
Ford Motor Cars, 1945- 64.....	£9.70
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

Stickers

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

Magazines

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

Leaflets

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

Models

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

Badges

Enamel Lapel Badges: FSOE, 103E or 100E.....	£2.20
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.90
FSOE Grille Badge: Round or Square.....	£13.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£13.50

Clothing

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

T-Shirts

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

Other Regalia

FSOE Licence Disc Holder.....	£1.15
Blue FSOE Mug.....	£7.95
DVD of Ford Archive material and FSOE events.....	£5.95
FSOE 40th Anniversary Beer Glass.....	£22.75
FSOE 40th Anniversary Beer Tankard.....	£24.50
FSOE 40th Anniversary Beer Glass and Tankard.....	£42.00
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£4.50
FSOE Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
Dusters: Yellow duster printed with various sidevalve models around border,	
Club logo in Centre.....	£2.70
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

Spares List for 8 & 10hp Type Models

Wheels, Hubs and Drums

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

Braking System

YE-2019A } CE-2019B } 7W-2019 } YE-2019A } E83W-2019 } Y-2035 } Y-2035 } 7W-2035 } 7W-2035 } E83W-2035 } E83W-2035 } Y-2036 } 7W-2116 } 7W-2205 } E93A-2248 } 7W-2249 } Y-2454 } E83W-2498A/B } E83W-2580/1B } 7W-2580-C } 7W-2581-C } 7W-2580/1 } 7W-2584-B } 7W-2585-B } 7W-2584/5 } 7W-2580/1/4/5 } YE-2793 } 7W-2853C } E83W-2853B } 119276 – ES2 } 119290 – ES2 }	Brake Shoes (set of 4 – not E83W – return old shoes with order).....£59.95 Brake Shoes (set of 4 – E83W only, return old shoes with order).....£69.95 Spring (brake retracting).....£6.05 Spring (brake retracting) (set of four) Model Y.....£20.00 Spring (brake retracting) not E83W.....£5.15 Spring (brake retracting) (set of four) not E83W.....£18.50 Spring (brake retracting) E83W only.....£7.00 Spring (brake retracting) (set of four) E83W only.....£23.00 Spring (brake retracting) short.....£6.50 Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model.....£10.20 Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....£13.95 Rear axle brake plate securing bolts, long (each).....£6.60 Rear axle brake plate securing bolts, short (each).....£6.60 Brake Pedal (exchange-remove rubber from old pedal and send with order).....£17.80 Brake pedal return spring.....£6.90 Rear brake cables (Pair E83W).....£79.95 Front brake cables (Pair E83W).....£34.00 Front offside brake cable (E93A).....£28.75 Front nearside brake cable (E93A).....£28.75 Pair front brake cables (E93A).....£53.98 Rear offside brake cable (E93A).....£28.75 Rear nearside brake cable (E93A).....£28.75 Pair rear brake cables (E93A).....£53.98 Set of brake cables (E93A).....£104.66 Spring (handbrake lever pawl).....£2.95 Hand Brake Cable (fits all models except Models Y, C and E83W).....£24.95 Hand Brake Cable Clevis Pin.....£3.00 Hand Brake Cable (fits E83W).....£27.40 Set of four ¼" Thackery (double coil spring) washers (not E83W).....£2.66 Set of four 5/16" Thackery (double coil spring) washers, E83W only.....£2.22
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Steering and Suspension

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

YE-3332	Trackrod End Dust Cover (each, fits all models).....	£4.95	Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50	Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
YE-3332	Trackrod End Dust Cover (set of four, fits all models)	£13.50	Y-6610B	Oil Pump Gear (fits all engines).....	£4.95
YE-33111	King Pin Set, complete (Model Y).....	£70.00	YE-6623	Oil Pump Screen (fits all engines).....	£9.77
CE-33111	King Pin Set, complete (Model C).....	£70.00		Stainless steel dip stick tube.....	£30.20
7W-33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)	£79.95		Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	
E83W-33111	King Pin Set, complete (E83W).....	£59.00		(fits all engines).....	£55.00
Y-3446	Front axle A-frame Bush (fits all models)	£6.85		Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
353031	Lubricator (grease nipple) each, please specify straight /			E93A 10hp Piston Set including rings(s, +0.020", +0.030", +0.040").....	£205.00
	45 degree / 90 degree.....	£2.30		E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040").....	£49.50
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00		3-Ring 10hp Piston Ring Sets (+0.020" only).....	£20.00
YE-3616B	Horn Button and Nut (Y model).....	£8.20		Small end bushes (set of 4).....	£27.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards	£8.55		8hp decoke gasket set (1932-34)	£35.00
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards			8hp decoke gasket set (1935-1953).....	£45.00
	(set of four)	£29.00		10hp manifold gasket.....	£7.75
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size.....	£2.75		Manifold stud	£5.95
E493A 4050	Retainer (rear axle shaft grease).....	£9.95		Manifold stud (set of 4)	£21.00
YE-4209-F	Gear (rear axle) and driving pinion assembly	£340.00	E15-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95
Y-4217	Bolt (diff gear case).....	£5.20		Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
18-4217	Bolt (diff gear case).....	£5.40		10hp decoke gasket set and Conversion gasket set.....	£56.90
Y-4243	Key (rear axle shaft)	£6.00		10hp cylinder head gasket	£19.95
EB-4245-A	Retainer (rear axle shaft grease).....	£10.25	YE-24052C	Studs (Cylinder head) set.....	£34.99
Y-4507	Gasket (torque tube to differential housing cap)	£1.78		Set nuts for cylinder head studs	£4.00
7W-4507	Gasket (torque tube to differential housing cap)	£1.78	Clutch and Gearbox Parts		
Y-4515	Gasket (universal joint housing cap)	£1.69	Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal	
E93A-4607	Pin (Drive Shaft).....	£2.20		and send with order).....	£17.80
Y-4615-B	Bearing (drive pinion) assembly Model Y	£15.00	Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55	Y-7015	Main Drive Gear (8hp).....	£35.75
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99	YE-7015	Main Drive Gear (10hp).....	£38.50
Y-4655	Torque tube bearing sleeve.....	£9.95	7W-7050	Retainer (main drive gear bearing).....	£17.50
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50	7W-7052	Seal (main drive gear bearing oil) assembly.....	£5.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50	YE-7059B	Mainshaft and Bush.....	£35.50
E83W-18055B	Front Shock Absorber Link to fit E83W	£25.00	Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
6E-18055B	Rear Shock Absorber Link to fit E83W	£25.00	YE-7071B	Washer intermediate drive gear thrust washer.....	£7.60
	Front Offside Shock absorber (E493A, E494A and 103E only).....	£115.00		Baffle (main shaft oil)-front	£1.25
	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00	E93A-7085	Rear Bearing Retainer.....	£19.75
	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£115.00	Y-7086	Gearbox rear gasket.....	£4.50
	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00	Y-7111	Layshaft	£42.40
	Front Offside Shock absorber (E83W only).....	£95.00	103E-7114	Counter Gear (10hp).....	£76.95
	Rear Offside Shock absorber (E83W only).....	£95.00	Y-7119	Washer (Counter shaft gear thrust)	£6.35
	Front Nearside Shock absorber (E83W only)	£95.00	CE-7141	Reverse Gear.....	£29.95
	Rear Nearside Shock absorber (E83W only)	£95.00	YE-7222	Selector Housing	£19.50
	Suspension Buffer (fits all models except Model Y)	£25.00	Y-7223	Gearbox lid gasket.....	£2.50
	Panhard rod front – suitable for post 1947 103E, E493A,		Y-7523	Clutch return spring	£6.90
	E494A, EO4A and commercial equivalents	£85.00	7W-7533	Clutch linkage clevis pin.....	£2.60
	Panhard rod rear – suitable for post 1947 103E, E493A,		Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
	E494A, EO4A and commercial equivalents	£85.00	E83W-7550	E83W Clutch Plate (exchange send with order).....	£31.50
	Panhard rod front and rear – suitable for post 1947 103E,		YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order)	£67.00
	E493A, E494A, EO4A and commercial equivalents.....	£150.00	E83W-7563	E83W Clutch Cover (exchange-send with order).....	£76.00

Y-5230	Model Y stainless steel exhaust system (collection only).....	£147.00
E04C-5230-A	5cwt stainless steel exhaust system (collection only).....	£129.00
E83W-5230-A	E83W stainless steel exhaust system.....	£185.00
E93A-5230/ E93A-5255-C	Prefect and 7W stainless steel exhaust system.....	£199.00
E93A-5230 / E04A-5255-B	Anglia, 103E and 7Y mild steel exhaust system.....	£190.00
Y-5251	Manifold to exhaust clamp.....	£9.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£39.95

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines)	£12.95
Y-6023	Timing Pin	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount)	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount)	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount)	£27.00
	Front Engine Mounting bolt	£2.00
74-6038A	Insulator (Engine Rear Support) Upper, per side	£9.95
	Insulator (Engine Rear Support) complete, per side	£21.95
E93A-6250A	Camshaft (Chain Driven)	£62.75
E93A-6270	Timing Chain	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards	£3.50
CE-6310	Crankshaft Oil Slinger	£2.85
E93A-6310	Crankshaft Oil Slinger	£2.90
Y-6384	Starter Ring Gear (fits all engines)	£47.95
E93A-6510B	Valve guide (per split guide)	£25.00
E93A-6510B	Pair Valve guides	£45.00
E93A-6510B	Four Valve guides	£85.00
	Valve guide (per set)	£170.00
CE-6505A/B	Short Length Valve (exhaust and inlet available)	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet)	£19.35
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet)	£68.60
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet)	£136.00
Y-6513	Valve Springs (set of eight) (fits all engines)	£25.50
Y-6520	Valve Cover (fits all engines)	£15.95
100E-6521	Gasket, valve chamber cover	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines)	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines)	£5.25

Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines)	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines)	£1.30
Y-6610B	Oil Pump Gear (fits all engines)	£4.95
YE-6623	Oil Pump Screen (fits all engines)	£9.77
	Stainless steel dip stick tube	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines)	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only)	£40.00
	E93A 10hp Piston Set including rings(s, +0.020", +0.030", +0.040")	£205.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040")	£49.50
	3-Ring 10hp Piston Ring Sets (+0.020" only)	£20.00
	Small end bushes (set of 4)	£27.00
	8hp decoke gasket set (1932-34)	£35.00
	8hp decoke gasket set (1935-1953)	£45.00
	10hp manifold gasket	£7.75
	Manifold stud	£5.95
	Manifold stud (set of 4)	£21.00
E15-Z-1	Decoke gasket set (E93A 10hp engine)	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine)	£29.95
	10hp decoke gasket set and Conversion gasket set	£56.90
	10hp cylinder head gasket	£19.95
YE-24052C	Studs (Cylinder head) set	£34.99
	Set nuts for cylinder head studs	£4.00

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order)	£17.80
Y-5102	Gearbox Rubber Mounting (Y & C models only)	£49.95
Y-7015	Main Drive Gear (8hp)	£35.75
YE-7015	Main Drive Gear (10hp)	£38.50
7W-7050	Retainer (main drive gear bearing)	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly	£5.00
YE-7059B	Mainshaft and Bush	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly	£21.95
YE-7071B	Washer intermediate gear thrust washer	£7.60
	Baffle (main shaft oil)-front	£1.25
E93A-7085	Rear Bearing Retainer	£19.75
Y-7086	Gearbox rear gasket	£4.50
Y-7111	Layshaft	£42.40
103E-7114	Counter Gear (10hp)	£76.95
Y-7119	Washer (Counter shaft gear thrust)	£6.35
CE-7141	Reverse Gear	£29.95
YE-7222	Selector Housing	£19.50
Y-7223	Gearbox lid gasket	£2.50
Y-7523	Clutch return spring	£6.90
7W-7533	Clutch linkage clevis pin	£2.60
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order)	£29.50
E83W-7550	E83W Clutch Plate (exchange send with order)	£31.50
YE-7563B	Clutch Cover - All models, except E83W (exchange - send with order) ..	£67.00
E83W-7563	E83W Clutch Cover (exchange-send with order)	£76.00
E74-7580A	Clutch release bearing-All models	£15.50
E70-7600-A	Clutch Pilot Bearing	£7.25
C-943070	Gear Lever Gaiter (except E83W)	£25.50
E83W-943070	E83W Gear Lever Gaiter	£24.99

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£5.40
Y-8109	Radiator cap (brass screw type)	£8.50
Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top)	£8.20
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom)	£7.80
	Radiator Hose (moulded-E83W, top)	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom)	£21.95
	Radiator Hose (moulded-bottom)	£20.40
	Radiator Hose (moulded-top, pressurised radiator cap)	£22.00
	Radiator Hose (moulded-top,brass non-pressurised radiator cap)	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order) ...	£150.00
	Water Pump Repair Kit	£35.00
E493AFS-8509	Pulley (water pump)	£35.00
YE-8606B	Fan Blade (11")	£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£19.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£10.80
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£8.99

	Fuel Pump with spacer (no primer).....	£45.50
	Fuel Pump repair kit	£27.45
	Fuel pump stud.....	£6.75
	Fuel pump stud (set of two).....	£11.60
91A-9030	Cap – painted (petrol cap) assembly	£9.50
91A-9030	Cap – chrome (petrol cap) assembly.....	£11.50
	Locking stainless steel petrol cap.....	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet.....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£3.60
YE-9364-B	Gasket (fuel pump screen cover).....	£1.25
YE-9365	Fuel Pump Cover Screen (all models).....	£2.50
E93A-9369	Fuel Pipe (petrol pump to carburetor).....	£11.75
YE-9374	Gasket (fuel pump to cylinder).....	£1.60
YE-9414	Washer (petrol pump pull rod oil seal).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£29.00
YE-9435	Gasket (inlet manifold to exhaust manifold “hot spot”) (all models)	£3.60
	2 x “hot spot gaskets” plus 4 manifold bolts.....	£6.50
YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order)	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.53

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

Ignition System

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

Electrical System

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

Rubber Grommets and Seals

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

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

Miscellaneous Body Fittings

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

100E and 107E Spares List**Front Brakes**

100E-2018	Front brake shoes 7” diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
	Front brake shoes 8” diameter, set of four.....	£35.00
100E-2018-C	Front shoe return spring kit (axle set).....	£21.50
100E-2035	Adjuster repair kit (front).....	£22.00
100E-2038	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2061-B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E-2062-B	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2062-A		
100E-2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
/ 02062-B	(SP10006/2) Brake Shoe Steady Kit (Axle set) 57-62.....	£8.75
204\$-2068/71	Hydraulic flexi hose.....	£13.25
E0A-2078	Girling master cylinder.....	£83.00
100E-2140	Non Girling master cylinder.....	£39.95
100E-2140	Master cylinder retainer.....	£4.50
100E-2185B	Master cylinder repair kit.....	£12.50
E66-Z-1		

Rear Brakes

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

Steering and Front Suspension

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

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

105E-1201	Hub bearing inner 1"	£35.50
Y-1216	Hub bearing outer	£35.50
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member).....	£9.00
100E-3073	Track control arm repair kit.....	£24.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£45.00
100E-3079-C	Track control arm left hand (exchange £10 surcharge *)	£45.00
100E-3289/90-B	Pair track rod ends (new style).....	£51.00
100E-3289-B	Right hand track rod end (old style).....	£26.95
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00
100E-3332	Track rod end dust cover.....	£1.90
100E-3591B	Steering box oil seal (early and late models)	£7.25
	Wheel bearing set (per wheel for 0.0983" diameter stud axle)	£70.60
	Wheel bearing set (per axle set for 0.0983" diameter stud axle)	£137.90
	Wheel bearing set (per wheel for 1.000" diameter stud axle)	£65.60
	Wheel bearing set (per axle set for 1.000" diameter stud axle).....	£128.40
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063	£30.00

Rear Axle

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

Exhaust

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

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge*-remove rubber from mount)	
100E-6051-B	Head gasket.....	£19.95
100E-6065	Set of 14 cylinder head bolts.....	£18.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040").....	£200.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040")	£66.00
100E-6261/2/3	Camshaft bush set (std, -0.005").....	£40.00
	Camshaft bearing set.....	£59.50
E93A-6270	Timing Chain.....	£18.30
100E-6308	Crankshaft thrust washers (per set) std.....	£16.00
100E-6308	Crankshaft thrust washers (per set) + 0.025".....	£22.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060").....	£42.00
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00
100E-6521	Gasket valve chamber cover	£5.00
100E-6505	Exhaust valve.....	£8.60
100E-6505	Exhaust valves (per set of 4)	£30.00
100E-6507	Inlet valves (per set of 4)	£28.00
100E-6513	Valve springs (per set)	£30.00
100E-6714-B	Oil filter element.....	£6.50
100E-6763B	Oil filler tube	£15.00
100E-9278	Oil pressure switch	£8.85
100E-9448	Manifold gasket, 100E only	£6.50
	Manifold stud	£5.95
E55Z1	Conversion gasket set.....	£27.00
E81Z1	Decoke gasket set	£27.00
	Conversion and decoke gasket sets.....	£51.00
353000ESA	Core Plug.....	£3.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£27.00

Clutch and Gearbox

E66-Z-1	Master cylinder repair kit.....	£12.50
E70-7600-A	Clutch pilot bearing	£7.25
E74-7580-A	Release bearing	£15.50
E149-Z-1	Slave cylinder repair kit, 100E only	£6.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00
EOA-2078E	Flexi hydraulic hose.....	£13.25
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-7039	U / J repair kit.....	£14.95
100E-7052	Front oil seal.....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.95
100E-7111	Counter shaft.....	£31.40
100E-7114B	Gear and bush assembly.....	£25.00
Y-7119	Washer (counter shaft gearbox thrust)	£6.35
100E-7223	Gearbox lid gasket.....	£2.20
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal.....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£68.00
100E-17286	Ring speedo gear retainer.....	£3.20

Cooling System

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

100E-8260A	Early top radiator hose, 100E only.....	£18.35
100E-8260B	Late top radiator hose, 100E only	£16.60
100E-8286	Bottom radiator hose, 100E only.....	£16.00
100E-8501	Water pump including gasket, 100E only (old unit must accompany order).....	£58.00
100E-8507	Water pump gasket.....	£3.10
116E-8575	Thermostat	£7.50
EOTA-8620-C	Fan belt, 100E only	£7.00

Fuel System

	Locking petrol cap (stainless)	£14.95
	Fuel pump with spacer (no primer).....	£45.50
	Fuel pipe (pump to carburetor).....	£11.80
	Petrol filler grommet.....	£12.50
	Gasket (fuel tank sender).....	£1.60
100E-9276	Flexible fuel pipe.....	£16.90
100E-9288	Fuel pump gasket.....	£1.60
&-9374	Hot spot gasket.....	£3.75
100E-9437	Carburettor flange gasket.....	£1.95
100E-9447-C	Carburettor gasket kit.....	£7.50
100E-9502	Rubber (air cleaner).....	£8.95
100E-9627-A	Gasket carburettor float chamber.....	£1.95
100E-9959		

Electrical

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

Ignition System

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

Badges

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

Miscellaneous

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

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only.....	£12.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *)	£30.00
105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£60.50
107E-8260	Top radiator hose, 107E only	£14.20
107E-8286B	Bottom radiator hose, 107E only.....	£15.40
105E-8620	Fan belt, 107E only	£6.80
105E-9448	Manifold gasket, 107E only	£7.00
107E-9959B	Float chamber gasket	£2.45
E0TA-1135	Drive end starter bush	£4.25
105E-12116	Distributor cap (round type).....	£17.00
EOTA-12199-C	Contact set (round type distributor only).....	£17.20
105E-12300-A	Condenser (round type distributor only).....	£9.90
105E-10043	Brush set	£4.75
105E-11057	Brush set starter motor.....	£4.75

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

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

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

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Post War Vehicles for Sale

1956 100E Anglia D/L. 2 custodians from new (3 keepers). History from new. Many thousands spent since 2009. Original equipment with upgrades to ignition, wipers, fuel system and comfort. All mods reversible if desired. Looking for around £5995. Contact Richard McDonald. Tel: 01513421216. Email: fizzking1@outlook.com. Wirral CH60.

1957 100E Anglia, Black. All original inside and out. Good condition and very reliable. Sound throughout. Regularly used. Some desirable features. Offers over £2,400. For more information contact A. Fleetwood. Tel: 0191 4208511 or 0795 7379181.

1955 E83W Commercial Pickup. Fully restored, professional engine rebuild, lead free & 12V conversion, original registration fully documented & photos, original logbook,

canvas lorry cover many spares £11000 ono. Contact Neil Harris. Email: harrishome1@sky.com. Tel: 01283 542558. Staffordshire.

Vehicles Wanted

Upright Popular 103E, Anglia E494A or similar Must be in very good condition and roadworthy. No projects please, I just want to tinker, polish and drive. Contact Mark Bradbury. Tel: 01564 778678. Email: markjill6061@gmail.com.

Items For Sale

3 x 17" wheels to fit Ford Pop. Free to collect. Contact Ivor Tanner. Tel: 01403753131. Email: ivor.tanner@tesco. West Sussex.

Very rare Smiths auxiliary water pump for Ford sidevalve engines. £75 plus P&P. Contact Tony Russell. Tel: 01306 631498. Email: fat_rabbit54@hotmail.com. Dorking.

Sidevalve News 1985-1990. £ donation for Rotary to help with a project to reinstall a water supply that was cut off in the earthquake in Nepal. Contact John Crowe. Email: john.crowe555@gmail.com.

103E 6V regulator and coil. Working perfectly, no corrosion in coil. £25 + p&p for both. Also small square top classic style 6v battery. Holds decent charge, £15 collection only. Contact Andrew Chapman. Tel: 0044 7741 040116. Email: andyjchapman09@gmail.com. N.West.

8hp blocks, long block type 1939-1953. Bare blocks with main bearing caps suitable for reconditioning. One on standard bore and one at +30. £25 each, collection only or arrange your own courier. Contact Nigel Hilling. Tel: 01484 843115. Email: [nhilling@tiscali.co.uk](mailto:nhillig@tiscali.co.uk). West Yorkshire.

Rare E93A commercial ignition system. Removed from Royal Navy generator unit.

Distributor enclosed in aluminium housing. Armoured H T leads and coil. Complete but needs a clean up. £50. Contact Tony Russell. Email: fat_rabbit54@hotmail.com. Tel: 01306 63149. Dorking.

Three 103E doors – 2 offside & 1 nearside. All four doors & offside front wing – E493A. 2 chrome headlights, E483A radiator & chrome grill, 8 & 10HP engine & gearboxes, 103E Bakelite and assorted starters and dynamos. Plus many other bits and pieces – please ring. 01704 211908 or 07860 266949. D Rothwell, Merseyside.

Steel front wings from 1953 103E. Good condition, no dents, no major rust. In grey primer. £150.00 each, or £270 the pair. Loads more 103E spares available. Contact me with your requirements. Contact Patrick Dooling. Email: pjdooling@hotmail.com. Tel: 07985077595. Jct 2, A14 Kettering. (Non member)

Items Wanted

Ford Popular 103E rear seat (ideally in red) wanted – can be a little bit rough around the edges as not building a concourse car. Contact Will Kauffman. Tel: 07799 148 740 (always available). Email: willkauffman@ymail.com. Essex.

Wiring harness for 1950 on E83W. Condition not important as long as substantially complete and not too messed about with. Managed to mislay mine! Contact Sandy Glen. Tel 07709 284075. Email: sandy.glen400@btinternet.com. Essex.

Interior light for E93A Prefect, any condition. Contact Anthony Moran. Tel: 07986 781346. Email: tonymoran441@outlook.com. Warwickshire.

Ammeter for 103E Pop. Contact John Pollitt. Email: loftartist@yahoo.co.uk. Tel: 0161 478 0252. Stockport, Cheshire.



Sidevalve

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

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

Pop Shopper,
PO Box 1172,
Abingdon S.O.
OX14 5WA

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

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

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

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

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

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

Please indicate heading:

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

Name _____

Address _____

Post Code _____ FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.



Club Officials

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

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

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

Membership Secretary: Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ. Email: membershipsecretary@fsoc.co.uk.

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

Spares 8hp, 10hp Models: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

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

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

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

Technical Advisor, 100E, 107E: Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. Email: j.norman2007@btinternet.com. Tel: 01942 861043 (7.00pm–9.00pm only please).

Regalia and Books: Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA.

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

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

Publicity and Social Media Co-ordinator: Stuart Battersby, 56 Park Lane, Sandbach,

Cheshire, CW11 1EP. Email: Battersby56@sky.com

Sidevalve News Editor: The SV News Editor, PO Box 1172, Abingdon S.O., OX14 5WA. Email: editor@fsoc.co.uk.

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

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

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

Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War

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

E83W

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

Anglia, Prefect, Popular

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

Specialist Applications

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

Specials

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

100E/107E

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

Regional Contacts and Regional Groups

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

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

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

Cambs, South Lincs and Norfolk: Brian Cranswick 07984 631064. Email: popular103c@yahoo.co.uk. *Please ring for details.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wiltshire – North: John O'Sullivan 07860 129572. Email: pjoengineeringltd@hotmail.co.uk. *Please contact for details.*

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

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

International Contacts

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Steve McKenna

E83W Register

My thanks go to Ernie Beckett for this story.

Ernie's van

After 40 years of buying, restoring and showing vintage tractors, the wife suggested it was time we had something with at least two seats. So the hunt was on to find a Fordson van to go with the ten Fordson tractors. I started buying *Classic Car Weekly* regularly but then I missed it one week. Luckily a friend rang up at dinner time to tell me about an E83W van advertised. It was only at Litchfield so we went over that afternoon. Apart from being badged as a Thames and only having a driver seat it was just what we were looking for. Then the vendor offered us two new seats for it so the sale was sealed. I collected it the next day on a trailer, as the van was a runner but had been stored for a few years.

The van was offered in fair order apart from a tear in the canvas roof and tired paintwork. I started to remove the roof, only to find the roof channel had rotted out. Someone in the past had replaced the canvas by bolting down the roof with an aluminium strip so this left fifty-plus holes to fill in. A friend who has a body shop agreed to fill the holes and weld in a new roof channel if I made the channel. So I made the channel up; the straight bits were easy but the corners proved difficult until I made a bending machine. The van then went to the

body shop for two weeks but came back with a proper roof channel and sprayed orange and blue Fordson tractor colours.

With all this progress, when the local tractor club asked if it would be finished in time to go on their stand at the Newark tractor show in the first week of November, it seemed a good idea. Colin then asked if it could go to the NEC Classic Car Show on the second weekend. It seemed like a good plan in the summer...

So we got the sign writer organised while I sorted the brakes, put a new floor in the back and did numerous other small jobs.

Then we had the chance to buy a bungalow in a village with shops and a bus service – things that we hadn't had for the last thirty years, having lived in a barn conversion in the back of beyond. So we put our house up for sale.

So started the big sort out and clear up. We sold five tractors, three lorries and numerous lots of spares and bygones – a real downsize exercise. Then we got a cash offer on the house if we could move before Christmas. This really put the pressure on.

We rushed to get the van finished to the Newark Tractor Show and the NEC as promised, but we didn't think we would have the time to attend the shows ourselves. Newark Tractor Show went okay as it is only 10 miles down the road for us. I trailed the van there and back but did drive it round the showground –

my first real drive other than in and out of the workshop.

Then the next weekend I trailed it to the NEC. Colin kindly said that he would look after it over the weekend but we got the phone call from Colin on Friday night to say that we had won a prize. What a shock. So we went down early Sunday morning. The rest of the saga has been reported through the club so I will just thank everyone who helped get the van started and loaded up for the journey home.

I can report that since then the van has run well and has been driven to several local rallies last year. I now need to make and fit a passenger side step, and change the gearbox as it has started jumping out of second gear – hopefully all before the start of the rally season.



With Colin Pudge at the NEC, collecting Ernie's prizes.



The van as Ernie found it.



The van in Ernie's orange and blue livery.

Tony Lloyd

100E Register

100E register forms

The 100E register is not just for the club's records, but for use by members to perhaps research the history of their car. If you do not return the register form when you join the club then you are depriving yourself and future owners of a part of your car's history. You may not know where all the numbers required on the form are on the car. This does not matter because a) the club may already know about the car and b) even if your car was unknown to the club, if you send in a register form then the club now has a record of it, even if you just fill in your details and the registration number.

Anglia XWU 159

[I have received the following from Alistair Macpherson about his 100E Anglia.]

My Ford Anglia XWU 159 is a Newark Grey one. It was originally owned by a Mrs Ann Spence from Bradford, who bought it new on the 4 March 1959, having had it fully wax oiled throughout every internal panel and undersealed underneath.

Both of these treatments were extras in

those days, and certainly it protected and saved the steel bodywork from corrosion caused by road salt during use in the very harsh winters experienced especially in the 1960s.

Mrs Spence maintained the car in perfect condition for 27 years, averaging only 700 miles annually before it ended up at an auction in June 1986.

It was probably spared the scrap heap – such was the fate of many old cars at the time – due to its unattractive registration, having the letter X within it. Such a number had no value for the rapidly growing cherished registration business, which was consuming perfectly roadworthy old donor cars' identities before consigning them for scrap.

The 100E was acquired at an auction by a family friend who owned a garage and who immediately tempted my late father to buy it. Father bought the car on the 10th June 1986 for £700. However, he had become far too used to his creature comforts and high performance offered by his modern fleet at that time. Subsequently he soon became bored with it and offered it to me for the same price that he had paid. I acquired it on the 17th August 1989. The attractions of the Anglia were its evocative internal odours of upholstery, oil and fuel and being driven by my grandfather in an earlier model around the Derbyshire dales, all reminiscent of my childhood days. I had also become interested in classic cars and saw this as a low cost simple first project, especially given its totally solid rust-free original condition. However, after a few months running the car, puffs of blue smoke began emanating from the exhaust and I soon learnt of the expensive Achilles heel of the 100E!



Piston slap was diagnosed by my local Ford dealership (who had years of experience of 100Es, having retailed and serviced them). They also pointed out that the engine was a 'blue seal' and so not the original one. Subsequently it was replaced and the opportunity was taken to re-spray the engine compartment in advance of receiving the fully reconditioned engine.

Since then the car has been re-chromed and repainted, during which all the slight dents and creases were taken out, new rubbers fitted to the windscreen and windows, and a stainless steel exhaust fitted. Other than that, the car is totally original and remains rust-free.

The car is easy and a pleasure to drive, although my children when younger dreaded being seen in it by their peers, perceiving the dated old banger to be 'uncool'.

It always starts first time, every time. The 3-speed gearbox keeps your driving skill honest, remembering at all times that reverse gear in the Anglia is where first gear is on modern cars! The classic cross ply tyres create challenges when driving along the roads, taking extra care to avoid creases or painted lines if you want to maintain the car in the desired direction.

I use the car regularly at weekends, averaging 300 miles annually, and to this day it has covered only 28,000 miles since the day it rolled off Ford's Dagenham production line 57 years ago – a true credit to robust UK Ford engineering and quality.

Tony Lloyd

107E Register

A new realm

With the introduction of the 105E in October 1959 the Ford Motor Company of Great Britain entered a new realm of car production. They already had one component in place from previous models in the Macpherson strut, and now together with a 4-speed gearbox was an engine that could be increased in size almost at will simply by changing the stroke. It would

go on to power iconic Ford cars in the Escort and Cortina range. These were great cars that pushed Ford to the forefront of rallying and racing. One car however is usually forgotten when we talk of great Ford cars of the 1960s and this is the 107E.

The 107E was born out of the need for a 4-door car. The 105E Anglia's design did not lend itself to the 4-door configuration. There was a replacement in the pipeline in the form of the Classic but this was a couple of years in the future. Therefore, a hybrid car was produced using the 100E Prefect bodyshell and the engine and running gear from the 105E Anglia. The result, still named the Prefect, was a great little car. It has the strength and handling of the 100E bodyshell combined with the longevity and economy of the 105E engine, and the flexibility of the 4-speed gearbox.

So when the conversation turns to great Ford cars of the 1960s, put in a mention for the 107E.

Register forms

Do not forget to send in those register forms, and your stories of your cars and restorations.



Andy Main

Anglia, Prefect & Pop Register

Registrar's comments

Recently whilst visiting a local museum I asked one of the volunteers if he knew the latest news on a WW1 naval ship that had been moved from London, and was moored nearby but not on public view. He replied that he did not know and that it would be a shame if it was scrapped, but a very large sum of money was required to restore her and that we cannot save everything. He continued: if I had saved every bike and car I had over the years, I would require a barn. He then reeled off a number of British motorcycle manufactures which in hindsight would be worth money now. In those days they were cheap to buy and disposed of when repairs were too expensive. I also had many cars, the first being an upright Ford Anglia which had a year's MOT but only two brakes worked! Anyway, I soon got used to driving it like that and it only cost me £5. By now another visitor wished to speak with him so I left.

A £10 Prefect is featured below, but did your upright Sidevalve cost less than that, excluding having it passed down to you through the family or given to you by e.g. a friend?

Publicity

Yellow is the colour for two Kent members who are both called Ian and have been involved in different ways of publicity with their sidevalves. Ian Buckler, with his yellow and green Model Y converted to a pick-up and sporting the FSOC grille badge, is featured on The Historic Dockyard Chatham Festival of Steam and Transport publicity flyers. I have known Ian and his Model Y for around forty years. The doors have an advert for Guanex Organic Manure painted on them. This was on it when Ian purchased it. A number of Kent group members support this event and depending when Easter falls it can be the first rally of the season.

BBC Radio Kent has an afternoon challenge to beat the boss (station manager) with a subject he has chosen. A recent challenge subject was *Doctor Who* (I have never watched it) and Ian Armstrong phoned in as

he looks after and displays his son's Siva Edwardian Tourer, mounted on a 1955 103E Popular chassis and featured in last a previous *Sidevalve*. Ian spoke about how he raises money for charity with it.

It is never too late

A club member of some years has completed the registration form for a Prefect owned for 64 years, which has been gratefully received. So if you are still putting it off, please send it in. If you have lost the application form, please drop me a line with a sae or email me for a copy.

New members

We welcome two new vehicles to the register: Nigel Bayes from Nottinghamshire with his channel green 1953 E493A Prefect, and Gary Milner from Essex with his grey 1958 103E Popular.

£10 Prefect

Nigel Bayes purchased his E493A Prefect for £10 back in 1970. Spurred on by a dig from the Pre-War Registrar in the December issue of *Sidevalve*, the Prefect has now joined the register.

Nigel commented that something he should have done a long time ago is to update the register with some pictures.

ONN 640 was sold new by Evinsons, Ford dealership in Mansfield, Nottinghamshire and first licenced on 19th June 1953. The original log book has not survived so the first owner is unknown. Nigel has the continuation log book with a change of ownership on 26th September 1963. Ownership changed again the following year, then again in 1966. In 1967 the log book was stamped 'entries discontinued by direction of Ministry of Transport', but was used again in November 1968 to record the next change of owner! Purchased by Nigel in 1970, the Prefect has spent all these past years around the north Nottinghamshire area.

When bought for £10 it was not roadworthy, and was towed home behind his Triumph Vitesse with a pal of his steering it. Over



Photo 1. ONN 640 side



Photo 2. ONN 640 engine



Photo 3. ONN 640 inside

the years since, a complete ground-up rebuild down to every nut and bolt has been undertaken. The body has been stripped to bare metal and re-sprayed (photo 1.) The original engine was rebuilt and new wiring loom fitted (photo 2.) The original seat coverings and door panels were retained but new roof lining and carpets were new (photo 3.)

Nigel knows of descendants of two families locally whose fathers owned the car, which is nice, and they are always pleased to see it out and about.

When purchased in 1970 the mileage was 83,000. It now reads 84,941 and the car is being used to attend summer shows.

Register 25 Years Ago – Sidevalve News, April 1992

My registrar comments were about the budget, which dealt a double blow to motorists, with an increase in road tax, after so long without an increase. The other was the rise in petrol, the biggest increase being in leaded.

Steve Evans produced an article on 'upright wiper conversion from vacuum to electric'. Stephen Bushell from Huddersfield was restoring his 1959 103E Popular called 'Poppy' – quite a favourite name too. On stripping the engine down he found to his horror that someone had replaced number 1 piston and omitted the gudgeon clips.

Commercial sightings of two E494C 5cwt vans, both with sign writing, were featured.

Ian Woodrow

Specials & Sports Car Register

E93A engine block casting numbers

When trying to obtain a V5C from the DVLA for a Special, one of the requirements is the engine date. If the engine number starts with a C or Y (or is prefixed with an R for reconditioned) and has six digits then this is an original number and is not a problem. However many engine numbers have a prefix RX, RFC, YA, CR, CA, CB; some a suffix P, PC, C, PO; and some have a star symbol before and after the engine number, and not a six digit number. To be able to associate a manufacturing date for these engines, Yvon and I are trying to produce a list of engine numbers with their casting codes.

Can you help by sending me your engine number along with the casting codes, or do you know anything about these codes? I am particularly interested in the 'long block' E93A 10 HP with a single water inlet and chain driven camshaft.

The casting codes are normally found:

- 1) Near the water inlet.
- 2) Above third exhaust port.
- 3) Right rear near the sump.
- 4) Rear below the valve chamber cover.

Other details such as a triangle motif on the right side of the block (cast in Wales) and removable core plugs would be appreciated. If you could please email or post these details to me, then when I have established a relationship

between engine dates and casting codes I will publish these.

Conversion car bodies or Naco?

John Harrison has been doing some research on this company, for his local history society newsletter. John has kindly sent the following for including in *Sidevalve*.

A bargain car? by John Harrison

Sorting out my bookshelves recently I rediscovered a couple of copies of *Car Mechanics* from June and July 1960 featuring a two-part article, 'This Modern Estate Car – You can build it for £250'. To the contemporary reader this might have sounded too good to be true – when it was introduced in 1959, a new Mini cost £497. I had put these magazines aside with a view to doing something more with them and now I have got round to doing this.

This 'modern estate car' was a Special, but of a utilitarian rather than sporting nature, which most 1950s/60s Specials were. These estate bodies were produced by Conversion Car Bodies Ltd (CCB) who were based at Naco Works, Lindsey Street, Epping (now the site of Brian Shilton's coachworks, 73 Lindsey Street). Although the company was called CCB and their address was Naco Works, in the course of my researches I have heard the vehicles referred to as Nacos sometimes.

The company was formed by Laurie Salmon in 1959. Laurie had been manager of Falcon Shells from 1957. Ashley Laminates had been set up in 1955 by Keith Waddington and Peter Peladine, originally operating just outside Loughton but subsequently in Upshire and then Harlow. In 1957 the partners separated and Peter Peladine established Falcon Shells, with premises in Waltham Abbey and a showroom in Epping. They later moved to Hatfield. It will be seen that there is almost a family tree of body building companies, though Ashley and Falcon produced sports car bodies. I am not sure when CCB ceased trading, but I doubt it lasted long into the 1960s as changes to purchase tax rules meant Special building ceased to be worthwhile.

'If it's too good to be true, it probably is' runs the maxim, and in this case the £250 estate car might look modern on the outside but underneath would have been the chassis and mechanicals of an older car. The donor chassis for the CCB estate was a sidevalve Ford one, ranging from a 1937 Ford 8 or 10 to the Ford Popular last made in 1959. In the course of my researches, however, I have learnt of CCB estate bodies being mounted on Standard 10 and Buckler chassis. Although a CCB conversion was not really a bargain car, if one had the time and necessary skills to accomplish the task, it presumably was a way to get your own vehicle at a reasonable price. The article costed the job:

THE CONVERSION ESTATE

A beautiful glass-fibre Estate Body with terrific possibilities.

Large enough to carry a load or four adults, yet light enough to give a sporty performance.

For details send large s.a.e. to:
CONVERSION CAR BODIES LTD.
Naco Works, Lindsey Street,
Epping, Essex

INSPECTION INVITED 10 – 1 SAT.-SUN.

Write now for details of the new conversion saloon body. It will seat 4 adults and have separate boot space. A suitable stable companion for the elegant estate body.



Bodyshell	£156
Donor car (though this term would not have been used at the time)	£25
Reconditioning mechanical parts and making the interior good	£50
Boxing in chassis and softening road springs	£10-12

The project required the chassis to be boxed in to make it more rigid, as the fibre glass body was more flexible than a steel one, and lengthened to accommodate the body. The original Ford radiator would have been set too high to fit inside the new body, and in the *Car Mechanics* build this was replaced with one from a crashed Morris Minor 1000. The writer of the articles, John Mills, seemed to advocate finding any replacement parts required for the job from scrapyards. Fitting the body needed a friend to help lift it on and careful measurement to ensure it was correctly aligned.

The seats from the donor car were to be reused or, if they were in poor condition, replacements could of course be obtained from a scrapyard. To me a prerequisite of an estate car is a folding rear seat, but seats of a Ford Popular or similar did not fold.

The advice for lining the interior seems somewhat amazing. This 'is a matter for the individual, but quite the easiest way of doing the job is to rub any protruding ribs of plastic down with ordinary wire wool, then cover the sides with sheets of Fablon of whatever colour appeals most.' Fablon is also referred to as 'sticky backed plastic' in case you were a *Blue Peter* watcher!

It is advisable to search the net when writing articles these days and there I have managed to find copies of contemporary advertisements for CCB's products. (Contemporary motoring magazines regularly featured advertisements for bodies and other products supplied by Special builders, and indeed a CCB advert appeared in the July 1960 *Car Mechanics*.) Some of these feature the car converted in the *Car Mechanics* article, EYT 657, a number issued by London around July 1938, showing how old donor vehicles could be. Fitting a new body onto an existing chassis did not require the re-registration of the vehicle. The adverts also feature a saloon version of the body with a design echoing the style of the Ford Anglia 105E and Triumph Herald of that era. CCB initially produced the estate car and the saloon followed later. The moulds for these two bodies were identical except the estate was squared off at the rear whereas the saloon had a conventional boot. Interestingly, a saloon in

one of the adverts also sports the number plate EYT 657, so one wonders whether the original chassis bore two different bodies (well, actually three if you include the Ford body it had when new) or for some reason the number plates were switched from one car to another for the photoshoot. I suspect the former was the case as, once a conversion had taken place, switching bodies would have been relatively easy. The company seemed to have a kind of open house on Saturdays and Sundays between 10am and 1pm when an example of a converted vehicle (one suspects one of the incarnations of EYT 657) could be inspected. One advert directs 'Irish inquiries' to Easy-Built Cars Ltd of Belfast.

As a child I remember seeing a 'mystery estate car' a couple of times. It did not match anything featuring in the incredibly comprehensive *Observer's Book of Automobiles* then available. My car-spotting friend, Howard, suggested it might have been an Israeli Autocar, but I think that would have been most unlikely on the Cheshire lanes where I saw it, especially with British number plates. With hindsight I strongly suspect it was

a vehicle with one of these Car Conversion Bodies estates, but I will never be sure.

My searches on the internet revealed something completely remarkable – one of these estate car conversions still survives! As far as the FSOC is aware, no saloons remain. The estate is registered DMP 10 (a Middlesex number – below) and is still taxed. It was first registered in October 1939, so would have been actually registered during the Second World War. Through the FSOC I was able to contact the owner who has helpfully given me much useful information about the car. The car is nicknamed 'Dump' because of its registration. As an estate car it has had just three owners, all of whom have used it for hillclimb trialling. The car was converted by David Hilliard of Cornwall in the early 1960s. The owner describes him as 'a meticulous aeronautical engineer'. Following David's death it was sold to Mike Furze and the present owner (who wishes to remain anonymous) acquired it 21 years ago.

The car now has a Ford sidevalve 1172cc engine from a Ford 10 or newer Ford, with an Aquaplane head and twin Solex Carburettors,





though originally it would have had a 933cc one. Before the present engine was fitted it had an unusual one, with a Ford 1172cc block and an Alta overhead engine taken from a Morris inside it. The present owner writes, 'The engines were apparently very similar dimensionally and with a degree of ingenuity they could be made to fit.' This would seem to demonstrate the engineering abilities of David Hilliard, who built the car. Like the *Car Mechanics* conversion, DMP 10 was fitted with a radiator from a Morris Minor. The cooling system seems to have required vents in the side of the wings to improve airflow, an item

not featuring on other CCB vehicles I have seen photos of.

The owner writes, 'The gearbox is a 4-speed Wolseley Hornet one which has a reversed change. This has been corrected to a normal configuration by means of a homemade exposed linkage, which works. To fit the gearbox into the car the rear gearbox mounting has been doctored. The rear axle was a 1172cc formula 4.7:1 one rather than a 5.5:1 Ford Popular one. When trialling these can be fragile and the car currently has a period 6.833:1 E83W differential which can be made to fit with a bit of effort.'

The owner had to carry out major repairs to the car a few years ago as otherwise it would have had to be scrapped. He writes, 'I used the car until about 2010 when it was getting difficult to get it through the MOT because of chassis rot on the boxed chassis. It was not possible to weld it properly with the glassfibre body in situ because the heat would cause it to distort and I was left with option of either scrapping the car or replacing the chassis. I bought a second-hand chassis and very carefully removed the old one by supporting the body and dropping the chassis from it. I was very wary of doing this as I did not know how flexible the body was – in fact it is surprisingly stiff and it did not deflect significantly. When I inspected the old chassis I realised that it was not realistically possible to replicate and get it to fit the body as there was already a degree of twist. I decided to mend the original chassis which was blasted and welded as necessary. This was done and the car reassembled without too much trouble ... The body is surprisingly strong but I do not

think ever very well finished. At some time in its life it appears that the car was left partially outside and the driver's side has deformed, causing the door to misfit. The door is fine, the body is slightly distorted. Realistically it cannot be straightened, but in practice it does not really matter.'

When the present owner acquired the car it had front seats from a 1950s Volkswagen Beetle, but he has replaced them. The rear seats do fold down – he describes them as 'well-made homemade ones.'

In one advertisement, Car Conversion Bodies described themselves as 'The "Four Seater" Specialists'. As I have said, most builders of 1950s/60s Specials produced sports car bodies, so this company did have a niche market. One website suggests these conversions would need 'flexible passengers who had to get out at steep hills'. I think this is rather unfair, especially as the one surviving example has a long history or trialling. The conversion involved replacing the car's original steel body with a lighter fibreglass one so they would have had reasonable power. The 933cc 8hp version would not have been particularly quick, but the 1172cc version would have had reasonable performance. An advertisement describes the estate as 'Large enough to carry four adults, yet light enough to give a sporty performance.' Nevertheless, the vehicle was designed to be a carthorse rather than a racehorse.

Finally

Don't forget to get your Specials out for a run on 23rd April – Drive It Day.



Andy Main

Specialist Applications Register

Mercury Part 3

Brooklands Museum in Surrey is home to a Mercury Airport tractor, serial number 5046.

RGC 145 was first registered in 1955 to British European Airways at London Heathrow Airport, and sold by British Airways European Division in 1987. It was discovered on a farm in Oxfordshire a few years later by Adrian Butterfield of Butterfield Recovery Ltd, who then acquired it for use in his depot at Colney Heath, Hertfordshire, and from where it was purchased by the Brooklands Museum in November 1995. The restoration began in 1996 when it was restored to BEA livery. Following twenty years of being on display outside, the weather is now taking its toll (photos 1 and 2).

As expected, the cab is extremely basic and the bench seat is missing (photo 3).

Length: 7 feet 4 inches

Width: 4 feet

Height: 5 feet 10 inches

The Mercury gets moved around the museum site, and on one occasion I visited it had been placed next to the Thompson Brothers Refueller Mk III (see April/June 2016) (photo 4).

However, on my next visit they were again separated. The museum also has a 1936 Ford Model C on display undercover.

Tug for sale

John Skinner informed me last year that the Historic Commercial Vehicle Society magazine, *Historic Commercial News*, contained an



Photo 1



Photo 2

advert for a Mercury Tug fitted with a 100E engine for sale at £600. The seller lived in Surrey.

John and I did not buy it, but did you? Further information would be of interest.



Photo 3



Photo 4

Letters & Emails

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

Email: editor@fsoc.co.uk

Petrol tanks

Dear Sidevalve,

I read your editorial with its reference to leaking fuel tanks with interest because I was faced with a very similar problem with my Dellow tank. The original tank was made of tin plated steel of a fairly thin gauge, and over the years had been patched up with soldered on repairs and finally a can of 'Slosh' sealant. However, whenever I went into the garage there was always the unmistakable smell of leaking petrol in the air. Finally, I bit the bullet and searched the internet for a tank manufacturer. I selected Shop4Tanks, located in Northampton, partly because they supply CE marked tanks to ISO standards.

I made a drawing of the tank and they quoted me an extremely reasonable £250 for an all welded 1.5mm stainless steel unit including internal baffle, mounting for fuel gauge sender and union for the fuel take off. In the end I paid a bit more to have it made in 2mm stainless steel. It arrived very promptly after two weeks complete with a pressure test certificate, and it fitted perfectly. The only error was that I had specified 0.5 inch BSB (British Standard Brass) with a 26 tpi thread for the petrol outlet boss; they actually supplied 0.5 inch BSP (British Standard Pipe) which is, in fact nearly 7/8 inch with a 19 tpi thread! Luckily, I have a pretty well-equipped workshop and was able to screw cut an adapter on my lathe, which of course most people wouldn't have the facilities for. So, well worth double checking with the supplier when ordering.

Tanks in Specials and limited production cars tend to be fairly simple shapes, but even so I would advise anyone to consider re-manufacture in modern materials rather than struggling on with temporary fixes.

Best regards,
John Sargent

Håkon Øverland

How To Restore A Classic Car Without Really Knowing How, Part 2

(Continued from last issue)

I realised that what I have written so far is mostly things that I have reported earlier, and so are some of the pictures as well. That is a result of the sad fact that I am getting older and I have been hanging on with this hobby far too long. This time I will tell you of things that I definitely have not reported before.

I am for the moment dealing with two challenges. The first one is a result of a remark by our good chairman some time ago in one of his Editorials. He spoke about restoration work in general, but made a reservation when it came to upholstery. He recommended that that sort of work was better left to professionals, so consequently I took the challenge and decided that I would try to do just that. Both the front seats were in pretty bad condition. As for the rear seat, that had been home for rats or mice, and was even worse, particularly the back rest.

I started out with the driver's seat and the back rest of the rear seat, and initially I was rather optimistic. I got hold of the necessary material and an old Singer sewing machine, and of course a book from Woolie's: *Restoration Manual, Classic Car Interiors*. The frames, springs and steel mesh were partly rusted away, so were the first to be mended. I did as best I could with the means I had at my disposal, and it seemed to be adequate. Then it was clad in new Hessian. I used what was left of the original horsehair filling and supplied some wadding to get a smooth surface. Then it was time for the final touch. I had chosen a woollen cover, and I managed to make the flutes of the driver's seat and the back rest of the rear seat quite easily, but then the difficulties started. The piping was too tough for the sewing machine, so I will have to sew that by hand. Only time will show if I manage that properly.

The other challenge I have taken upon me is the soft top. The old one, which was a substitute for the original one, was screwed to the top outside the rim for the original one,

and left a series of holes in the steel top. As there seemed to be some soldering done at the top, I had to be careful with welding. Some parts of the rim – holding the paper rope to which the calico is nailed – were all gone at the front and the rear, so I carefully had to replace this by welding. As for the holes, I used plastic padding to smooth the top. After carefully having painted the rim I am about to put the soft top in place. I have been advised to wait until summer to do this, but with the way weather conditions vary nowadays, it is very uncertain that I will have summer days warm enough for that job. As an alternative I will use two 400W working lamps to serve as sun instead. Anyway, I have not reached that stage yet, though I have completed the work with the rim, including a wooden substitute for the missing parts of the paper rope. I had already had new wooden staves to hold the soft top made, as the old ones were ruined by moisture and one was actually missing.

I have mounted the engine mechanically. In doing so I had two particular minor problems. First I realized that the fan belt I got from the club was too short, so I had to look into the local market to find one that fitted. Next I found that the coil cable included in the spark plug cable set from the club was not right for the coil I had, so again I had to rely on the local market. Even there I did not automatically get one that suited the purpose, but I managed to make a workable connection (hopefully). For those of you who have a special interest in coils, the mark I have is a DELCO-REMY 526-8. Whether it is an original Ford coil or not, I do not have the faintest clue.

Yet another difficulty was the result of not being familiar with the details of restoring. I had mounted the engine without putting the sump in place, and when I finally tried to do so, I realised that the spindle-connecting rod prevented me from doing so. After a closer look it seems possible to handle this just by dismantling one side of the connecting rod. Only time will show.



Stuart Battersby

Information Wanted

Have you ever seen this before? An information request.

New members (and sisters) Gillian Stewart and Edwina Bateson have managed to pick up a very special sidevalve. They are keen to hear from anyone who may have seen this car racing, sprinting or hill climbing and can give any more information on its history, achievements or indeed anything about the car.

The F.H.N. (Ford Harrison Nash) was built by Frank Harrison during the Second World War. Frank was a prominent member of the Speedway community in the North East of England. He was also an associate of Fred Dixon, the well-known Riley racing driver. The car has a G.N chassis and chain transmission dating from 1922. The engine is an early Ford 10 sidevalve unit fitted with a Marshall Nordec supercharger belt driven from the crankshaft. The front axle is believed to be Wolseley Hornet Special with quarter elliptic springs and friction shock absorbers acting as radius arms.

The car was very successful in sprints and hill climbs and short circuit races. Frank also used it for sand racing at Redcar and Saltburn. It had many F.T.Ds. at events in the north of England and southern Scotland between 1947 and 1960. The car was put away and kept in safe hands until acquired last year by the present owners. Restoration is under way on the chassis and transmission, and the engine will be investigated in the near future. It is hoped to use the car in historic events when finished.

We'd really appreciate any more information about the car, either by email to battersby56@sky.com or via post to Shirley Wood, General Secretary at the usual address.



Jim Norman and Mark Bradbury

Overhauling the Rear Brakes On A 100E/107E

Disclaimer

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

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

Introduction

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

Naturally things have changed a little in some areas, and particularly parts supply and health and safety, so your current FSOC Technical

Editor has very slightly tweaked the text where necessary to keep it bang up to date. Now over to Jim ...

Overhauling the brakes

Both later 100Es and 107Es use identical braking systems – the difference is how you get to them. Both cars, of course, must be jacked up and secured at the rear end and both rear road wheels removed. With the handbrake released, the brake adjusters (one per side) are unscrewed as far as possible. From this point on, things take different courses, so we will tackle the 100E first.

The 15/16' AF castellated nut is unscrewed

from the end of the halfshaft, after removing the split pin. Take off the washer, then refit the nut back to front and wind it on until it is flush with the end of the halfshaft. Now fit your hub puller. Sorry, but you will need one to get the drum off, either the genuine Ford one which fits on the collar machined in the drum or a Sykes Pickavance alternative which attaches to the wheel studs. ([MEB] NB: *these often crop up in Pop Shopper and our Spares Secretary usually has a healthy choice at a good price.*) The centre bolt of the puller is tightened hard against the halfshaft, when the bolt head is given a hard blow with a HEAVY hammer. The vibration should break the taper between the



Photo 1. 107E brakes with halfshaft flange in place

drum and shaft, although several attempts may be necessary.

When the drum comes loose (it will, honest) remove the puller, castellated nut and drum. The grease seal is prised out of the hub (a replacement is required) followed by the bearing rollers in their cage, to be dropped into the paraffin tin. Clean all the old grease out of the hub and then examine the axle casing – the shiny bit between the halfshaft and the brake backplate. The hub bearing runs on this, so it is a bearing surface. Examine it carefully for pitting, especially underneath. If there is any then you have a problem, but salvation may be available in the form of a repair kit from the club stores. The only alternative is a new (or better) axle casing. That was the bad news, but at least your brakes are easily accessible, so we can sit back and wait for the 107E owner to catch up.

The 107E does not require a hub puller, as it is (or was) retained by a single counter-sunk, slot-headed screw, which usually refuses to turn. An impact driver may work, but if all else fails, drill the head off and forget about it. There are two large holes in the halfshaft flange, and the drum is levered off by using two tyre levers inserted through these. Compared to the 100E, that was simple, but now the problem – the 107E brakes are almost inaccessible behind that same halfshaft flange. Releasing the four ½” AF nuts accessible through the two holes will allow the halfshaft to be drawn outwards; even half an inch makes a big difference, although a slide hammer might be needed for this. (Photo 1, photo 2)

Before dismantling the brakes, make careful notes about which way around both shoes fit, through which holes the springs go and which end of the bottom spring goes to the front. The shoes may or may not be held down by springs and dished washers like the front shoes were. If you have them, you should by now have the knack – so remove them (107E owners will need long-nosed pliers here). Likewise, you may or



Photo 2. 100E brakes with drum removed

may not have a split pin through the handbrake lever. If you have, or if there is a hole in the end of the lever to accept a split pin, it is essential that one is fitted. In cases where the later cylinders with flat piston faces are used, it is possible for the shoes to slide sideways clear of the piston and handbrake lever, meaning that there is no working brake on the car. The split pin prevents this. With all retainers removed, the brake shoes can be levered off the cylinder, the bottom pull-off spring released and the shoes removed. In addition to what you did at the front, you should remove the two wedges from the adjuster, clean them and refit after applying a smear of copper grease. Make sure that the wheel cylinder is free to slide in the back plate, and check that a groove has not been worn in the handbrake lever where it pushes on the shoe. If so, you must

replace the lever or fill the groove with weld, then file back to shape. Brake cleaner in a spray can is readily available and should be used to clean the dust off the backplates and from inside the drums. DO NOT use compressed air.

After refitting the shoes and retainers, the drums are replaced. The 100E bearing is thoroughly greased before dropping into the hub, followed by the seal as on the front hubs. The 100E castellated nut is tightened to a torque of 30lbs feet. If the castellations do not align with a hole, TIGHTEN the nut until one does, then insert a split pin. By the way, don't worry if you no longer have the 107E's drum retaining screws you may have drilled out earlier; the wheels and wheel nuts will suffice. Do not forget to adjust the brakes before trying on the road.

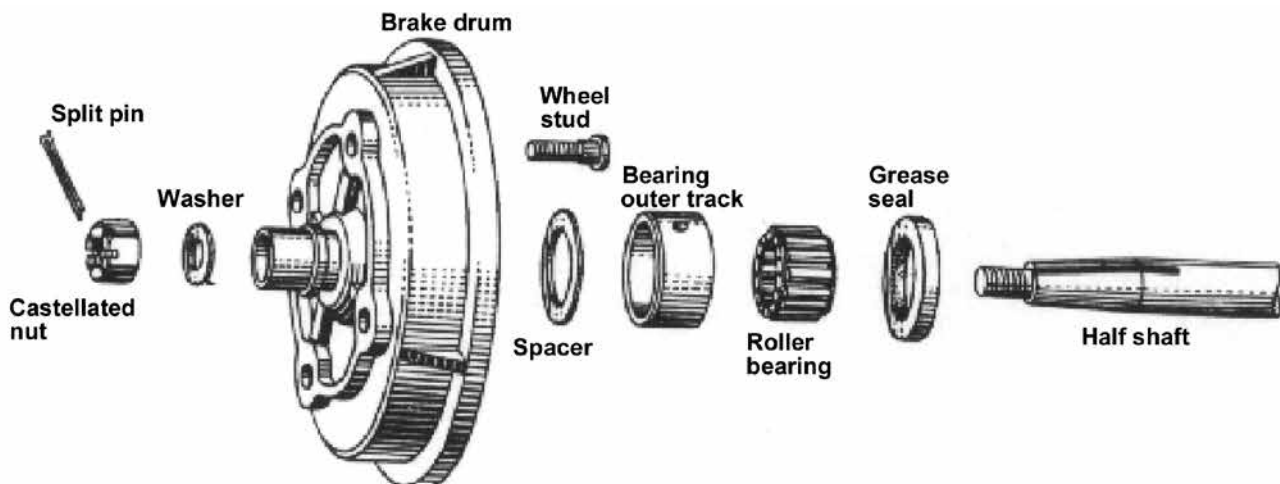


Photo 3: Ford 100E rear brake drum

Stuart Battersby

Publicity, Web and Social Media

Oh, you don't know what you are missing! Our website, www.fsoc.co.uk and our Facebook sites are both growing in content and usage.

The website, now under the direct management of Sally Litherland, looks professional and the amount of new material being added almost every day is amazing. New, for sale and wanted advertisements are constantly being updated, and our online calendar maintained by Brian Cranswick is now published live on the 'Home' page of the website. At any time, members and the public can scan the calendar and see what shows and events we are attending across the country. We have a huge archive of *Sidevalve* magazines going back to the 1980s now, all of which are available for download to your tablet or e-reader. All the later magazines are available in full colour (which is obviously what we want anyway).

One new section on the website that is proving very useful is the Directory of Suppliers. Need a seat trimmer? Want some

engine machine work done? How about a paint shop? This section contains a structured list of traders and professionals whom our members have used and would recommend. Obviously, legally we can't officially recommend these companies, but at least you have the contact details to call them up and check them yourselves. Some regions are still a bit slow off the mark in submitting their recommendations, so if I may give my regional organiser colleagues a bit of a nudge, please don't keep the good stuff to yourselves – share your knowledge.

Finally, for all those who have been asking, we have now reorganised the Members' Area so that just a single password will get you into every section. As a reminder, the password is printed along the spine of the inside back page of the latest magazine. Please give us up to a week to update the password once you have received the latest magazine: we have to leave time for every magazine to be delivered to out of the way places such as Norfolk and

Somerset ;-).

Our social media Facebook sites are now very active with content being added five or six times a day. The Public site now has around 820 readers from around the world, with frequent postings of photos of their cars and latest projects. The Members Lounge now has around 140 members and is certainly the largest active 'regional' group in the club now. There's a lot of problem solving, advice and updates given on the site.

Regarding publicity in the printed media, we do get the occasional article and feature, but in general I am not sending mailshots to journalists with story ideas. The main objective of publicity is to recruit new members and the generation of members that we want rarely look at the printed press nowadays. They hit Google and when they search for 'Ford Sidevalve', the first two entries that come up are FSOC. So, we aren't doing too bad!

WRECKED BY BLASTING ACCIDENT



Carsluith blast

In 1939 a huge blast at the Old Bar Quarry sent tons of granite showering onto Carsluith, Galloway. 10,000 tons of granite was dislodged by the explosion, and flying boulders smashed five houses and four cars. The damage was extensive but fortunately there was no loss of life.

David Clarke and John Porter

The Adventures of 547 WPE, Part 1

It was 08.00 hrs Saturday, 13th August 2016. I had almost finished reading the Saturday edition of the *Daily Telegraph*, whilst still in bed.

Sally, my long suffering wife, called up from the kitchen: 'have you remembered to tax my car?'

I used the government website to check the MOT status of a vehicle and plugged in her number plate. Yes, it was taxed. Thank God for that, I sighed.

Then, for no reason I can think of, I started a chain of events which, for a time, unsettled my 77 year old frame from its peaceful retirement.

I started to put in some old number plates of cars that I had owned. KFK 73, Austin Healey 100/4? Yes, still going. FLO 435T, Alfa-Romeo Spider? Yes, still going.

Then, for no reason, 547 WPE, Ford 1172. *Yes, still going.* There it was, first registered 27th November 1961, 1172cc green. An exact description.

547 WPE was designed and built by me.

547 WPE was 55 years old, home built, and *still going.*

I telephoned the DVLA first thing on Monday morning and was told to download, fill in and post form V888. This, I was assured, would confirm that the car still existed, and under certain circumstances might provide the name and address of the current owner, if I requested it. All of which I did immediately.

Whilst awaiting a reply I thought back through the 59 years to spring 1957, which was to be my last year at school, aged 17, and my first year of A level.

I knew it was to be my last year because my father, fed up with my consistently poor academic results, together with the headmaster had decided so.

The trouble was I spent far too much time in the school library designing my Ford Special, instead of going to lessons. By this time I had owned a Matchless 350 motorcycle for a year or so, which I had stripped down and reassembled without problem. So, I thought, armed with my newly acquired extensive engineering knowledge, what could be easier than designing a car?

It was half way through the spring term before 'Old Teeth and Trousers' had realised

that I had not been to one of his lessons since last September, and had instituted a school search for me, which sadly included the library.

As you may imagine there was a bit of a fuss. My father, a Whitehall mandarin, was summoned (he didn't like this as he normally did the summoning) and demanded to know why the school was so shambolic that I had slipped through the net. The headmaster got all huffy, my father got a massive headmasterly wiggling, and I got the sack! Not immediately, but at the end of summer term. All very civilised. I still skipped 'Old Teeth and Trousers' lessons though.

Still, I didn't really mind. I had almost finished my design, modelled on the Lotus Seven, and had already decided that I wanted to design aircraft instead of cars.

So at the end of term off I went to Vickers Armstrong aircraft at Brooklands, near Weybridge in Surrey, and started my student apprenticeship.

I also started to build my car in 1958. It was good of my father to let me do so in our garage at home, after all the trouble I had caused him.

The basis was a Ford Model Y chassis, boxed, painted and stiffened. The front suspension was an early Ballamy split axle with hydraulic brakes, including a hydraulic conversion for the rear brakes.

The engine was a Ford 100E salvaged from a scrapped car, fitted with a bespoke inlet/exhaust manifold leading to an external exhaust system to the side. The cylinder head was machined to increase the compression ratio, the flywheel lightened, the valve ports were skimmed out as much as possible, and slightly harder KLG plugs and twin 1¼ inch SU carburettors completed the conversion.

The gearbox was from a crashed MG J2, 4-speed and reverse with a short stubby gear lever, MG clutch plate using the Ford pressure plate and a special plate to mate the MG gearbox with the 100E engine. A new gearbox mounting was fabricated.

On the 30th August I received a reply from the DVLA stating that my reason for contacting the new owner did 'not comply with the circumstances stated so no contact details would be made available under the Data Protection Act 1988'.

I sat and fumed about this for a bit, but then decided to try another tack. I rang the DVLA and after explaining the unusual circumstances, asked if they would be prepared to forward an open letter to the current owner who could then contact me if they wished. To my surprise they readily agreed. And so I again went through the V888 procedure with slight alterations and awaited results.

I cannot remember the full details of the rear axle, which I think came from a scrapped pre-war Ford 10. I do remember having to weld on two strong lugs on the axle casing and then connecting them with two rods with ball joints to similar mountings on the chassis. This was needed of course because I was no longer able to use the standard Ford torque tube to settle the rear axle, due to my using an MG gearbox. However, there were so many visits to scrapyards that it is hard now for me to remember.

But keep reading, as we may well get the answer from someone you all know very well.

The body was made from a tubular steel frame with aluminium single curve panels riveted to it, just like the 'Superleggera' system. Please see the photo of the car overleaf with me sitting in it trying very hard to look like Mike Hawthorn.

The whole build took me about 3½ years, and £400 of my wages. It was of huge help that I worked for Vickers. Apprentices, after training, were allowed to use any machinery available, which, as you may imagine, enabled me to carry out all kinds of work which I would otherwise have found impossible.

In the spring of 1960 I had decided that Vickers was not for me. The aviation industry was being butchered by the Labour government, which had cancelled TSR2, the Bloodhound missile and all manner of other more exciting and secret projects. Men were being laid off and the apprentices, who were articulated and unable to be fired, were given little to do. In short, there was no future in the industry for student apprentices and nine out of ten of us left to pursue other careers.

I was able to join Graham Whitehead Ltd. They were the Peugeot garage in Farnham, Surrey. More importantly, they had a racing department, which I joined. I thought I had

gone to heaven, surrounded by an Aston Martin DBR2, Ferrari 250 GTO short chassis, Graham's 3.4 Mk2 Jaguar (which was capable of over 140 mph), John Surtees' GP Lotus, Gawain Bailey's very fast 3.8 MK 2 Jaguar, and many more. All of which I worked on under the tutelage of Chief Mechanic Arthur Birks. Arthur is the only man I have ever seen tune a triple set of Weber carburettors with just a tube and a screwdriver. The man was a wizard and he taught me well.

The building of my Ford Special now advanced apace. I was being paid more as a racing mechanic and had all the advice necessary to finish the build in November 1961 I telephoned my insurance agent and asked for the Special to be insured.

'Has it been inspected?' was the reply.

'Inspected? Inspected by whom?' I enquired.

'Its roadworthy condition has to be established, and the car will have to be examined by a DVLA Inspector.'

I was given the name and address of the department concerned. Some days later a man with a form and a clipboard arrived unannounced at my parent's house and wanted to see the car. He was directed to the garage

by my mother. About an hour later he told her that he had passed the car fit for the road, and in due course a VIN number was provided to enable registration, which I did on the 27th November 1961.

After registration I used the car regularly. It was great fun to drive, brakes and road holding to die for, but a little short of top speed. On one trip to South Wales to see friends I was racing a TR2 along a twisty road at night and revving my engine too much. Just outside a small village, whilst in front of the TR2 my engine started making angry noises and finally stopped, fortunately just short of a street lamp. It would not turn over. I removed the cylinder head to see if I could find out the cause of my sudden stop, and found all four pistons at top dead centre. That's a bit of a clue, I thought. Fortunately for me a friend of my friends ran a trucking business, and he organised a recovery truck to pick up the car and me early the next day. I cannot remember if I repaired or replaced the engine, the crankshaft of which had shattered into four pieces, but apparently little other damage could be seen. I was lucky, I think.

I used the car for about 12 months during the course of which I accepted a local job. This

set in motion the demise of my Special as I was now being paid more. I had enjoyed driving it, but it was too slow and lacked adequate weather protection. I had also seen a powder blue Austin Healey 100/4 for sale in a local Newport garage. It was love. My Ford Special, that I had slaved over for 3½ years, was put up for sale and soon sold for £100 without a second thought. As it drove off making a great sound I felt only relief, and quite forgot about it.

Until 08.22 hrs on Monday 26th September 2016, when I received an email reply to my letter, forwarded by the DVLA to the current owner of 547 WPE.

He is none other than John Porter, Chairman FSOC.

547 WPE could not have found a better home, and unaccountably I felt relieved. After all these years, to be reunited with some of 547 WPE (the original steering wheel) has now happily closed a chapter in my motoring life that I had not understood until now to be still open.

Thank you, John, on behalf of 547 WPE and me.

John's side of the story will be told in the June issue ...



WPE then ...



WPE now