



News



Volume 25 • No 6 • December 2008



Features this issue

Peter Collins Celebration Meeting

Goodwood: Life on the Road in 1948

Rear Wheel Cylinders

Unleaded Petrol & White Metal Bearings

Modern Brake Linings on Old Cars





Sidevalve News

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Regional groups are organised on a voluntary basis. Their interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the General Secretary. When telephoning, please call between 7.00pm and 9.00pm ONLY.	
Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Cambs, Lincs and Norfolk	Brian Cranswick 01733 203776. E-mail: b.cranswick@yahoo.co.uk. <i>Please ring for details.</i>
Coventry and Midlands	Geoff Hammond 02476 334201. E-mail: hammond.geoff@talktalk.net. <i>2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	John Hull 07763 810386. E-mail: postmaster@jrhull.plus.com. <i>1st Tuesday: The Huntsman and Hounds, Corbets Tey, Upminster RM14 2DN (near Upminster Crematorium!). 7.30pm.</i>
Glos, Hereford and Worcs	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: The Speckled Hen, Hatfield Road, St.Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday of the month, Griffin's Head, Mears-Ashby (between Northampton and Wellingborough), 8.45pm.</i>
Nottinghamshire	Robert Marshall 32, Florence Street, Hucknall, Notts NG 15 6EB. Tel: 0115 9556802
Central Scotland	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Surrey	Angela Hume 07884 184882. E-mail: babssidevalve@aol.com
Sussex	David Pickett 01444 483350. <i>3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.</i>
Yorkshire	Nigel Hilling 01484 843115. E-mail: nhilling@tiscali.co.uk. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>
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Editorial

John Porter

The end of another season and another wet one at that! We have now had two difficult classic car seasons where events have been cancelled due to weather or where we haven't risked the wet driving conditions to get our 'time capsules' to the events. The lack of modern performance in the demisting department was brought home when I arrived at the start of the Great West Road Run situated at Michael Wood Services on the M6. The combination drizzle and warmish weather caused so much misting on the windows that it was not safe to continue with the run. Sometimes we have to let the side down by doing the right thing and not taking the risk.

Of course, heaters were not standard on all the Sidevalves from start to finish. The Uprights needed a water-pump to get the circulation so warm air on the windscreen came at a price. The 100E range had the waterpump and thermostat to enable a fairly efficient heat transfer to the windscreen with the optional extra. As for the rear window, the Uprights struggled with a small rear screen and 6 volts to power a stick-on demister. 100Es had 12 volts and a panoramic rear window so the stick-on demister was more of a going concern. Moving onto the performance of the windscreen wipers, there was only one

on most of the Uprights; we Sidevalvers can really struggle in the rain, especially up hills! Going down them again is a different story as they have been known to shed the wiper blades due to the increase in vacuum.

The question is: do you keep the car original or do you 'update' the wipers and demisting to make the whole trip more safe? Perhaps some of you would like to share some of your solutions in the heating and demisting department?

Publicity Officer

A Publicity Officer is needed by the FSOC to help liaise with the classic car press and keep the FSOC in the limelight. We need someone who can improve our 'press' as this is probably the other way that new members are attracted to join the club after the valuable work done by our Regional Contacts. Interested? Then get in touch with Shirley Wood or myself (details inside the front cover of this issue).

Web Site

Another way we can attract attention is via our website. See page 37 for more on this development ...

Membership Renewal for 2009

Enclosed with this issue of *Sidevalve News* is the second and final renewal reminder notice. Although your membership does not expire until 31st December 2008 it would be greatly appreciated if you would renew as early as possible to take some of the pressure off the membership secretary around the Christmas period. The Club is able to accept cheques, postal orders and credit card payments, or you can use the direct debit form enclosed. The benefit of payment via direct debit is that the money is taken out of your account when it's due and not before, and you don't have to worry about remembering to renew in the future.

The rates are:

- UK members: £28.00
- European, USA and Canadian members: £30.00
- Rest of the World members: £35.00
- Family member supplement: £1.50

Remember, if you want to receive your February 2009 *Sidevalve News* magazine on time you must renew your membership by 31st December 2008.

Membership cards for 2009 will be sent out with the February 2009 magazine.

There are many advantages in belonging to the Club and below are just a few:

- Spares Service
- Magazine
- Technical Advice
- Local Groups
- Events
- Remanufactured Items
- Registrars
- Free adverts

The Pop Shopper includes advertisements from both members and non members. Can I remind members that if you are considering purchasing goods from advertisements in Pop Shopper then you should ensure that the goods are what they say they are before you part with your money.

Shirley Wood – General Secretary

Cover Photos

Angela Hume sent us the perfect cover photo for this December edition. We also include some of the pictures we were still forced to show in black and white in this partly-colour issue.

Contents

page

- 2 Club Officials
- 3 Editorial
- 4 Events; Area News: Scandinavia
- 5 Area News: Hampshire; Cambs, Lincs & Norfolk
- 6 Area News: Yorkshire; Bristol & West
- 7 Area News: Essex; North London; Surrey
- 8 Area News: Merseyside
- 9 Anglia, Prefect & Pop Register
- 11 E83W Register
- 12 Specials Register
- 13 Regional Contact
- 14 Pre-War Register
- 16 100E Register
- 21 Order form
- 22 Pop Shopper
- 23 Classified Ad. Form
- 25 Regional Report
- 26 Ticket to Fame
- 27 Technical Tips
- 28 Fastest Sidevalve Ever?
- 29 Specialist Applications Register
- 30 Modern Brake Linings on Old Cars
- 31 107E Register
- 32 Letters & Emails
- 33 Rear Wheel Cylinders
- 34 Obituary
- 35 From the Archives
- 36 Unleaded Petrol & White Metal Bearings
- 37 The New Club Website
- 38 Goodwood: Life on the Road in 1948
- 40 Peter Collins Celebration Meeting

Events

Brian Cranswick

By the time the NEC Classic show has been and gone, you can say that's about it again for another year. Now you can plan to catch up on a few car repairs / restoration jobs if it's not too cold out in your garage? Or maybe just wait for warmer times when the small Ford and its owner awake from a winter hibernation. Before you know it Easter will be here again, and Drive It Day on Sunday 26th April.

I look forward to seeing you out in your classic motors in 2009, enjoying driving and restoring Ford Sidevalves / 107Es.

South Midlands Monthly Classic Transport Meet – 2nd week of every month at Pearl Group Management Services Ltd, 1 Wythall Green Way, off Middle Lane, Wythall, Birmingham B47 6WG. Information from Andrew Lyndon, tel 01564 822800. Sunday dates: 14 December, 11 January, 8 February, 8 March and 5 April from 11.00am to 3.00pm.

4th January – International Classic Car & Motorcycle Restoration Show, Exhibition Centre, Donington Park, Derbys. Information – 01484 452002.

8th February – 30th Bristol Classic Car Show, Royal Bath & West Showground. Contact Ivor Bryant (details inside *Sidevalve News* cover) – better still, get your car on the stand or offer to help to staff the FSOC stand. Details: www.nwe.co.uk

26th April – Drive It Day. Cambs, Lincs & Norfolk group will be returning to the Ramsey Rural Museum, Ramsey, Nr Huntingdon. Event planning to include a classic car magazine photo shoot. All members are welcome to this really nice venue. Please contact Brian Cranswick to enter.

Why not organise your own run and meet if nothing is happening in your area?

Details of other club events to be advised.

If you are organising a club stand or road run, please log the event with the Events Co-ordinator so this can be covered under the club insurance.

Siva Edwardian 40th Anniversary

Sometime in 2009

Get in touch to register an interest. Further details will emerge when I get some feedback from owners. Without your response it may not just happen! John Porter; email Sv1172@aol.com or 01455 212038. Don't delay! Get in touch.

Regional News

Scandinavia

Håkon B. Øverland

Hi Sidevalvers,

How time flies! It is already a year since I took up the position as Regional Contact for Scandinavia. In this year I have had the pleasure to come in contact with several Scandinavian Sidevalvers, and I have been allowed to forward the contacts to *Sidevalve News*. This makes my position meaningful. I hope this continues into the next year.

I have also had some nice contacts with British Sidevalvers that I met at the AGMs, both in 2007 and this year. It has inspired me to keep on restoring my old Prefect, even though at times I am reluctant to really dig into the difficult parts of the job.

Thanks for another interesting Sidevalve year, and I wish all my friends a Merry Christmas – God Jul – Hauskaa Joulua.

From Gustav Akerblom, Borlänge, Sweden

Hi,

Here is some information and photos regarding our 1948 Anglia. It has been driven some 35,000 miles in all. It has never been repainted, the interior is the original and no upgrading of the engine has ever been necessary!

The car has been in our family since it was new. My father bought it in Sandviken late 1948 or early in 1949. Since I was not even born at that time I have some difficulties with my memory on this. The car was our day-to-day car until the beginning of the Sixties. Then it was put aside for more modern vehicles. It rolled again in the summer of 1969, but then it rested until 1996 when I took it to the roads again.

The original tyres are still on, and they are in a remarkably good shape! The salesman wanted to sell a radio to go with the car but my father preferred to have sideboards. Sideboards were only delivered with the De Luxe models. Result was that the car today has sideboards but no radio. The car was originally built as an Export model with the steering wheel on the left side, but today has the steering wheel on the right. My father wanted it this way, so he bought another condemned 1946 model that had the steering wheel on the right side and changed the necessary bits to have it his way. (*Håkon: until the beginning of the Sixties the Swedes were driving on the left side of the road.*)

The bottom picture shows the word 'brown' written behind the battery with yellow crayon. It was probably written at the factory, but why? Has anyone any explanation for that? I

would be very grateful for an answer to this question.

If anyone has any questions regarding my Anglia, please don't hesitate to ask. Håkon has got my e-mail address.



Regional News

Hampshire

Mick Crouch

As another year draws to a close it is time to look back over 2008 shows and events. With the extreme conditions we have experienced this year it is no wonder weather is high on the British conversation list.

Our events start in April when Jean and I attend a vintage vehicle gathering, at Amberley Chalk Pits Museum, in our Anglia. Unfortunately a covering of the white stuff cancelled that one out.

The first weekend in May saw the Popham Air Rally postponed owing to a waterlogged site. The following weekend we had two events, the Beaulieu Autojumble and a local Steam Rally; both were dry but not exactly warm. The next weekend in May we went to the Basingstoke Festival of Transport where the sun decided to come out and play, and if you were brave enough to pick up a metal item at the autojumble you were likely to burn your fingers due to the strong sunshine.

The final event in May was the three-day Enfield Pageant of Transport. A very early start on the Saturday morning ensured a good journey up from Hampshire to London and we set up camp and went autojumbling in ideal weather conditions. However, the dry weather didn't last and on Saturday night and Sunday morning we experienced torrential rain. We decided to brave it out and it did stop late morning, although a lot of exhibitors and stall holders had packed up and gone home. Monday morning brought more torrential rain so reluctantly the decision was made to leave. If you have ever had to pack up a tent and equipment in pouring rain, I'll say no more, except to say that drowned rats didn't come into it.

The journey home was quite an experience and Graham in his 103E Popular deserves a medal, as the A406 North Circular road was like a river. I followed him towing our Field Mouse, which has open sides, and on reaching home the inside looked like a mobile fish pond. This is the third consecutive year that this event has been abandoned due to the unsociable weather conditions and a group decision was made to take this event off our events list for the future. Earlier in the year we had handed the organising of the club stand over to the Essex Group. My thanks to them for doing a sterling job under such atrocious conditions and I wish them luck and better weather for the future.

Early in July our group consisting of Jackie and Graham, Steve, Ian, Jean and myself headed for Ardingly and met up with Mick Williams and his E83W at the South of England Show Ground in West Sussex to put on the usual club stand. The weather was very kind to us over the two-day event

and we had lots of interest in the stand from club members. We also handed out a few membership forms. The last few years we have only been allowed a maximum of six vehicles, but having spoken to the Section Marshal there is a good chance that we could increase this amount. It is an excellent show and venue with plenty of interest for all the family, so if you are interested in showing your pride and joy in 2009 watch this space.



Ardingley

The following weekend we headed for the Portland Steam and Vintage Show in Dorset. This was a round trip of 140 miles, quite a journey in an Upright in one day. It was a nice show in a lovely part of the country and it was a sunny day, although the wind was a tad chilly.

In August, Steve, Ian, Jean and myself attended the Popham Air Rally which had been postponed from earlier in the year, and yes it rained again. The August Bank holiday weekend we attended the Hampshire Pageant of Transport at Broadlands House, Romsey. Although it rained Sunday morning whilst we were setting up the Club Stand it did greatly improve as the weekend progressed. Our stand was located close to the main public entrance and stalls and created a lot of interest with 11 vehicles on display – nine local members plus Mike Jillians (E493A) from Surrey and Robert Palmer (100E) from Bristol. My thanks to all those members for showing their vehicles and making it a successful event.

Finally Steve, Mick Williams and myself spent two days at the September Beaulieu International Autojumble. Not many Sidevalve parts to be had but still worth the effort and at least it stayed dry, although it was very muddy in places where welly boots would have been a help. The stall holders were in a good mood with plenty of banter when purchasing items.

Roll on 2009; perhaps global warming will bring more dry and warmer summers.

With best wishes for a Merry Christmas and Happy New Year from all the Hampshire Group.

Camb, Lincs & Norfolk

Brian Cranswick

Ramsey Rural Museum Country Show, 28th September

A really excellent day was enjoyed by all at the Ramsey Museum. This was the first time as a club we have attended this Country show. The event had plenty of stalls to browse, vintage tractors with a demonstration of ploughing in the fields, and some classic cars, mainly from the FSOC. What a really splendid turnout – 13 Saloons and 4 Commercials: 4 x 103Es, 1 x E494A, 1 x E04A, 1 x Model C, 1 x Model Y, 5 x 100Es, 1 x E494C, 1 x E83W and 2 x 300Es. This represented a good spread of models from nearly all the Sidevalve range. Being one of the last outside shows for 2008 it was a great finish to the events season, with nice weather at a lovely venue, which seems just right for a gathering of classic cars. Many thanks to everyone who supported us on the day. We will be returning to the museum for next year's Drive It Day – I look forward to seeing you all again on Sunday 26th April if you can come along. This will be a good time to get out your old Ford after its winter lay-up and give it a run.



Ollie the 103E Running Report

The faulty condenser issues from earlier on in the year I am pleased to report have not re-occurred, with the new club replacement fitted. Another local member who has experienced the same problem informed me that often replacement condensers can fail after 800 miles, so I recommend that you make sure you always carry a spare with you. I must get round to tightening down the head as I have now clocked up a few miles since the gasket was replaced by Alan, my mechanic.

No more to report at this time; I would like to wish all the members a very Merry Christmas and a Happy and Healthy New Year.

Regional News

Yorkshire

Nigel Hilling

Edinburgh Trial, Saturday 4th October

As regular followers of my trials adventures will know, this goes nowhere near Edinburgh but starts at Tamworth Services on the M42 and follows a circuitous route round Derbyshire, finishing just south of Buxton.

My navigator for this event is a bit of a computer buff and decided that just reading the directions from a road book would be boring. He therefore spent the journey down to the start using a laptop with OS maps installed to help plot a route onto his SatNav. As his SatNav wouldn't allow him to put in enough way points he had to split the route up into a number of separate journeys. The experiment was generally successful although we did go wrong twice and started referring more to the road book the further we went. I think I'll just stick with the road book in future.

The entry included a number of Ford Sidevalves with James Child and Trevor Hardcastle in Pops, David Child in a Naco special, Paul Clay in an Austin Ford special and others. We all started around the 3.30am mark and had dry weather until the early morning when the drizzle started which later turned to heavy rain. The sections were muddy and a few impossible for most of the entry. The Naco finished with only two fails and the rest of us collected varying higher numbers but as always a good time was had by all. This was Trevor Hardcastle's first trial in a Pop and although he had a number of minor problems during the day he managed to finish the event with a smile on his face.

Markham-Wortley Road Run, Sunday 5th October

The day after the Edinburgh trial and a quick change of car from my Anglia to my Pop for

a road run organised by David Manterfield. This started at the Black Bull and followed a scenic route down to Markham Grange. A garden centre and a steam museum seem an unlikely combination but this is exactly what you will find at Markham Grange Nurseries, Brodsworth near Doncaster. The steam museum has on display some fine examples of large, working, stationary steam engines. The collection, which is still growing, is privately owned and has been acquired over several years from a wide range of sources, now housed in a purpose built building.

Then it was off to a nearby pub for lunch followed by another scenic route through to Wortley Forge, a 17th century iron forge which is acknowledged to be the oldest surviving heavy iron forge in the world. The site has been used for various processes but it is best known for the Wrought Iron Railway Axles that were produced between 1840 and production stopping around 1910. We were treated to a guided tour around the forge site including the original water wheels and water powered drop hammers. Another good day out.

National Coal Mining Museum, Sunday 26th October

The National Coal Mining Museum for England is located at Caphouse Colliery, on the western edge of the Yorkshire coalfield, where mining has been carried out for centuries. A plan dated 1791 and showing workings from 1789 to 1795 includes a shaft on the Caphouse site. It is probably the oldest coal mine shaft still in everyday use in Britain today. Before 1827 the colliery was owned by the Milnes family but then passed into the ownership of the Lister Kaye family, until 1917. After 1917 the colliery was run by a company which included the ex-manager Percy Greaves, a colliery owner in his own right. Around 1941 Arthur Sykes of Lockwood and Elliott bought the colliery and remained as owner until nationalisation in 1947. By 1985 the coal at Caphouse was exhausted and its conversion to a museum began, opening in 1988.

The HCVS runs an informal end of season gathering here which this year attracted a good variety of commercials, motorcycles and cars including a small selection of Ford Sidevalves. No entry forms are required as it is just a turn up when you want and leave when you want event. The museum is free and includes a good cafeteria serving Sunday roast dinners to ward off the chill of Autumn.

December Meeting and Period Photo

The attached photo was loaned by a neighbour of one of our group and shows a nice looking Pop at Harewood House in 1959. It doesn't appear on my old Register listing and is not registered with the DVLA so has probably gone to the great scrapyard in the sky. If you know different then let me know.



The December meeting will once again be held at Trevor Miller's Electra cinema in Elsecar on Tuesday 16th December. If you read this in time and want more details then give me a ring. Meetings in the New Year will be back at the Black Bull as normal on the last Tuesday of the month. Have a good festive break and get working on those Sidevalves!

Bristol and West

Ivor Bryant

Like elsewhere around the country we have been suffering from the effects of the rain and haven't been out and about as much as previous years.

The Westonbirt and Berkeley shows were both rained off. The Great West Road Run organised by our Peter Williams did go ahead in early October but it was certainly wet. Sidevalves in attendance included the E83W of Peter's, Paul Hanley's 100E Popular, Geoff Hammond's Anglia, Dave Perry's Anglia and my 7Y.

I gave it up as a bad job after about 11 miles due to the rain but some of the others battled on. The decision for me was partly due to the Severn Bridge being closed on the day, so I either had to retrace the route of about 70 miles or travel on the M40, M4 and M5 motorways to use the second Severn crossing.

I was invited to and attended a display at Bitton Railway in conjunction with the flower show at Oldland Common, near Bristol. There were two cars at the station, mine and a BSA. Also a few WW2 army vehicles, people in period costume, rations, evacuees, music, steam train running and old bus rides to the main show.

Those with Internet access can go to www.flickr.com and search for 'Bitton'.

Peter and myself went to Cheltenham and bought a few specialist tools, spring spreader, hub puller and steering gauge plus a few spanners.

We have been allocated a stand again at the Bristol Classic Car Show on 7th and 8th February, stand number M7. Overall size is 6m x 7m. I am looking for cars for the event, up to five or six, which need to be there from Friday afternoon to Sunday afternoon. We will also need some staff to cover the stand on the Saturday. Any volunteers, please phone me.

Regional News

Essex

John Hull

September saw the last of our shows for the season, but the weather was at last on our side.

Tony attended the show at St Mary's School, Bishops Stortford on 14th September, where a club stand was organised by the North London group, and had a very enjoyable day.

Mick, Dennis, Bob, Jean and I went to the show at Battlesbridge Antiques Centre on 28th September. The weather was lovely and it was lucky that we arrived early, as there were so many cars arriving that some had to be turned away and the surrounding roads were jammed (classic cars were still arriving at 2 pm, as they had trouble getting through the traffic). There was a very good autojumble, although not many Sidevalve bits.

At our October meeting we organised our Christmas meal, to be held at our December club night. By the time you read this, we will all be full of turkey and mince pies.

Our November meeting had a good turnout, and we were pleased to welcome new member Paul and his wife Sue. Paul has a 1954 103E (in bits) and a 1959 Anglia which is running. Mick and Dennis went to the autojumble at Ardingly on 2nd November, but were disappointed by the lack of sidevalve spares. Dean returned the gearbox that I had loaned him but still has not got to the bottom of the problem of his car jamming in gear. He has still managed to use his Siva during the summer and I enclose a photo of Dean and wife Maggie on the London to Southend run in July.



I have not used my car much over the last few weeks, as my wife has had me on gardening duties, but I hope to use it to take some friends to their Ruby Wedding celebrations in November. As the car has been laid up for a few weeks, I have made good use of the Accumate battery charger/maintainer as recommended to me by Dave, which I have found to work very well.

The Essex group would like to wish everyone a Merry Christmas and Happy New Year, and look forward to seeing you at the Huntsman and Hounds in 2009.

North London

Rob & Jennie Thake

The Summer season ended with a bright finish – sunshine! Several group members attended the wedding of Richard and Shirley's daughter Michelle to Glen at the very end of August, ending still sitting in the hotel garden late into the evening. The following weekend members were invited to celebrate David and Lesley Heard's Silver Wedding anniversary when we had a very pleasant afternoon tea and chat into the evening, not leaving too late as they were having all the family to celebrate the next day.

Some group members tried a different show on the Sunday when they went to Capel Manor, which is an Agricultural College, and were able to spend the day admiring the grounds as well as the cars. Terry Tomlin brought along his sister who lives in Australia and is over here on a visit. She was not put off by us as she came along to our Monday night group meeting the evening before she began her long journey home.

The next show on the agenda was our local one at St Mary's School when Andy Westwood was in charge as we were away in the Lake District. The club had a good mix of eight vehicles on the stand and enjoyed a nice day. The following Sunday was our penultimate show at Castle Hedingham on the lawns of the castle; beautiful setting and day, and we were pleased to see Pip and Rob Forth at this show making a total of six cars in all. For the final show of the year we joined the Cambridgeshire group at Ramsey Rural Life Museum and had a lovely day as the sun shone while we enjoyed the different stalls and museum as well as the ploughing matches going on with both horse and tractor; a truly rural day to end another good rally season, with all our friends as well meeting up with many club members around the country.

In late October Robin and Jen went up to the Restoration Show at the NAC at Stoneleigh, and had a good day admiring John Porter's Special on the Club Stand and once again meeting up with David and Terry from our group as well as other club members. Robin had a great opportunity in November when he was offered a seat on a 1903 Dacracq in the London to Brighton veteran car run. The invite came from a fellow enthusiast who he had known through classic cars for a few years and who also owns a E494A Anglia. The car made the trip to Brighton with no problems, although driving through London was interesting to say the least with cars and buses coming at you from all directions; a 1903 car certainly has not the manoeuvrability and brakes of a modern vehicle. A great day out.

Robin and Jennie would like to thank all the group for their support over the past year and to wish them and all sidevalvers a Happy Christmas and a Prosperous New Year.

Surrey

Angela Hume

By the time you are reading this it will be mid-winter! I am now fully repaired – a brand new petrol pump worked wonders – and going out for 40 mile runs on quite a regular basis. The cold weather makes me a bit sluggish to start but a bit of heat seems to solve the problem. I hope that I continue to get out and about on fine days in the winter.

After reading Patrick Russell's article about the beer festival in the October *Sidevalve News*, Angela has just put some RainX on my windscreen. Its going to have to work very well to be any good as my wipers are quite erratic!

Also from the October issue, regarding the Specialist Applications Register I have included a photograph of a very rare pre-war Sidevalve three-wheeler petrol bowser based at Brooklands Museum. Last used at Dunsfold Airfield it is thought that only two of these Sidevalves are in existence, the other being in New Zealand. It has been seen running quite recently but it is in need of restoration. As its not a 'glamorous' vehicle I expect it could have a long wait – unless there are any volunteers!



We need to get a list of potential 'things to do and places to visit' for the 2009 season. Please contact Angela if you have any ideas.

I wish you all a very happy Christmas and an enjoyable sidevalving 2009!

Babs

Regional News

Merseyside

Joe Wheatley

As I write these notes in November our activities back in the summer seem a long time ago! So please forgive any errors or omissions.

Sunday 10th August – Astle Park Steam Fair

Typically for this summer the weather was not kind on the Saturday with rain on and off most of the day. Bernard and Frank had turned out in their 100E Pops but did not stay very late! I set off at about 08.45 on Sunday and arrived on site about 09.30. The main entrance was badly cut up so the route to the area for cars was changed. It still required some careful negotiation of some quite deep mud but Freddy and I managed to get into the paddock without too much effort. Alan Chapman in his cream (off-white?) 103E turned up soon after and I was worried that Frank and Bernard had decided not to come out. It was only after 30 minutes or so I realised they had been there before me but parked in the paddock behind so we could all park together. I moved Freddy and put up my small gazebo to keep off the showers and we were soon joined by Tony Ikin in his white 100E Pop.

Apart from a heavy shower mid-morning the weather improved all day and the ground dried out very well. Sadly the weather had put off a lot of punters and exhibitors so I expect the organisers were a bit disappointed. We happy few enjoyed ourselves and cunningly used the 'back door' route out of the site which was on a nice little tarmac track. We were only delayed behind a traction engine for a short distance and the journey home was uneventful and dry.

Saturday 16th & Sunday 17th August – Tatton Park Classic Car Show

Again the weather forecast for this weekend was dire. Saturday was supposed to be rain all day with Sunday being a little better. As usual I went over to our stand on Friday evening, meeting up with Frank and Bernard who had already cut the grass and started to put up the poles and bunting. Dave Broad soon joined us and we assembled our marquee and put up our banner. Our stand was almost in the middle of the display area which meant we had no room to expand. This was a pity because, although I had been sent 25 passes, the stand was full (14 cars) on Saturday and overflowing (16 cars) on Sunday.

To our surprise Saturday dawned quite fair so Jill bravely decided to come with me (she



Tatton, Saturday. Front row: 300E (Dave Broad), 7W (Peter Tinsley), Freddy, 103E (Tony Wostenhulme), 107E (Moira Caldwell), 100E (Frank Wells)



Back row: Red Model Y (Dave Rothwell), Black 7W (Peter Tinsley) Green E83W (Ron Taypor)> Middle: Alan Chapman's off-white 103E in entrance. White 100E (Tony Ikin), Green E493As (Mike Brocklehurst & Alan Tomlinson) (others unnamed). Front row: Falcon Caribbean (Arthur Speakman), 107E (Jim Norman) 107E (Ken Riley), White 103E (Tony Wostenhulme). Note bunting and flowers around our 'entrance' c/o Bernard Ellicott

doesn't do wet!) and for once the forecasters were wrong and we had a dry day. Dave Rothwell brought two vehicles with him, his E83W pickup and the E83W running chassis which he had displayed at the Tatton show in June. Dave Broad had fitted out the back of his 300E van with a working 1950s Bakelite television, a period advertisement, a copy of the cartoon Bill More gave him earlier this year and a proper 'Open All Hours' warehouse coat. These commercial vehicles close by our entrance attracted a lot of attention during the day, even after we had to turn off Dave's TV because it started to smoke! Peter and Sue Tinsley had travelled from St Asaph in North Wales to join us in Peter's 7W and Tony Wostenhulme had left us his newly restored 103E to display, even though he could not join us until the Sunday. Bill Moor joined us in his 105E (we've known him too long to be picky about the position of his valves) and he was rewarded by being judged 'Best Ford Anglia'. I suspect this may have slightly upset the 105E Owners club whose stand was only a few yards away! Very pleased for Bill

as he had previously won prizes with his 103E before selling it on last year.

Sunday was supposed to be the dry day so more exhibitors and punters came out. Jill on t'other hand decided to stay at home and thus missed the rain that persisted down most of the morning. We had so many vehicles today that some had to find places elsewhere. Dave Broad kept his 300E with his Chevrolet pickup over by the trees, Moira Caldwell joined her partner on the Mk2 Consul & Zephyr stand and Bill Collins joined the North West Casual Classics because by the time he arrived we had no more room. As it was Alan Chapman's 103E had its bonnet sticking out into the roadway.

We had a good throughput of punters during the day. Steve Rooney (who is restoring a 100E Pop) visited us to take advantage of the excellent auto jumble. He has an unerring ability to pick the wettest time to visit our shows and today was no exception. I'm

Continued on page 10

Anglia, Prefect & Pop Register

Andy Main

Not Automatically

In conversation at the AGM some members thought that their vehicles were automatically on a Register on joining the club. Whilst the membership form asks for details of vehicle, the Register forms ask for more details about the vehicle so as to build up a record of all known surviving vehicles whatever their condition. No details are passed on without the consent of the owner. If you have an application form then please return it to the appropriate registrar, or if you would like a form then send them a sae.

Not Authenticated

When going through the system to reclaim an original registration, photocopies of the original logbook, tax disc and other documentary evidence should be supplied to the registrars initially as the original items will be viewed when the vehicle is inspected. Photocopies of documentation obtained from archive departments etc. must be stamped 'authentic copy' and signed by them. If the registration is approved to be reclaimed and the owner wishes to keep the original logbook then the local DVLA office will photocopy it. They should stamp the photocopied logbook as an authentic copy and sign it (regrettably they don't always make sure it is) as this copy will be forwarded to the DVLA at Swansea. Also, don't leave the original logbook at home and take a photocopy to the local office.

The DVLA at Swansea will not process applications if they are not original documents or authenticated copies. The applications are returned to the owner for the correct documents and this further delays the process of obtaining the registration.

Retained Last Year

On 6th May 2007 I visited Raymond Bazley in Hailsham, East Sussex to inspect his E493A Prefect which was first licenced on 15th January 1953 in Twickenham, Middlesex. After 25 years the Prefect was exported to Belgium in September 1978, never to be registered there or used on Belgian roads. It was kept in a garage while undergoing a complete restoration over the course of a few years.

The Belgian owner went to great lengths and much expense in thoroughly restoring all the bodywork and interior with the best materials. He also obtained a replacement reconditioned engine and had the gearbox reconditioned. Unfortunately he died before the project was completed and the Prefect was never registered in Belgium. It sat unfinished in the garage until the widow decided that it



Photo 1



Photo 3

should be sold. Ray's son, living in Belgium, found out it was for sale. Ray purchased it on 27th January 2007 and his son transported it back to the UK shortly afterwards. On arrival it went straight into the garage so that Ray could complete the outstanding work whilst I assisted to obtain the original registration YMF 529. From the photograph it appears as a Prefect restored to a very high standard (photo 1). Under the bonnet Ray had fitted telescopic front shock absorbers to give a better ride. Photo 2 shows the telescopic shock absorber bracket secured to the chassis. Photo 3 features the Armstrong telescopic shock absorber attached to the bracket. Photo 4 shows the bottom bracket secured to the A frame.

One year after initial purchase and work completed Ray had driven it 68 miles, but now



Photo 2



Photo 4

he decided to sell it. He had only purchased it because he felt sorry for it laying overseas, but Ray's first motoring love is Austin 7 cars which I had seen whilst inspecting the Prefect. The garage space was required for another Austin project.

On 1st March 2008 Mike Jillians purchased it and it returned back to the London area. By July Mike had covered 380 miles with around 120 of these miles on a 'tulip' route on the London to Brighton Classic Car Run on 8th June. The only problems encountered were when it stopped twice with vapour lock. Since then I would have thought there would have been little chance of this reoccurring with all the rain and dullest summer since 1912.

Mike and his wife Katie have attended a number of shows with the Prefect, now known as 'Penny', and would like to become active within the club.

Mike is on the lookout for the following parts: a very good/very little wear steering box (or maybe just the shaft and nut), and also a good windscreen with good opening frame. Mike can be contacted on 0208 335 3442.

Continued on page 37

Merseyside contd.



Uppermill from left: Mike Brocklehurst, Alan Tomlinson, Jill (AKA t'boss), Bernard Ellicott & Ian Sidebotham.



Ian, Sheila in 103E, Mike & Alan.

Continued from page 8

thinking of taking him over to Cyprus next time we go because they are desperate for rain out there! Fortunately the weather improved in the afternoon and we were able to put away the marquee in the dry.

A full list of our attendees (23 vehicles over the two days): Chris Buxton – Mk2 Escort (Sat); Dave Broad – 300E Van (Sat & Sun); Mike Brocklehurst – E493A (Sun); Moira Caldwell – 107E (Sat); Alan Chapman – 103E (Sun); Bill Collins – 100E Prefect (Sat & Sun); Bernard Ellicott – 100E Pop (Sat & Sun); Nigel Hilling – 103E (Sat); Tony Ikin – 100E Pop (Sun); Bill Moore – 105E (Sat); Jim Norman – 107E (Sun); Ken Riley – 107E (Sun); Dave Rothwell – E83W Pick up & chassis (Sat) – Model Y (Sun); Ian Sidebotham – 103E (Sun); Arthur Speakman – Falcon Caribbean Special (Sun); Ron Taylor – E83W Van (Sun); Peter Tinsley – 7W (Sat & Sun); Alan Tomlinson – E493A (Sun); Neil Turner – 100E Prefect (Sat); Frank Wells – 100E Pop (Sat & Sun); Joe Wheatley – E493A (Sat & Sun); Tony Woostenhulm – 103E (Sat & Sun).

I had hoped that Frank and Bernard's efforts to dress up our pitch and our interesting mixture of vehicles would get us a prize on the Saturday, but Bill Moore was our only prize winner. I was therefore delighted when on Sunday we were asked to attend the organisers' tent. We were awarded third prize Club Stand, not bad considering there were over 80 club stands on the Sunday and a tribute to Frank and Bernard's efforts in preparing the ground

and putting up all the poles, bunting etc. Hopefully the pictures to accompany this report will show what I mean.

As usual Ron Taylor's trusty E83W van was pressed into service to take our marquee back to my lock-up. Another Tatton over. Anyone from outside the North

West interested in attending next year?

Sunday 14 September – Uppermill Car Show (with TVVCCC)

We had not been to this show before. Though the ground was likely to be wet the forecast was OK so Jill joined me for the day. We came up behind Bernard in his Pop as we negotiated our way around Oldham and spotted Mike Brocklehurst going the wrong way shortly afterwards!

Uppermill turned out to be a very pleasant little village, strung out along the road that runs up to Saddleworth Moore and Huddersfield. A river and canal run parallel to the road through most of the village and it boasts a number of interesting shops and a museum next to the canal basin. There was a farmers market taking place in the museum which persuaded Jill and I to part with some money for some organic meat and comestibles. The show was on a green behind the high street shops between the shops and river/canal. Parts had been roped off because they were too wet and we were instructed to drive gently and slowly so as

not to cut up the grass. The day remained dry with sunny spells which disappeared by late afternoon.

I guess there were about 80 vehicles on display, most from the Thame Valley Vintage & Classic Car Club who organised the event. We had six vehicles on show: Jill and I in Freddy, Bernard in his 100E Pop, Alan Tomlinson (Green E492A), Ian & Sheila Sidebotham (Black 103E), Mike Brocklehurst (Green E493A) and Neil Turner (Black 100E Prefect). We all enjoyed this little show and we even got the prize for best (only!) non-TVVCCC club stand. Things got a little chilly after the prizegiving at 16.00 so we all scooted off quite quickly but we will certainly include this on our show calendar next year.

Sunday 21 September – Port Sunlight Village (with TVVCCC)

This was scheduled to be our last outing of the year and proved to be one of the best days weather-wise that we had all summer. Another show organised by Peter and Bernice of the TVVCCC, it is held on the village green next to the Lady Lever art gallery in Port Sunlight on the Wirral. A very pleasant setting with excellent facilities (restaurant in the art gallery) and places of interest (museum as well as art gallery). The shortest route for most of us is into Liverpool and then through the Mersey Tunnel to Birkenhead. Slightly scary as a breakdown in the tunnel costs you lots of money! In the event, no problem for any of us.

Or should I say the few of us? This was at the height of the oil price with unleaded approaching 1.20 per litre. There was also a charge of £4 because the organizers had to pay to use the green, so we were only four; myself and Freddy (Jill was serving in church this morning), Ian & Sheila Sidebotham (cheap travel as his 103E runs on LPG!), Peter & Sue Tinsley (7W) and Ron Taylor in his E83W van. Not many people bothered with the museum or art gallery as it was too pleasant to sit out in the autumn sun. Let's hope we get more days like this next year.

Port Sunlight - Green E83W (Ron Taylor), Freddy, Black 7W (Peter Tinsley), Black 103E (Ian Sidebotham, sat at back of his car)



E83W Register

Yvon Precieux

01475 529267 6-9pm

Registrar's Comments

First of all I must say that I have found this Register highly entertaining in preparation of its pages. The enthusiasm for these vehicles is overwhelming and I am very pleased with the interaction of E83W members during the time I have taken this Register on. Similar to how the Pre-War Register and the Anglia Prefect Popular Register can overlap, so does the E83W Register. The Specialist Applications does cover Patissons and Allan Taylor tractors, so I hope members with these vehicles don't mind if I pass details across to Peter Williams. You will have mention and presence in this Register with articles but the idea is keep the momentum up to the benefit of both Registers. Keep the correspondence coming and be free to make comments to improve these pages. In the meantime I thank you for all the support, and wish you a Merry Christmas and a Happy New Year.

Certificates of Professional Competence (CPCs)

CPCs will be needed by drivers of historic commercial vehicles who drive for hire or reward after 2013. This has been brought about by a vehicle directive from the European Union which originally relates to a French request for foreign HGV lorry drivers to have a proper recognition of French road rules and law requirements. Whether or not this refers to our bureaucrats taking matters just that bit further to cover all drivers in general has still not been revealed, but I will look into this further and hopefully come up with the answer that fingers crossed won't affect us for the future.

Member's Profile

Dawn Champion and family have recently purchased an E83W van. Painted in primer it looks appreciably sound panelwise although the mechanics require some work. Initially the engine appeared to have some seizure but with the broken starter taken out it may not be that bad. Dawn's aim (she's doing the work herself) is to get the vehicle running and the braking system sorted out to transport the van to a friend's barn for winter storage, as once under cover, work on the body can commence along with other necessities over the winter season. Dawn and her husband also own a CX tourer and during initial letters to this Register Dawn has asked for information on the history of the Ford food vans. I've mentioned to her Les Foster, our Canadian contact, whose E83W van is the source of the exhaust sound

on the *Stone of Destiny* film which was out in October. Anyone out there who may have further detail on the Ford food vans, drop the info through to me and I will forward to Dawn. (Illustrations 1-4)



Photos 1-4

Yet another steel pick-up has cropped up, this time via a dealer, to new member Ken Ball from Prestwich. Coloured red with black wings, the vehicle has been imported from Canada and is left hand drive and comes converted to 12 volt electrics. The body has had a full restoration with body off the chassis but with a steering box problem; this was reflected in the purchase price. Ken actually does not identify the actual fault but the box is badly worn. Should anyone out there have a spare that they don't need, then drop me a

line and I will pass the information on to Ken. (Photo 5)



Photo 5

Ice Cream Vans

The Italians are probably the most enterprising nationality to see the potential of marketing ice cream and possibly that is why they have been most successful in this field to the present day. One of the first small Sidevalve Fords to be associated with the ice cream industry was the model Y back in the early 1930s. From that point on the small Ford Sidevalve association seems to fizzle out until taken up by the 10 horsepower E83W.

In Britain the first step into the ice cream industry was via the hot dog van and stall. Both industries grew exponentially after the Second World War with the 10cwt Ford commercial providing the mainstay for many a budding entrepreneur. One of the local London ice cream companies that was around until recently was Jim Valenti's Criterion Ices of Sydenham in London (Photo 6). Regretfully this concern has moved out of the area and I am endeavouring to find out where they have gone? Selling ice cream was always very competitive, here in Scotland and possibly elsewhere in the country.



Photo 6

Ice cream wars were endemic in the 1930s and were still continuing up until the 1970s with the Mr Whippy and Mr Softee type icecream vans still familiar to us today, although most are usually seen in the summer season with now the proverbial hamburger on sale. Yet it was only when households started to acquire freezers that there was a decline. As we need to start somewhere, we will start with a condensed article from the E83W archives which relates to one such young entrepreneur in 1957. David James of West Wittering was 21, out of the Navy and working in a grocer's shop for £7 a week. Wanting to become his

Continued on page 26

Specials Register

Rob Daniels

Merry Christmas to everyone and welcome to new members Michael Leete (Mk1 Dellow – below), Robin Barlow (Mk2 Dellow) and Reginald Bryant with his Siva Roadster. By the time you read this, the Shirley will have been on the club stand at the Classic Car Show at the NEC in Birmingham and hopefully some of you will have come along to say hello.



Michael Leete's Mk1 Dellow

I received an email from Dave Spearriett telling me of the Ashley he has just bought. It has been languishing in a barn in Falkirk for 30 years and was in need of a full restoration as the pictures show.



Dave's Ashley as received



The chassis was too far gone



Ashley 1172 fixed head ripe for restoration

Dave has now bought another chassis and is working on the body and engine getting ready to get the car back on the road for next summer.

Paul Mullan wrote to me recently to tell me of his father's Model Y Special. I asked him if he would write me the full story for publication in this magazine and then as a page in its own right on my website.

Brian Mullan from Ballymoney's 1937 Ford Model Y Special 'Falcon'

There won't be many of us vacating this life and leaving behind something which we created with our own hands that will give pleasure to those generations who follow us, but that is exactly what my late father, Brian Mullan, of Vow Road in the small County Antrim town of Ballymoney, N. Ireland, has achieved.

My father Brian sadly passed away suddenly on 4th September 2007, aged 67, but not without leaving his legacy for classic car enthusiasts, and those who appreciate the dying specialist car building trades, to have as a reminder of what a talented, skilful and dedicated man he was.

A mechanic and engineer all his life, my father loved nothing more than to be in his garage, working at or designing something to do with motor vehicles. In his lifetime, he restored quite a few classics to their former glory, the most extensive of which were a Mk II Jaguar 3.2, which was completely stripped and refurbished, and a Mk I Cooper S, which he had rebuilt completely from a new mini shell, which he had converted back to Mk I spec (a real task).

The car which I am showcasing today however, is his beautifully created 1937 Ford Model Y Special, 'Falcon'.



Those of you who know your onions will of course see that the car is not what is commonly known as the Ford Falcon, as it was a fibreglass hardtop. However, that was what my father originally started with, although very dilapidated.

The chassis of the Model Y was in excellent condition; however, since my dad intended to build the coachwork himself, he decided to lengthen and widen the chassis using sections

from a similar one he had acquired. He also used these to strengthen the chassis, as the vehicle was going to be an open top.

Engine was complete with Aquaplane head and 1 1/4" SU carbs, which was completely stripped, rebuilt, painted, and carbs etc. polished up.



Gearbox was stripped, checked over and rebuilt; driveshaft and housing had to be lengthened due to the chassis alteration; and all axles, suspension etc. were stripped, rebuilt, and of course, all the components were shot blasted and painted.

When the rolling chassis was completed, my dad set about designing the body for the car.

Years ago, he and his brother Charlie owned a Riley MPH, which he always talked about, and the design was loosely based on it.

The framework for the body was made from steel but all the panels, including floor panels, are aluminium, which he hand shaped, and made himself.



Even the air vents on the side engine panels were cut and shaped by hand, not pressed out like most are today. The doors were 'suicide doors', opening from the front, and both sides of the bonnet hood are hinged from the centre of the car (brass hinges used).

The bulkhead too is heavy aluminium sheeting, bent to form the necessary shape, and the floor is designed to flow any rain water which enters the car out the centre where the driveshaft housing exits the interior. The car was intended to be usable in all weathers.

Mudguards were formed by purchasing steel trailer guards, splitting and narrowing them, making them the correct length, and then rigging a steel formed rod down the

centre of each to form the rib (for cosmetic and strengthening reasons). The front guards are mounted to the wheel hubs, and thus turn with the wheels.



The compartment behind the seating area houses the fuel tank, and allows for dry storage of any tools etc.

Originally my father had a side exiting exhaust fitted, but it was too fummy on slow journeys so he made one to exit at the rear.

He had a few modifications done to suit himself, as he had a very bad back, and hip. The suicide doors made for awkward entering and exiting the car, so he came up with the idea of a removable steering wheel. He acquired a suitable boss and that was that problem solved. Another was due to the car being so narrow that, when he was carrying a passenger, the gear stick was difficult to manoeuvre, so he designed his own column change, which takes a bit of getting used to.

Also, since the car was taken on substantial journeys, he fitted a hand throttle so he could rest his hip.

So in his '37 open top he had cruise control (hand throttle), column change, and one of the best immobilisers – a removable steering wheel.

I think, from memory, he acquired the car around the year 2000 and finished it in 2002, two days before a planned 'around Ireland Run', planned by the Ford Y&C Register UK.

The car completed over 1100 miles in ten days and never missed a beat, such was the intensity of my dad's preparation.

He has attended quite a lot of runs, with the Y&C Register in GB and the Isle of Man, helping raise funds for Cancer, Leukaemia Research and countless other charities.

His last run out in the 'Falcon', was August 2007, three weeks before his passing, when I drove him in the car to Powerscourt Picnic & Run 2007 in Dublin. It took us four hours to drive down in the pouring rain, but I'm so thankful that I had the opportunity to have that special time with him.

We had a great time that weekend, and he was so pleased to meet up with his friends from the Register, John Fitzgerald and Sam Roberts. I was invited back to Powerscourt this year (2008) where I was delighted to be presented with John Fitzgerald's fathers perpetual trophy in memory of my dad. It was an emotional time for me.

I have acquired a few trophies so far this season but I cannot take the credit for them, as all I'm doing is taking the car there. All credit should be going to my dad, Brian, God bless him.

The car will never leave my family in my day, and hopefully for a long time after that.

I intend to show it as much as possible and get my dad the recognition he rightfully deserves, for having the skill and ability to build this unique wee treasure and put a smile on people's faces, even when he's gone.

I really appreciate the opportunity to tell you all about 'The Falcon', and hope you found it interesting. You can read more about my dad Brian Mullan, at a website I set up in his memory, www.bmcvcni.com – The Brian Mullan Classic Vehicle Club (N.I)

Enjoy the pics, and thank you. R.I.P dad
xx

And Finally

Please try and find the time over the Christmas period to sit down and write me a short piece on your Special for inclusion in next year's *Sidevalve News* Specials pages, but don't let this interrupt work on the restoration! Next summer is going to be the best for years and we want to see more specials on the road and in the rally field than ever before. Date for your diary – Historic Specials Day 2009 is on 9th August.

Have a very Merry Christmas and a Happy New Year to you all.

Regional Contact

David Pickett

It seems like only yesterday that I said I will take over the position of regional contact of the Sussex group, instead of the year it's actually been. Where has the time gone?

I'm married to Jean with our three married daughters and five grandchildren, but I still derive a great deal of enjoyment from tinkering with the oily mistress in the garage, talking to her, buying her presents (well parts anyway) and encouraging her to do the next rally. These cars can be very demanding. When someone from the general public says, 'I had one of those; I never thought I would see one again. Thank you'; anyone who's been there knows the feeling and why I do it.

Some would class me as a novice; only starting sidevalving in 2004. Perhaps my first year in post shows this. I was privileged in taking over a very well run, organised group,

with a sound structure that meant little or no change was/is necessary. I have some ideas, some plans, but nothing radical. Many thanks to David Taylor, my predecessor.

My first car I owned was a Sidevalve, a red 100E XAP 688, 1959? I recall doing thousands of miles in it without anything major going wrong, just the normal maintenance items. It certainly never broke down; thinking back I only changed it because it didn't go fast enough – the inexperience of youth.

To my present cars, I'm the very proud owner of a 1938 7Y EUW 125 which is up and running, along with two piles of rust, both being 1936 Ys. (Which I really must tell Yvon about; to get them on the Register!) Both are in need of total rebuilds. Jean thinks they are my retirement projects. I've started one but progress is very slow; maintaining one and rebuilding another can be very time consuming – but I don't need to tell any of you that.

My love of Sidevalves must have started when I was about ten years old, when my father purchased a 103E reg. TLT 202. I remember Dad letting her cool down from time to time, having to top up the oil every time he filled up with petrol. I want to replicate that journey in the 7Y someday. That's a long way off at the moment ... but I live in hope that one day that dream will come true. My 7Y is getting more and more reliable; this is the first season we have not had a breakdown, much to Jean's relief.

Down in Sussex we are a small but friendly group, usually averaging four to five cars at each event. We would love to improve on this, so why not give us a try; come along to the Barley Mow, Selmeaton on the A27. We meet the third Wednesday of each month 7-30pm. Or give me a call; my number's in the front of the magazine. I won't bite, promise. I'll look forward to your call.

Pre-War Register

Yvon Precieux

01475 529267 6-9pm

Registrar's Comments

I forgot to mention a further correction in the last magazine when I referred to Ozzy, the 7Y owned by Ron Moore. I identified the vehicle as a Patisson. The said vehicle is an Allan Taylor tractor so apologies to Ron Moore. (I must be losing the grey matter as I get older.)

As this is now the last magazine for the year, may I take the opportunity to say thank you to those members of the Pre-War Register and outside who have a dropped me a line and contributed to this Register in this past year, To all members, a Happy Christmas and a recessionless New Year. Keep those letters and copy coming.

Member's Profile

Mentioned in the previous issue under new members, Robert Mitchell comes from Troon in Ayrshire. His vehicle is a 1937 standard 7Y and was purchased just this year from his uncle. Initially the car was owned by Robert's grandfather for use by himself and his son, Robert's father, as a company vehicle for their company, A & R Mitchell, Joiners, where it was in use up until 1960. Even at that point it was old in comparison with what was coming on to the market and, as a still presentable family car, it was passed to his uncle who not long afterwards placed the car in a garage for storage.

From its condition the car appears quite solid, albeit with surface rusting, especially considering the last time it was on the road. (Photos 1 & 2) Hopefully with more members coming out of the woodwork in this area we may be able to arrange a permanent get-together and any members passing this way are certainly welcome to drop in to Cliff Lodge.

Review

A sad case here, with a member of the Scottish vehicle club I belong to. Thinking that a fellow C owner was not that far away from Wemyss Bay and a potential member of the FSOC, I telephoned the gentleman, John Thomson, a 70 year old vehicle enthusiast from Glasgow. He related to me the episode of the Model CX Tudor that he had purchased from down South without having physically viewed the car. The painful experience was the full price of some £3800 plus transport costs of £500. The vehicle was dutifully brought up on a trailer and found to be not quite the article that had been identified in the photos and in earlier telephone conversations with the previous owner. The paintwork was



Photo 1, photo 2

poor considering the asking price of the car and the shoddy roof material quite literally ripped itself away on the journey up. The upholstery similarly took further damage, being totally open to the elements. When the engine was started it faltered and was found to have a broken crankshaft. Undaunted our intrepid septuagenarian purchaser persevered and ended up with a full restoration. It ended up with a further £2200 being spent. Sadly, due to more than was envisaged in costs, his wife told him to sell it and the car was sold to Waterside Motors (Scotland) who then sold on to its new owner in Hastings.

I have details of the registration number and know who all the participants are in this episode. This goes to show that photos do lie and that it pays for potential buyers to take the bother of seeing the car in person and not take the vendor's word when buying a small Sidevalve Ford. Check with me beforehand if you are not familiar with the model. John is now running around in an Austin Somerset so there is some pleasant outcome in this matter.

Entertaining the Troops

Most of you have probably heard of ENSA, the Entertainments National Service Association, whose headquarters during the war years was at the Theatre Royal, Drury Lane, London.

Looking for something Christmassy and entertaining for this issue, I started to peruse the E83W archives and found details of a June 1941 article on 'Entertaining the troops' that had been sent many moons ago to a previous E83W registrar by our own Stan Bilous, regional contact for South East London. Aware that after just a few pints Stan, harking back to his minstrel days, is still capable of clearing the decks with his now out of tune accordion and singing voice (although, thank heavens, he's given up the dancing) I was therefore not surprised to read that there was a 'Sing Song' section of ENSA which made use of various small touring theatrical companies.

These companies, of which the smallest number was two, were recruited, rehearsed and managed by ENSA with the finance from the NAAFI via the then Ministry of Labour. Transport consisted of the E83W vans (further detail of which is continued in the E83W Register), Morris vans and a number of Ford Model Ys. The diminutive Ford 8 necessitated just a company of two performers and each had to be versatile in the extreme. This included singing, dancing and presenting small sketches. The driver especially also had to be a capable mechanic, which I assume is where Stanley Bilous, our latest and aged X Factor star comes in.

As a combined, singer, dancer, driver and whatever, our Stan and his fellow artiste had to make many cross country journeys, some of which were long and quite arduous. Stan, being Stan, must have complained bitterly in the diminutive Y as there were frequent breakdowns in these older cars and concerts naturally had to be on time during the summer, where open air shows could make provision for an audience of 10 to some 1500 servicemen and women. In those now far off halcyon days, Stan could sometimes nip round the back to have a fag, when his partner was on stage, or if a pub was located nearby, a pint or two if he used the Model Y and put his foot down. The siting of some of the venues could require traversing ploughed fields, which in a Model Y with transverse springing meant pitched cases, with Stan's empty beer bottles and numerous props cascading onto the floor.

All the Ford 8 saloons were used for what was called the 'Double Minstrel Act'. With some 35 separate units on the road by 1941, the number of shows provided each week to soldiers, sailors and airmen could vary between 14 and 16 and a Model Y in the period could probably put in some 42,000 miles as well as carrying considerably more than its intended burden. Unlike the larger vans that were able to carry more, the Model Y was equipped with an accordion, a much lighter musical instrument than the baby piano accorded to the Morris and E83W vans. Illustration 3 depicts our regional contact Stan with packed bags about to flit from his digs in

Plymouth but accosted by the landlady of the 'Pie and Gherkin' for the unpaid drinks tab.



Illustration 3

Orkney Travels

Haakon Oeverland, our Norwegian regional contact, paid a visit to the Orkney Islands in August of this year. During his visit he came across a Model Y and a CX in a Ford dealer's shop in Kirkwall owned by W.R. Tullock. We do have members in Orkney and the cars have been mentioned at some time in the past. Both are restored versions; the Model Y has a blue body with black wings and the CX is painted Grey. Permission to use the photos have been requested by Haakon and will be published when available.

Briggs Bodies

(Continuation from a 4-page detail supplied from the Automobile Engineer, January 1934)

The Briggs works covered some 24.5 acres giving employment to some 3000 operatives. Although forming part of the new Dagenham works, Briggs Bodies Ltd was still an independent establishment from Ford in the 1930's, hence although the Model Y and C were designed by Ford, one could say that the actual bodies were not built by Ford themselves.

By January 1934, the Briggs complex was more or less complete although further extensions were still taking place to increase the production rate, which then in its present capacity was working at 250 bodies per day. Unlike Trafford Park, Dagenham provided the facilities for building car bodies all under one roof. Its area made possible integration of the more intensive hand work processes of the paint shop with the more mechanised and far simpler method of flow of the main factory with its wood milling, chassis and component parts. However with both the paint shop and the wood mill under the same roof this meant that there had to be some separation sufficient enough not to interrupt the flow from the entry of rough timber and sheet steel to the finished painted panels and bodies. A feature of the integral shop areas, where wood and panelwork for the bodywork was carried out, was the effective use of lighting to provide

a uniform intensity of illumination. In the associated press shop, lamps were staggered and specially designed reflectors were used. In other areas such as the trimming and paint conveying sections, general lighting was supplemented by local lamps focused on the work.

A total of 138 machine tools dealt with some 25,000–30,000 feet of timber a day with rough timber being sawn, planed and drawn through a thickness machine with the waste being returned to the Lindeman jointing machine, one of the few American machines of this type in the country. Britain it should be noted was very protective of its own machine tool industry and Ford were one of just a few firms permitted to bring in tooling machines from outside. The Lindeman unit was extremely versatile. It enabled short lengths from 12" upwards to be tongued and grooved together into useable boards and sections. Its special feature was the simultaneous production of dovetail tongues and grooves in the two pieces to be jointed, the joints being automatically coated with glue from a revolving brush and under pressure, assembled by a feed belt. To prevent warping, the temperature and humidity of these general areas were controlled throughout with special ventilation.

From the mill, wood component parts were carried to the shop area for framing the doors and sub sections of the main assembly. Adjacent, laid out in bays and leading to the welding section was the press shop. Here, Toledo and Bliss presses equipped with Marquette pneumatic die cushions pressed out cowl, wing parts and radiator shells in a single action. Somewhat sandwiched between the press shop and the 'body in white line', the welding section made considerable use of jigs of which there were over 3300 types. As an example, three sub-assemblies consisting of the dash, scuttle, top and frame made up the front end assembly of the Model Y. Each was fully riveted and welded from equipment carried on overhead runways so that three men could work on the assembly simultaneously at the rate of twenty per hour. The body was then located and clamped to take the chassis frame. In a section in line with the press and welding sections, six workers then simultaneously lined up the sub assemblies to the previously drilled holes in the frame, and riveted and welded the front and rear sections of the body.

Three main conveyors interacted with bypass lines which enabled handling of the different models, i.e. Tudor/Fordor/sliding and fixed roof, then passed the complete bodies and chassis to the paint shop, detailed in the last issue, without the need to interrupt the general flow. (Illustration 4.)

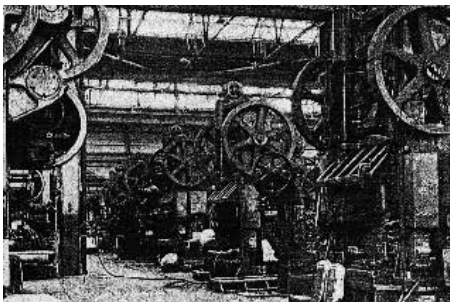
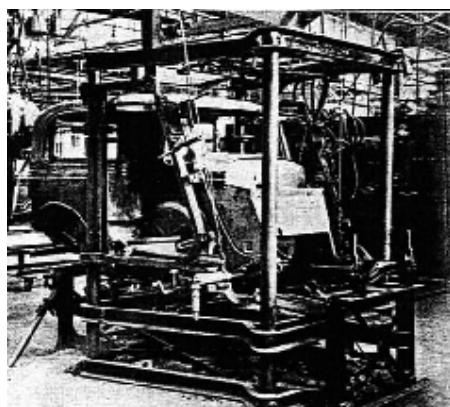
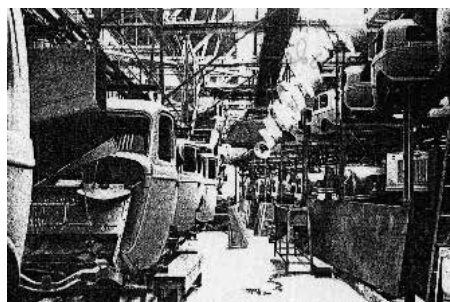


Illustration 4. Briggs bodies at different stages

100E Register

Robert Goodland

Once again the time has come to put something into the magazine. This time it is to be read near the end of December. I still have to get used to this – it is still October as I type and the clocks have just gone back an hour, so I am typing this in my ‘gained time’ on a Sunday morning! Today I am actually going to the National Coalmining Museum near Wakefield with my Yorkshire Sidevalve friends – I currently can’t decide whether to take the 100E or the 107E. It looks a bit cold out there at the moment and the heater works in the 100E, so I think the Sidevalve wins today. I have no doubt that Nigel Hilling will fill you in with details of this event if you turn to the Yorkshire region section.

If you are not currently involved with a regional group, it may be nice to go to a meeting soon – try to make it a new year’s resolution or something! Fellow Sidevalvers are more than willing to share their experiences and can help you solve those problems that few other people fully appreciate. I have learnt so much about our cars in the last year and a half, since the ever persuasive John Duckenfield accosted me at a petrol station and took me along to a meeting. Ordinarily, I would not have considered going

to meetings like this – I guess a lot of people out there are like this too, but I have to say that, in my experience, it has been a very good thing to get into.

Something which I have always been interested in, yet had been able to find out comparatively little about, was the various stampings and plates on our cars. This was brought to a head about three years ago and is something that I urge you to check upon yourselves in order to preserve the heritage of your vehicle.

Things have moved on a little since the 1950s with cars, such that now many people would have difficulty in correctly identifying the various markings under the bonnet of your 100E, or even knowing where to look. This can even include your friendly MOT tester. Most modern chassis numbers are stamped into the floor, under a flap of carpet, or displayed through a corner of the windscreen. I received a letter from the DVLA to say that

there were some discrepancies with the ‘new’ computerised MOT and the records that they held on my car. Sure enough, on closer inspection my chassis number as printed on the MOT started with the letters ‘TC’. I hastily scribbled a letter to correct the issue and was issued a new MOT certificate with the correct details.

Andy Main recently related a horror story to me of an occasion where this went unchecked and the DVLA assumed that the different number meant that the body of the vehicle has been significantly altered. They were trying to issue the vehicle in question with a Q plate and recall the original registration. It is clear looking through the register documents that many owners are not aware of how to correctly identify their vehicle. Knowledge is power and I think that now is probably a good time to ensure that everyone is in the picture. This is mainly to ensure that the originality of your vehicle remains unspoil by the harsh bureaucracy of the DVLA!



Photo 3



Photo 4



Photo 1



Photo 2. Suspension top mounting

Chassis Number

Many people believe that the square aluminium plate that is pop riveted just above the battery tray on their car is the chassis number (photo 1). It is actually the engine number. True, the original engine number and chassis number would have been the same, but I have had cars that have had the engine number plate replaced with a different one. The chassis number is actually stamped around the offside suspension top mounting (photo 2). Have a look if you are only just aware of this. It may be difficult to see, you may need to clean the area up, the whole suspension turret may have succumbed to corrosion at some stage and this area may have been replaced, but that is where it is supposed to be.

Engine Number

Look at your engine block where the dynamo mounting bracket bolts on (photo 3). Just above this is a section of the block that is milled flat. If you cannot read the stampings, a few minutes work with a wire brush should reveal all. Many of you will find that a replacement engine has been fitted at some stage. This was not uncommon as engine wear would mean that after (usually) around 30,000

Continued on page 34



December 2008 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y	£13.00
Reprint Model Y Bulletin	£11.75
Reprint Workshop Manual for 100E and 300E	£24.95
Reprint Parts Manual for 100E and 300E	£19.95
Technical Tips for the 100E/107E by Jim Norman	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.30
The John Howe Book of Cartoons	£5.50
Ford Motor Cars, 1945- 64	£8.25
Ford Model Y, Henry's Car for Europe by Sam Roberts	£29.99
Ford Popular and the Small Sidevalves by Dave Turner	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell	£19.95

Stickers

Running In Instruction Sticker (Upright).....	£0.90
Running In Instruction Sticker (100E).....	£0.90
Window Sticker-FSOC design.....	£0.75
Silver Jubilee Window Sticker	£0.60
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker.....	£1.60
Register Sticker (state model) each	£1.10
FSOC 30th Anniversary Sticker	£0.60

Magazines

Binder for Club Magazines (holds 2 years).....	£7.50
Following back copies of Sidevalve News available	£0.95
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, August, October	
1998 February, April, June, August, October, December, with index for 1998	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, June, August, October, December, with index for 2000	
2001 February, April, August, October, December, with index for 2001	
2002 February, April, June, August, October, with index for 2002	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December, with index for 2005	
2006 February, April, June, August, December, with index for 2006	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.75
Running in booklet Anglia / Prefect (date 9/49)	£1.75

Models

Ceramic Cream Model of 103E Popular	£4.99
Limited Edition E494C FSOC 30th Anniversary Model	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue)	£1.45
FSOC Grille Badge: Round or Square	£9.50
Register Grille Badge: Popular/Prefect/100E/107E	£10.25

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.50
<i>Racing Green in SM/Med</i>	
<i>Burgundy and Navy in Med/XXL; Jade MED</i>	
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/XL/XXL; Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£13.20
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

Model designs	£8.00
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design	£7.25
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED</i>	

Other Regalia

Licence Disc Holder	£0.80
Blue FSOC Mug	£4.50
40th Anniversary Beer Glass	£19.95
40th Anniversary Beer Tankard	£22.00
Tea Towel, All models design.....	£3.40
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.65
FSOC Woven Tie	£7.65
Xmas cards (pack of 5 different designs).....	£2.20
Dusters: Yellow duster printed with various sidevalve models around border,	
Club logo in Centre	
Per duster	£1.50
Pack of two dusters.....	£2.50
Pack of three dusters.....	£3.50
Gift Vouchers (can be exchanged for Regalia, Spares or Membership)	£5.00

100E and 107E Spares List

Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£34.00
100E-2035	Front shoe return spring kit	£3.70
100E-2038	Adjuster repair kit (front)	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£22.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit	£8.50
100E-2207-B	Dust cover wheel cylinder	£0.90

Rear Brakes

100E-2041-B	Snail cam (shoe adjuster).....	£0.50
100E-2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4)	£22.00
100E-2119-B	Compensator (hand brake cable)	£5.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95

100E-2261-B	Rear wheel cylinder 7" (53-55)	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only-old unit must accompany order.....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D)	£7.00
100E-2295-B	Hand brake cable	£32.50
100E-2857B	Hand brake clevis	£1.50

Steering and Front Suspension

E55-DB1	Top suspension mount	£40.00
E55-DB1	Pair top suspension mount.....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings	£110.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB	£23.00
	Suspension insert	£65.00
	Suspension insert plus top suspension mount	£99.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts	£190.00
100E-1190	Hub seal 0.983"	£7.00
105E-1190	Hub seal 1"	£7.00
Y-1202	Hub bearing inner 0.983"	£29.95
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Bushes per set (track control arm / cross member).....	£7.00
100E-3073	Track control arm repair kit.....	£16.00
100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£27.50
100E-3289/90-B	Pair track rod ends	£22.00

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

100E-3304	Drag link (exchange £10 surcharge *).....	£25.00
	Front suspension bush kit -	
	4 x E-10-DB- and 8 x 3063	£25.00

Rear Axle

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

Exhaust

100E-5250	Stainless steel exhaust system, 100E only	£150.00
/5225/5255	Clamp (silencer outlet pipe)	£1.35
	Van silencer-mild steel	£20.00

Engine Parts

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

Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *)	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only	£4.00
100E-2140	Master cylinder	£72.00
E66-Z-1	Master cylinder repair kit	£7.00
E74-7580-A	Release bearing	£10.00
100E-6068	Gear box mounting fits 100E and early 107E	£24.95
100E-7039	U / J repair kit	£9.00
100E-7052	Front oil seal	£7.00
100E-7086	Gasket tail shaft housing	£1.80
EOA-7107-A	Ring synchroniser blocking	£5.00
100E-7111	Counter shaft	£10.50
100E-7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust)	£6.25
100E-7550-C	Clutch driven plate, 100E only	
	(exchange £10 surcharge *)	£30.00
100E-7657	Rear oil seal	£7.00
100E-7569	Clutch pressure plate, 100E only	
	(exchange £10 surcharge *)	£44.50
100E-17286	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E	£3.80
100E-8115	Radiator drain tap (not original)	£3.50
100E-8260A	Early top radiator hose, 100E only	£14.60
100E-8260B	Late top radiator hose, 100E only	£6.75
100E-8275	Water inlet tube	£8.20
100E-8286	Bottom radiator hose, 100E only	£12.00
100E-8501	Water pump, 100E only (exchange £10 surcharge *)	£55.00
100E-8507	Water pump gasket	£3.00
116E-8575	Thermostat	£5.50
EOTA-8620-C	Fan belt, 100E only	£6.00

Fuel System

	Fuel pump with spacer (no primer)	£43.50
	Petrol filler grommet	£12.50
100E-9276	Gasket (fuel tank sender)	£1.00

100E-9288	Flexible fuel pipe	£14.50
100E-9437	Hot spot gasket	£1.95
100E-9627-A	Rubber (air cleaner)	£5.95
100E-9959	Gasket carburettor float chamber	£1.45

Ignition System

	Emergency Breakdown Kit (round type distributor only)	£43.50
	Set 100E ignition leads	£14.95
7V-12098	Nut H.T. lead distributor cap (set of 5)	£3.00
	Distributor only (rebuilt-exchange £10 surcharge)	£50.00
	Distributor cap (D type)	£25.00
100E-12116	Distributor cap (round type)	£14.75
105E-12116	Contact set (D type distributor only)	£6.50
100E-12199	Contact set (round type distributor only)	£6.60
EOTA-12199-C	Rotor arm	£3.25
100E-12200	Condenser (D type distributor only)	£6.50
100E-12300-B	Condenser (round type distributor only)	£6.50
105E-12300-A	Spark plug	£2.95
100E-12405-T		

Electrical

EOTA-10001- B	Dynamo, not Popular (exchange £10 surcharge *)	£65.00
105E-10001- B	Dynamo, Popular only (exchange £10 surcharge *)	£43.00
E93A-10043	Brushes (EOTA Dynamo)	£3.20
105E-10043	Brush set	£3.20
E274-CQ-1	Pinion (starter motor drive)	£11.00
100E-10505-B	Voltage regulator (push on terminals)	£28.00
E0A-10505-D	Voltage regulator (screw terminals)	£28.00
105E-11057	Brush set starter motor	£3.75
204E-13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A-13480	Brake light switch	£6.50
E1050-NC-1	Rear red tail light lamp with	
100E-134641-C	rear lamp gasket for Anglia Prefect 1957 onwards	
50563-S	includes fixing screws	£15.75
	Pair of rear red tail light lamp lenses	£26.50

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter	£25.50
100E-17262	Speedo cable	£21.50
100E-7029744	Rear side window rubber per side (2 door model)	£15.50
100E-7042084-B	Rear screen rubber-deluxe only	£29.95
100E-7043504	Boot handle rubber escutcheon seal (Anglia / Popular)	£3.95
100E-7303110	Front screen rubber	£29.95
EOA-732003-B	Floor grommets-per set of four	£5.15
100E-7322610	Interior door handle	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only	£7.00
105E-4676B	Pinion oil seal, 107E only	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only	£140.00
107E-6020	Timing chain cover gasket	£2.50
	105E oil filter	£6.50
105E-9448	Manifold gasket, 107E only	£2.00
E258-GD1	Clutch slave cylinder, 107E only	£25.00
E72-Z1	Clutch slave cylinder kit, 107E only	£4.00
105E-7550C	Clutch driven plate, 107E only	
	(exchange £10 surcharge *)	£26.00
105E-7563D	Clutch pressure plate, 107E only	
	(exchange £10 surcharge *)	£44.50
107E-8260	Top radiator hose, 107E only	£6.95
107E-8286B	Bottom radiator hose, 107E only	£12.50
105E-8501	Water pump, 107E only	£40.00
105E-8620	Fan belt, 107E only	£3.00
105E-12116	Distributor cap (round type)	£14.75
EOTA-12199-C	Contact set (round type distributor only)	£6.50
105E-12300-A	Condenser (round type distributor only)	£6.50
105E-10043	Brush set	£3.20
105E-11057	Brush set starter motor	£33.00
353000 ES	Core plug, 107E only	£2.50

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly	£7.00
B-1175	Rear Wheel Retainer (fits E83W)	£6.95

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

48-1190-A 7W-1225-B	Retainer (front wheel grease) assembly£5.75 Rear Hub Bearing including race (fits all models except Models Y,C and E83W)£76.00	E98T-18672 }	Oil filter.....£35.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only)£66.00 Rear Wheel Bearing Kit (fits all models except E83W)£160.00	Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount).....£8.50 Front Engine Mounting bolt£0.95 Camshaft (Chain Driven).....£59.75 Retainer (camshaft sprocket) chain driven camshaft.....£3.07 Timing Chain£14.95 Washer (camshaft thrust) all engines from 1936 onwards.....£3.50 Crankshaft Oil Slinger.....£1.85 Crankshaft Oil Slinger.....£1.90 Starting Dog (fits all engines).....£9.00 Starter Ring Gear (fits all engines).....£46.95 Valve guide (per split guide).....£23.00 Valve guide (per set).....£169.50 Short Length Valve (exhaust and inlet available).....£7.00 Long Exhaust Valve (Can also be used as inlet)£14.75 Valve Springs (set of eight) (fits all engines)£15.50 Valve Cover (fits all engines)£5.85 Drive Bush (oil pump and distributor) (fits all engines)£4.50 Drive Sleeve (oil pump and distributor drive gear) (fits all engines)£3.95 Dowel (oil pump and distributor drive gear bush) (fits all engines)£2.00 Pin (oil pump drive gear to sleeve) (fits all engines).....£0.75 Oil Pump Gear (fits all engines).....£4.50 Oil Pump Screen (fits all engines).....£9.65 Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines)£50.00 Pre-War Piston Sets (8hp and 10hp, limited sizes only)£40.00 E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040").....£205.00 E93A 10hp Piston Ring Set (std, +0.020", +0.040").....£38.00 3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....£15.00 8hp decoke gasket set (1932-34).....£35.00 8hp decoke gasket set (1935-1953).....£45.00 10hp manifold gasket.....£7.25 Decoke gasket set (E93A 10hp engine).....£25.00 Conversion gasket set (E93A 8hp and 10hp engine).....£25.00 10hp cylinder head gasket£15.00 Studs (Cylinder head) set.....£34.95 Set nuts for cylinder head studs.....£4.00 Used engines suitable for rebuilding available (collection only)£70.00
YE-2019A } CE-2019B } 7W-2019 }	Brake Shoes (set of 4-all models- exchange £10 surcharge)£49.50	E93A-6250A E93A-6258 E93A-6270 YE-6280A	
Y-2035 Y-2035 7W-2035 7W-2035 E83W-2035 E83W-2035 Y-2036 7W-2116	Spring (brake retracting).....£5.50 Spring (brake retracting) (set of four) Model Y£20.00 Spring (brake retracting) not E83W£4.95 Spring (brake retracting) (set of four) not E83W£18.50 Spring (brake retracting) E83W only£5.75 Spring (brake retracting) (set of four) E83W only.....£21.00 Spring (brake retracting) short.....£5.00 Front Brake Dust Covers (pair, fits all models except Models Y and C).....£7.95 Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W)£10.10 Rear axle brake plate securing bolts, long (each).....£5.50 Rear axle brake plate securing bolts, short (each).....£5.50 Brake Pedal (exchange-remove rubber from old pedal and send with order)£11.50 Brake pedal return spring£5.67 Rear Brake Cables (Pair E83W).....£69.95 Front Brake Cables (Pair E83W).....£22.50 Set of Brake Cables (not E83W)£60.95 Spring (handbrake lever pawl)£0.80 Hand Brake Cable (fits all models except Models Y and C and E83W).....£16.50 Hand Brake Cable Clevis Pin£2.00 Hand Brake Cable (fits E83W).....£14.45 119276-ES2 (except E83W)£0.06	CE-6310 E93A-6310 E93A-6319 Y-6384 E93A-6510B CE-6505A/B E93A-6505F Y-6513 Y-6520 Y-6560 Y-6561 Y-6566 Y-23670 Y-6610B YE-6623	
E83W-2498A/B E83W-2580/1B 7W-2580/1/4/5 YE-2793 7W-2853C			
E83W-2853B 119276-ES2			
Steering and Suspension			
CE-3030B E83W-3032 E93A-3290 YE-3304C E493A-3304	Bolt (front axle to radius rod, not Model Y & E83W).....£38.00 Bolt (front axle to radius rod E83W).....£16.50 Track Rod Ends (pair) E83W£60.00 Draglink (Y model).....£72.75 Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans)£67.50 Trackrod End Dust Cover (each, fits all models)£1.82 King Pin Set, complete (Model Y)£70.00 King Pin Set, complete (Model C)£70.00 King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans)£53.00 King Pin Set, complete (E83W)£59.00 Arm(steering gear) fits models 1937 to 1949.....£20.00 Front axle A-frame Bush (fits all models).....£5.25 Horn Button and Nut (Y model).....£5.45 Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....£7.50 Retainer (rear axle shaft grease)£7.25 Bolt (diff gear case).....£3.25 Bolt (diff gear case).....£4.00 Pin (Drive Shaft).....£2.05 Bearing (drive pinion) assembly Model Y£15.00 Lock Washer (pinion bearing nut) all models except E83W£2.38 Thrust Washer (pinion bearing) all models except E83W£1.95 Front Shock Absorber Link to fit E493A, E494A & 103E£20.00 Rear Shock Absorber Link to fit E493A, E494A & 103E£20.00 Front Shock Absorber Link to fit E83W£25.00 Rear Shock Absorber Link to fit E83W£25.00 Shock absorber (specify which one required).....£75.00 Front wheel bearings (wheel), specify model.....£56.00 Front wheel bearings (per axle set), specify model.....£110.00 Suspension Buffer (fits all models except Model Y)£15.75	E15-Z-1 YE-24052C	
YE-3332 YE-33111 CE-33111 7W-33111			
E83W-33111 7W-3590-A Y-3446 YE-3616B E93A-4020			
E493A 4050 Y-4217 18-4217 E93A-4607 Y-4615-B Y-4636			
Y-4637			
Clutch and Gearbox Parts			
Y - 2454 Y - 5102	Clutch Pedal (exchange-remove rubber from old pedal and send with order)£11.50 Gearbox Rubber Mounting (Y and C models only)£30.50 Gearbox Mount Upper (not Model Y or Model C models)£9.95 Gearbox Mount complete, per side£20.95 Main Drive Gear (8hp)£35.75 Main Drive Gear (10hp).....£38.50 Baffle (main shaft gear bearing oil)-rear£1.25 Retainer (main drive gear bearing).....£7.50 Seal (main drive gear bearing oil) assembly£2.95 Mainshaft and Bush.....£35.50 Bearing (main shaft) drive gearball assembly.....£21.80 Washer main shaft intermediate gear thrust£3.00 Retaining Ring (snap ring)£1.50 Washer intermediate gear thrust washer.....£4.50 Baffle (main shaft oil)-front.....£1.25 Rear Bearing Retainer.....£19.50 Gearbox rear gasket£4.50 Universal Joint.....£30.00 Counter Gear (10hp).....£45.95 Washer (Counter shaft gear thrust).....£6.28 Reverse Gear.....£29.95 Selector Housing.....£19.05 Gearbox lid gasket£4.50 Clutch return spring£5.28 Clutch linkage clevis pin£2.10 Clutch Plate-All models, except E83W (exchange and send with order)£25.00 Clutch Release Bearing Hub-All models£19.50 Clutch Cover-All models, except E83W (exchange - send with order)£62.00 E83W Clutch Cover (exchange-send with order)£66.00 Clutch release bearing-All models£10.50 Clutch Pilot Bearing£5.75 Gear Lever Gaiter (except E83W).....£17.00 E83W Gear Lever Gaiter£19.95	Y-7015 YE-7015 Y-7040 7W-7050 7W-7052 YE-7059B Y-7065 Y-7069 E04A-7070 YE-7071B E93A-7085 Y-7086 Y-7090 103E-7114 Y-7119 CE-7141 YE-7222 Y-7223 Y-7523 7W-7533 Y-7550 7W-7561 YE-7563B E83W-7563 E74-7580A E70-7600-A C-943070 E83W-943070	
Exhaust Systems			
E93A-5255-C	Model Y stainless steel exhaust system.....£110.00 5 cwt stainless steel exhaust system£105.00 E83W stainless steel exhaust system.....£99.50 E93A-5230/Prefect and 7W stainless steel exhaust system£130.00 Anglia, 103E and 7Y stainless steel exhaust system.....£130.00 Clamp (inlet pipe to manifold)£15.00		
E93A-5230/ E04A-5255-B			
Engine Parts			
E493A-18666-A E493A-18666-B E93A-18670 }	Pipe (cleaner outlet) assembly and Pipe (cleaner inlet) assembly£45.20 Oil Filter Unions (pair) (fits all engines).....£12.95		

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

Y-5102	Large selection of used gearboxes available (collection only).....	£30.00
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Cooling System

E0A-8100	Radiator Cap (pressure type for 103E and some E493As)	£4.95
Y-8109	Radiator cap (brass screw type).....	£6.50
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.50
	Radiator Hose (moulded-E83W-state top/bottom).....	£10.50
	Radiator Hose (moulded-bottom).....	£10.50
	Radiator Hose (moulded-top, state type of radiator cap and model).....	£11.50
YE-8606B	Fan Blade (11").....	£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.)	£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.)	£7.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.95
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.95

Fuel System

	Fuel Pump with spacer (no primer).....	£42.70
	Fuel Pump repair kit	£27.25
E04A-9080	103E/E494A Petrol Filler Grommet	£12.85
7W-9080	7W / E93A /E493A Petrol Filler Grommet	£10.75
BE-9288-A	Flexible Petrol Pipe (except E83W).....	£15.25
YE-9355	Fuel Pump Cover (all models).....	£1.95
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp).....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£2.95
YE-9448	8hp manifold gasket.....	£7.50
	Carburettor Gasket Kit.....	£7.95
	Rebuilt 8 hp Carburettor (exchange-send with order)	£80.00
	Rebuilt 10 hp Carburettor (exchange-send with order)	£80.00
Y-9447	8hp Gasket (carburettor to inlet manifold)	£1.25
YE - 9555	Carburettor Float (all models)	£4.50
YE-9660	Connector (Starter Valve) Assembly).....	£5.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

	Emergency breakdown kit	£43.50
	Set E93A ignition leads	£14.95
E83W 12024A	6V Ignition Coil (All models-not original)	£38.75
YE-12100B	Distributor-rebuilt (exchange-send with order)	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards)	£13.00
YE-12135B	Oiler (screw-in type) All models 1935-1955.....	£1.55
YE-12185B	Toggle (All models 1935 onwards)	£0.60
YE - 12191B	Spring (distributor weight) no 1 - light	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£6.60
YE-12200C	Rotor (All models 1935 onwards).....	£3.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy	£1.25
YE-12300B	Condenser (All models 1935 onwards).....	£8.60
52-12405A	Spark Plug, L86C (All models also 100E).....	£2.95

Electrical System

	Dynamo-2 brush, early type (exchange-send with order)	£87.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order)	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order)	£87.50
E93A-10043	Kit (2 brush dynamo brush).....	£4.50
EY-10043	Kit (3 brush dynamo brush).....	£4.50
YE-10094	Bearing (generator drive end) assembly.....	£5.95
YE-10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only	£24.95
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£110.00
YE-11001C	8hp starter motor (exchange-send with order).....	£110.00
EY-11057	Starter motor brush set, 8hp 2 brush.....	£4.75
E93A-11057	Starter motor brush set, 10hp 4 brush.....	£9.50
7W-11359	Spring (starter pinion retaining)	£0.78
BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.95
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00

YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.60
CE-13101	Spring (headlamp focusing).....	£0.65
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only)	£7.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside.....	£21.25
103E-13408B	103E Plate (Rear Lamp Base) (pair)	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.60
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.75
40E-13466	Panel bulb 6V 3W.....	£1.70
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.26
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.26
E83W-13550B	Popular no. plate lamp (E83W and 103E only)	£21.50
CE-13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each)	£8.95
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only).....	£24.65

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) ..	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.95
	E83W Bonnet Corner Pads (Full set).....	£12.95
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
	Grommet-gearbox cover.....	£4.50
	Set of three grommets-gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair)	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£24.95
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.99
E83W-111172	Opening windscreen rubber for E83W	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet)	£0.62
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.40
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
100E-7043531	Boot T Handle Escutcheon rubber seal	£3.95
62E-731942	E83W Door Rubber seal (enough for both doors)	£13.75
7W-940502	Opening windscreen rubber for Prefect and 5cwt van	£15.50
7Y-940502-B	Front screen rubber for 103E/E494A/E04A.....	£14.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards ..	£2.75
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£14.25

Miscellaneous Body Fittings

E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W)	£12.60
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£9.38
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.50
E83W-8215-A	E83W Grille Badge Mount	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE-16750B	Bonnet Clip (Y model)	£19.85
103E-17261 / 2-B	Speedo Cable (state model)	£19.85
C46412AR	Dovetail (female)	£4.25
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included)	£49.50
	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).....	£31.50
E493A-7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A-7043500	Locking Boot Handle, chrome plated, with keys	£11.95
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE-964280-H	Window Winder Handle	£4.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)...	£4.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934).....	£3.80
C-949967C	Striker Plate (C and CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia)	£14.75
	E83W wing mirror	£15.00
	Reconditioned window regulator (please return old unit with order).....	£45.00
	Radiator Muffs (E93A Prefect only)	£26.60

21

Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

1937 Ford 10. Long wheelbase for complete restoration. Partially started; all parts removed from shell. Stood in dry garage for 15 years. Buyer collects. £900. Tel: Peter Wilson on 01489 574883. Email: peter@peterfwilson.wanadoo.co.uk. Southampton. (Non-Member)

Post-War Upright for Sale

1954 103E Popular. Incomplete, no engine, poor interior, no log book. £150. Ring Mr D.G. Smith on 01978 820517 for further details or email: jeannettesmith@hotmail.co.uk. North Wales.

1953 E494A Anglia. Dry stored for 8 years, good condition, new wiring, radiator and dynamo. Lots of spares. Sensible offers please. Tel: Martin Smith on 07944508478. Nottinghamshire.

1956 Popular 103E. Body work in excellent condition. Has been standing for some time so attention needs to be given to the engine and brakes. £1500 o.n.o. Contact: David Flahive on 07973 526023 or 020 8401 0002. E-mail: karenbenham@merproducts.com. London. (Non-Member)

100E/107E for Sale

100E, UBY 849, immaculate condition, Dover White, red and white interior. 58,000 miles, new engine at 40,600. Owned and garaged for 28 years. MoT September 2009. Many spares. Tel: George Spinks on 07860 394687. Email for photos and more details: Georgesp1@yahoo.co.uk. Sunninghill, Berks.

1962 100E Popular De-luxe. Black with red interior, non-runner but complete and with good mechanicals, requires welding, new sills included. £250 ono. Tel: Michael on 01788 816329 or 07966 431245. Email: michael.dickman@btinternet.com. Rugby. (Non-Member)

Reluctant sale of my Ford Popular 100E owned for the last 12 years. Virtually everything replaced with either new or near new second-hand. Head lining very good, but small tear behind the passenger rear window. Items replaced or rebuilt: engine (crank grind, new shells, rebored, pistons, water-pump, etc.), radiator, distributor, gearbox, clutch, brakes, suspension and steering overhauled. All new rubbers including repro. floor mats, all chrome replaced with new, seats & door panels re-covered, stainless exhaust, spare wheel carrier etc. Radial tyres. MoT'd. Offers around £4500. Tel: Darren on 07983724172. Email: darrensmith453@hotmail.co.uk. Southend-on-Sea. (Non-Member)

Special for Sale

Super Two for sale on Bowden chassis. In bits but mostly complete. In need of total rebuild – been dry stored for many years. £2000. Tel: James on 0208 643 1868. Email: pipenslippers22@live.co.uk. Surrey. (Non-Member)

Wanted

Chassis, prefer 7Y but other pre-war O.K. V5 a bonus but must be registerable, condition not important. Tel: Michael Saunders on 02380 734 011. Email: sondar@postmaster.co.uk. Hampshire.

Front & rear windscreen rubbers for 1957 Ford Squire. Also 2 front door rubbers and rear tailgate rubbers. Email: brian.daly@btinternet.com.

Chromed front bumper for 1959 100E Prefect also front bumper arms, petrol tank, set of hub caps (round dome centres), engine cover under tray, hand brake/gear stick gaiters. Richard Greenaway. Tel: 01580 892169. Kent. (Member)

Spares for Sale

House move forces sale of a garage full of spares. Please contact me with your needs. No rear wings, engines, gearboxes or rear axles. Tel: John on 01684 564829. Email: johnruthpole@googlemail.com. Malvern, Worcs.

Pre-war 1935 Model-C full set of seats in blue. No tears. Curved front seats. Popular back seats, front cowling, hub caps, wheels, new exhaust, inlet valves. 8hp 1932-34 Model-Y short exhaust & inlet valves, half price at £3 each. Rear seats for 103E in orange and red. Front cowling £40, hub caps £10 for the set. Tel: Mr Capps on 01945 464892 or at 7 York gardens, Wisbech, Peterborough, Cambs.

Headlinings for all models in original or non standard materials. Professionally made by club member who runs a restoration shop and has an in-house trimmer. Tel: Steve on 01379 677367. Email: steve@beckgreenfarm.fsnet.co.uk.

Pickavant rear hub puller, very little used, boxed. £10 plus postage. Tel: Colin Shepherd on 023 92524906. Email: c.shep4zet4@ntlworld.com.

10hp engine & gearbox, front & rear axles and drive shaft, 7 wheels with 4.50x17 tyres with good tread. Two front seats, rear set and two door cards. Tel: Brian on 01737 823738 or 07836367317. Email: b.pairvents@btinternet.com. (Non-member)

E83W parts including engines, gearboxes, axles, seats, some panels, wheels etc. Sold as seen at sensible prices. Prefect/103E Popular. Engines, gearboxes, axles, wheels etc. Four 4.50 x 17 Avon tourist tyres new/old stock. Sold as seen at sensible prices. Tel: Barry Wallace on 01823 673021. Email: pwallace-art@tiscali.co.uk. Taunton.

3 reconditioned engines all £500 each, Ford 100E, Ford 10hp upright and Model-Y 8hp. Also many 100E spares for sale. Need to empty my garage. Will consider swap for Ford Thames 400E parts. Tel: Richard Fisher on 07963351657. Email: rchfd@yahoo.com. E Sussex. (Non-member)

Complete engine (stripped to inspect condition), three gearboxes, headgasket set, new clutch, set oversize rings. No decent offer refused, not a dealer just a hoarder! Tel: Neil Wilmin on 01933 318646 or 07528575008. Email: neillywilmin@aol.co.uk. Wellingborough, Northants. (Non-member)

100E Spares. Radiators, gearbox, axle, vacuum tank, doors, bonnet, water pump, cylinder head plus more! All cheap, delivery arranged, call for details. Tel: Michael on 01788 816329 or 07966 431245. Email: michael.dickman@btinternet.com. Rugby. (Non-member)

100E reconditioned engine. £450. Robert Freeman. West Midlands. Tel: 01902 822496 (Non-member).



Sidevalve News

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

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

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

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

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

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

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Regional Report

John Duckenfield

It will not surprise you to learn that the number of FSOC members regularly supporting Regional Groups varies from group to group. What you may not realise though, is that, where Regional Groups do exist, only a small percentage of members take advantage of what is regarded, by those who do, as being one of the great benefits of FSOC membership.

Upon becoming Regional Co-ordinator, to learn that so few members nationally were willing to meet once a month, with fellow Club enthusiasts, for a 'noggin and a natter' about a shared interest was not what I had expected. Even more surprising was the fact many members chose not to join the motoring events organised or attended by the Regional Group in the name of the FSOC. Add to that the technical and practical support that is available within most Regional Groups and the reluctance of members to become involved and it becomes even more puzzling, particularly when one considers that there is no joining fee or additional subscription. It's part and parcel of the FSOC annual subscription and a very good part at that!

Regrettably, in most regions, that situation still prevails, though some have recently seen a modest increase in interest. Admittedly, there are members who from time to time, join in and enjoy 'one-off' events but throughout the country as a whole the figure is even more perplexing. Only an estimated ten percent of the FSOC membership nationally is actively and regularly involved with a Regional Group. Why should that be when there is so much to be gained?

I have mentioned in a previous article (August 2008) that the reasons are many and varied and that each member will get out of the Club what he or she wants. Whilst that may be true, a recent suggestion is that, because the FSOC has a core of long-standing members, there is no longer the enthusiasm to be involved with Regional Groups. They've 'done it all' and the novelty has worn off. It is extremely regrettable if that is the case, for such members have a wealth of knowledge to pass on to the next generation of enthusiasts. In fact, at the last committee meeting, our attention was drawn to the fact that the Club has a turnover of approximately 160 members a year. Some are former members but the vast majority are new, predominately younger members, many of whom are classic car owners for the first time. How many of those, I wonder, would appreciate the support and wisdom of more senior and experienced members of the Club?

Another thought that has been expressed is that many FSOC members are members of, and actively involved in, other local, generic car clubs where they can meet with friends owning different makes of classic cars. That may well be the case, but classic car clubs do

not need to be in competition with each other. On the contrary! Though a minority are, the vast majority complement and support one another, to the advantage of all, so that hardly seems a valid reason as to why members are reluctant to support Regional Groups.

Many reasons have been mooted as to why members apparently do not want to enjoy the companionship and support that Regional Groups offer, but as Dennis Duggan, in the October edition of *Sidevalve News* points out in his letter entitled 'Keep Going', the lack of interest by members in the activities of the Club is not a phenomenon peculiar to the FSOC. It is a problem common to almost all clubs and societies. In the FSOC's case, add to that the fact that many members live where currently there is no Regional Group, and it is easy to see why things are as they are!

Some members, though, do want to become involved with the activities of a Regional Group and ask why there isn't one where they live. The simple answer, of course, is that no-one is willing to be a Regional Contact in that area. However tempting that response sometimes is, I refrain from delivering it, for I know such enquiries are well intended. Instead, I suggest two possible ways of resolving the problem. The first is to get in touch with the nearest Regional Contact, who might be willing to offer 'distance' support, or even plan a road run in their direction so they can join in. If that solution is not deemed practicable then I offer the second. That is, that they consider starting a group in their area and becoming a Regional Contact themselves. To date, and invariably for very genuine reasons, that suggestion has always been declined but recently that was not the case! Two people in Kent, who would very much like to enjoy the benefits that being members of a Regional Group can bring, have decided to do something about it!

Kent Regional Group

I'm really pleased that Richard Greenaway, a relatively new member, and his wife Trish have accepted the challenge and decided that they are willing to have a go at establishing a Kent Regional Group. During the course of our conversations it emerged that there are about eighty members within an approximate thirty mile radius of where they live – more than enough to create an active and successful Regional Group, providing of course, members in the area are prepared to support it!

It is early days and the process needs to be fully planned. In addition, because Richard, like all Regional Contacts, will be a non-elected representative of the Club, his nomination has to be formally accepted by the committee and this cannot be done until next month's committee meeting. In the meantime, if you would like more information, or would like to express an interest in joining the Group, please contact them. They will be delighted

to hear from you. They can be contacted either by telephone (01580 892169) or email (rntgreenaway@yahoo.co.uk). Further details will be in the February issue of the magazine. The hope is to get the new Regional Group established in time for the next classic car 'season'. Incidentally, the reason for their contacting me in the first place was to find out if I was aware of anyone in the area who might be able to help them with their recently acquired 100E that has been off the road for some considerable time. I'm sure they'd appreciate any help they can get, so please, give them a call if you can help out.

New for Notts

I'm also extremely pleased to inform you that someone in Nottinghamshire has also decided to do what he can for the Club. He is Robert Marshall who lives in Hucknall. In the absence of any other offers to establish a Regional Group in the area, he has offered to become a Regional Contact. Full contact details can be found on page 2 of the magazine. Robert has been a member of the FSOC for twelve years and owns two 1954 103E Populars and a 1935 Model C. He has considerable experience of working on these vehicles and is willing to share his expertise with members in the area. Robert regularly attends classic car shows and strongly believes that the FSOC should be represented at local events. Should any member wish to accompany him, he'll be very pleased to hear from you.

Unfortunately, work commitments mean that Robert is unable to attend Regional Group meetings regularly. If any member would like to help him establish a Regional Group in Nottinghamshire by looking after the social side of things, while he focuses on the technical/mechanical side, please give Robert or me a call. Here again, the number of FSOC members in the area is such that a Regional Group is certainly viable. All it needs is for someone to be willing to sit in a pub once a month and enjoy a drink, chat to like-minded people about cars and go to some local shows such as the Crich Tramway Museum – where, for the drivers of period cars, admission is free to the 1950s event! Surely someone will help Robert establish a Nottinghamshire Regional Group!

And Elsewhere ...

Regional Groups are not only of benefit to individual members, they also have a very important role to play within the FSOC; so much so that they may well be the key to its continued success. At the risk of repeating myself, I would once again urge members living in areas where Regional Groups are viable not to be afraid of trying to start one. Yes, there is a certain amount of work involved, *Continued on page 30*

E83W Register contd.

Continued from page 11

own boss in the food industry, he started to save a £1 of his wages a week and being on the look-out for a working vehicle, a semi abandoned E83W, GVB 538 was located in a yard. In his spare time away from his usual tasks in the grocery shop, sometimes as late as midnight, David worked at converting the van into a mobile hot dog stall. This was the best way into the ice cream industry, as one then branched out from the earnings of selling hot dogs to purchase the much costlier refrigerated E83Ws to sell ice cream. From the 1920s to the 1960s all types of mobile vans from fish to grocery were much more familiar on the roads, and most could be found parked up at the most convenient centres of towns and villages. The use of paraffin stoves was not a Health and Safety problem as with today; the necessary stove/vent/cowl with lockers and shelves in between could be installed together without the need for any consent. Van artwork was a matter for the local artist and to stand out. The exterior was usually hand painted in the most garish colours of 'Valspar'.

In 1958 David drove his maroon and white hot dog van round neighbouring villages and average takings soon started to exceed £20 gross a week. A second van was bought and converted but this time into an ice cream van complete with freezer. The firm providing the equipment provided the supplies for ice cream, which was supplied in blocks (not the watery stuff out of a spout today). Work then became seasonal with one van in the winter and the other in summer, and where local opposition was encountered, humour and a better product sent them packing. For many this was the start into the food industry and we will continue this further during next year. (Illustration 7).



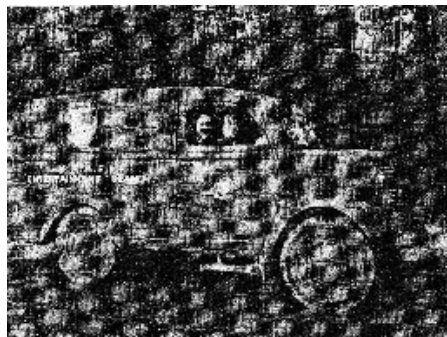
Illustration 7

ENSA E83Ws

This continues from the detail mentioned later in the Pre-War Register and depicts the E83W version of the vans used by ENSA via the Navy, Army and Airforce Institute. Each vehicle was specially equipped internally with a baby piano on one side and on the other side a bench seat for two of the crew of four, the other two members occupying the passenger and driver's seats at the front. Each of the four entertainers was provided with just one large

attaché case. Whilst all four cases were suitably stowed away inside the E83W van, the props and costumes used in the shows were carried on top of the piano via a baby wardrobe. The adventures of the touring companies would probably fill a book as during the winter in the previous year, 1940, two vans were lost for seven days – snowed up. One was eventually found on a railway line but luckily enough the snow had been so deep that the trains had not been able to run. Others could take a lifetime reaching their destinations with one particular van taking some 13 days to travel from Morcambe to Plymouth. (Probably Stan still lying low.) The very poor illustrations hopefully will come out in the magazine to show an E83W registration FYR 837 and its entertainment crew. (Illustrations 8-9).

Illustrations 8-9



Ticket to Fame!

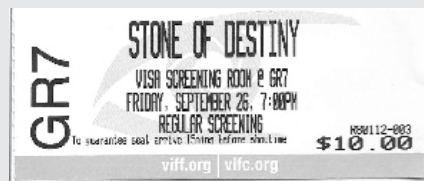
Les Foster

Stone of Destiny opened the Canadian Images segment of the Vancouver International Film Festival on Friday 26th September. The Canadian production, filmed on location in Scotland and England, told the dramatic story of the 1950 repatriation of the Stone of Scone to Scotland in a symbolic gesture of Scots nationalism and pride. Director Charles Martin Smith and Producer Robert Merrilees introduced the picture and stayed to answer the audience's questions after the screening.

Sound work was done by DBC Sound of Vancouver, who recorded the noises of my 1951 Thames E83W pickup to dub in as the soundtrack for the movie's E493A Prefect which was a central figure in the story.

It's been a long wait since the recording session last February until I sat breathless in the darkened theatre straining to hear the sounds of my truck. Never having really heard my own vehicle from outside (I'm always driving it), it was hard to discern any distinctively Thames-like noises at first but soon I was recalling the 'thunk' of my door or a familiar shifting of gears. As promised in a previous article, I did refrain from jumping up and shouting, 'listen, that's my truck!' Still, I couldn't hide my joy when I saw the credit thanking the 'Old English Car Club of British Columbia' (which DBC Sound contacted looking for a Sidevalve Ford to record) and 'Les Foster'! Jeff Davis of DBC Sound was present and thanked me for my contribution. Smiles and congratulations from my friends and family capped what has been a fun and interesting experience.

By the way, the rumour reported in the August 2008 Pre-War Register that one of the cars was overturned to add drama to the movie was unfounded – both cars made reliable and uneventful passages in the show. The aerial view of the two little cars motoring along a breath-taking mountain road in the Highlands was enough to bring tears to the eyes of any sidevalver!



Technical Tips

John Pole

1951 E493a Prefect

I am a new member and have just purchased a 1951 E493A in Northampton. It is all original having been in a showroom for 34 years. I need a valuation for insurance, to agree a set value in the event of total loss. Can you advise me who I can ask in the club?

Also I would like to find out the paint code and/or if the Ford Black is available in cans etc. All I have is from the Australian book by Bill Ballard which lists Black as code A. I have seen it called Savoy Black. I have a number of other technical questions; can you help with any of these?

Regards,

Brian

Hi Brian,

Good to hear from a new member. With regard to valuation, *Practical Classics* magazine publishes a price guide. E493A, November 2008: good £2750, average £1100, rough £400.

I think this is about as accurate as it can be. I would suggest you increase the value for insurance purposes but I am not sure by how much. I would suggest that the quality of your engine and interior are key as the former is expensive to repair and the latter expensive to renew.

You have done well to realise that 'black' can differ. There are no tins of spray paint etc. so you really have to take a piece of your car to a paint factor and have some made up. It is not difficult to take off the boot lid, for example, and use the inside paint to match with. The trade does not keep records back that far even if you quote the code. Frequently for black Ford did not bother to label the colour. When I went to the paint shop some years ago I was told that it was 'Ford Black'. Subsequently I ended up with three tins of paint all sold to me as Ford Black but all slightly different in mix proportions!

Best wishes,

John

Thank you for your reply. Unfortunately I need something signed by an authorised valuer from the club. Having been looking for a suitable car for some while, I can safely say that the figures given in magazines are very, very low in comparison with what I have seen. My insurance company has agreed £4400 based on evidence of my purchase and what I have bought so far, but not the time it has taken. I reckon to

buy this car 'on the road' in this condition would easily cost £5000.

Some old garages etc. still hold paint swatches for old cars. I used to have a 100E in Dorchester Grey, and a place in Southampton found a swatch for me, but they appear to have gone now.

Bit of luck though, I have just been given a E493A engine restored and ready to reassemble. It came out of a boat. Not that I need it but you never know.

If you can answer a couple of questions: Clutch judder is a problem and I reckon perhaps as it was standing for 34 years, it may be rust on the plate. Mounts appear okay. What do you think? And lastly, I took the wiper control knob off, and since then the wipers don't park below the screen anymore and only wipe once. Have I done something stupid that you can think of?

Which of the Blacks that you have do you think is right and do you have a code for that?

Regards,

Brian

Hi Brian,

I'm sorry I misunderstood, I have never been asked about an insurance valuation before. I think it may be worth contacting Andy Main, the registrar, for that. I believe that he may also have information about specific paint codes.

Some sort of clutch judder is not uncommon on these cars. There are no springs incorporated within the actual clutch disc itself (unlike the later 100E or heavier E83W).

There are two things that readily cause clutch judder and should be checked first. Make sure the two suspension mounts that the gearbox rests on (the rear engine mountings, p.75 workshop manual) are secure and tight (from what you say I believe that you have done this), and check that the engine radius rods are firmly secured (p.13) If these are loose it is best to run the engine until it finds its 'happiest' position and then tighten these rods securely.

Another possible cause is that the oil seal at the back of the gearbox may have perished (it's made of leather which is supported by an integral spring), and if this is the case then oil can contaminate the clutch disc. (It happened to me!) If this is the situation then contact me again for further information on replacement. These cars generally respond well to regular use so I should drive it regularly for a few weeks and see if that helps.

With regard to the windscreen wipers, I am mystified. As I understand it the wiper control is attached to short piece of wire which is hooked onto the wiper mechanism behind the

dashboard. I will have to track down a Prefect and investigate.

I think you would find it very helpful to join a group near you of like minded enthusiasts. We would all be very happy to meet you in Malvern if you are too far from Geoff Hammond's group.

I'm sorry that this may not be as much help as I would wish but do please keep me informed of your progress.

Best wishes,

John

1948 E93a Prefect

Hi John,

I have a 1948 E93A. Now it is in use I am trying to get it as original as is practical. Please can you advise on the following.

Is the steering wheel correct?

The front badge (sword) has a black background with yellow lines; however I think it should have a red background, like the damaged one I found in the car. Is this correct?

The rear (non opening) Ford badge above the spare wheel panel has a white/ivory background. Is this correct? I have never seen one like it before.

I realise that the interior should be red; however I like it the way it is!

Many thanks in advance. Also for your assistance in the past.

Adrian

Hi Adrian,

You are quite right on all counts.

As soon as I can do so I will send you a picture of the correct steering wheel. The one you have is from a Popular.

There should be a red badge at the front and a rather attractive ivory/yellow badge just below the boot lid.

My 1948 E93A does not have a Prefect badge on the boot or overrides on the bumpers.

Best wishes,

John

Hi John,

Many thanks for the information. Glad to hear I have the correct badge below the boot lid. I will continue to look for the front red badge. However I think they are as rare as hen's teeth!

Technical Tips contd.

Interesting to hear about your car having no Prefect badge on the boot. I have another E93A, a 1947 model. It has the Prefect script badge fitted to its plain painted grill. This car was purchased for spares (no steering wheel etc). It is now undergoing a planned six month restoration, so should be on the road about 2012!

Many thanks for your advice.

Adrian

Chassis Number

John,

I am in the process of regaining my original registration number. Everything is going ahead smoothly; all documentation submitted and in order etc. I am now awaiting the DVLA inspector to confirm my vehicle details. However I have tried to locate the chassis number but to no avail. I have been told it is on the driver's side on top of the rail roughly in line with the bulkhead. Can you confirm this? Or point me in the right direction.

I am probably not the first or last person to ask this.

Thanking you in advance,

Colin

Hi Colin,

You are not the first to ask!

Due to a house move I am unable to confirm from examination of my Prefect what side the number is. I am however clear about its position on the chassis. It is inscribed on the top flange of the chassis member very near where the shock absorber mountings are, between the shock absorber bracket and the bulkhead. Now I am fairly certain it is on the front passenger side of the car (i.e. the left if seated in the car and the same side as the number inscribed on the engine block).

You may have difficulty seeing it because it is very shallowly inscribed and it will have been done with a tool which moves in straight lines, so that an eight for example looks like two squares sharing a common side.

As I am sure you know the chassis number was also the original engine number but few vehicles have their original numbers these days and are marked RC for reconditioned ten rather than C for ten. The number will also be on the product plate affixed to the tool box cover.

I hope this helps. I would be very grateful if you would let me know if I have given you the wrong side.

Best wishes,

John

John,

I found it exactly where you said. I am fortunate in that the brass plate with the number is screwed to the toolbox lid so I was able to compare the two. The original registration was transferred in 1985 when my brother owned the Prefect and it was then allocated an A plate. I bought the car off my brother in 1992 and was then given an Age Related number.

The car to which the original number was transferred to has been laid up for some nine years on SORN. The owner whose father originally purchased the Prefect new in late 1949 recently agreed to give me back the number. I was only too pleased to pay the fee, £80.

Thank you very much for your help. I hope to renew my membership with the original car registration.

Regards,

Adrian

Hotstart Problems

Les Foster

Members might be interested to hear of a problem that former FSOC member, Paul Beenham (below), who lives in British Columbia, had with his E493A Prefect and how it was solved.



Paul's restored Prefect would start without any problem when cold but as soon as its engine was warm it would refuse to start again if switched off. He explored all the usual items – fuel pump, manifold gasket, ignition system, etc. to no avail. Finally he decided to disassemble the carb. He removed the float bowl and looked at the emulsion block (the casting with the spout on it that is screwed onto the back of the float bowl). It looked normal and the edges of its gasket could be seen around the edges of the block and all appeared fine. However, when Paul removed the screws and carefully prised the emulsion block away from the bowl, he found that the lower area of the emulsion block gasket (roughly that area below the fuel level in the float bowl) had literally turned to mush. Paul likened it to cereal!

Cleaning up the area and replacing the gasket cured the hot starting problem. Paul speculates that, as well as age, the additives in modern gasoline may have contributed to the deterioration of the gasket.

Fastest Sidevalve Ever?

David Manterfield

Spotted at the Hope Classic & Competition car show in Derbyshire earlier this year was this fascinating Ford sidevalve-powered car, with an amazing history.

The car is a Buckler 90, owned by Mr Wilbert McKee of Stockport. Mr McKee was a development engineer for the Buckler company in the 1950s before moving to work for Ferrari in Modena.

Two hundred Bucklers were built; most were trials cars. This two-seater works development car was one of only three built and was raced at both Le Mans and Sebring in 1955/56 where speeds of up to 120mph were attained.

It has an 18 gauge tubular space frame chassis, an aluminium body and is powered by an 1172cc Ford based sidevalve engine with a close ratio 3-speed gearbox and high ratio rear axle.

It was a great pleasure to talk to the man who was not only the owner but also the designer of this unique and amazing car. For me at least it was the car of the show.



Specialist Applications Register

Peter Williams

To celebrate the use of colour in this edition a selection of suitable photographs have been chosen to highlight the colourful nature of many of the machines that used Ford Sidevalve engines.

We told you the story of Mike Tarry and his Albatros speed boat just over a year ago but this is an opportunity to see it in glorious colour.



In April's *Sidevalve News* John Porter told us about the Carden-Ford aero engine used in several light planes of the 1930s and 1940s. The most successful of those was the Chilton designed by the Hon. A.W.H. Dalrymple and Mr A.R. Ward. A flying example, owned by Roy Nerou, featured in John's article but a colour picture of the aircraft in action was recently published in *Pilot Magazine* who have kindly given permission for it to be included here.



The OTA 3-wheeled light tractor was introduced in 1948, mainly aimed at nurserymen and smallholders. It also proved popular with local authorities for gang mowing. The first machines were manufactured at Fillongley near Coventry by Oak Tree Appliances Ltd, hence the OTA name. Production moved to bigger premises in Coventry in 1950. The 4-wheeled Monarch version came out in 1951. The company could not match production with the popularity of the little tractor (50 orders a week, 10 tractors built per week) so that in 1953 the business was taken over by the Singer Car Company. However, when Singer

became part of the Rootes Group in 1956 the little tractor did not appeal to the new owners and production ceased.

The pretty little red and yellow 3-wheeler is owned by Tom Ranyard and is a very early example,



being only the twelfth one built. The blue Monarch is owned by Graham Jessop.

Anyone wanting to know more about OTA tractors should seek out an excellent little book *Ota and Monarch Tractors* by club member Joe Paget and Bill Mills. See also Edward Huxley's article in the October issue this year.

The famous Wickham trolleys have been mentioned many times in these pages but I don't think we have ever managed a colour picture. This one earns its living on the Bluebell Railway in Sussex (who also own an

E83W). Wickham's of Ware was a very successful company for many years that built a wide range of machines and railway vehicles. Their workman's and inspection trolleys used Ford Sidevalve engines. Although they had used Ford Model T and BB engines earlier their first one with a 10hp engine



was the model 10F in 1936. Their trolley known as the No.27 was introduced in 1949 and continued until 1980, although it's not clear what engine the later ones used.



Modern Brake Linings on Old Cars

Peter Williams

Virtually every component of the modern motor car has been developed and improved over the years since 'our' cars were built. In the case of brakes few would deny that modern brake systems are far superior to those of the 1950s in every way; efficiency, stability, longevity and reliability. But the improvements of each component have taken place in conjunction with the rest of the braking system. If you take one modern component out of context the result isn't always successful.

In my case the part in question is the brake lining material. Back in 2001 I fitted new brake shoes to my E83W pick-up; the drums were skimmed and new expander housings fitted but the efficiency was never up to the standards I remember of these vehicles when they were new (yes, I really am that old). Much time was spent setting up the linkage angles according to the workshop manual and ensuring that no undue friction was causing losses in the joints, without any marked improvement.

Over the years I suppose I became used to the stopping performance; after all it never had any trouble passing the MOT but I knew it could be better. From time to time the drums would be removed and everything checked to make sure that nothing had been missed in previous inspections. Eventually it struck me that the brakes never needed adjustment; this was also not representative of the situation in the vehicle's youth.

On reflection, the answer was obvious: the brake lining material was too 'hard'. More



specifically, the coefficient of friction was too low. This type of lining material was intended to increase life and reduce fade and was also a consequence of removing asbestos from the mix. This type of lining is fine so long as more input pressure can be supplied via bigger servos with hydraulic systems (having virtually no friction) but with the limitation of one-leg-power in a rod and cable system this material doesn't work.

Thankfully the Club stores came to the rescue with a set of shoes lined with the good old-fashioned woven linings. No doubt they

will wear quicker and require more regular adjustment but with my annual mileage that won't be a problem. The improvement in efficiency is already very noticeable and they are not fully bedded-in yet.

The photograph shows one old and one new shoe and clearly illustrates the different texture of the lining materials. The old shoe has been on the vehicle for nearly 22,000 miles and is still nearly as thick as it started.

Regional Report

Continued from page 25

that cannot be denied and commitment to the cause is essential, but the rewards are considerable – for you, the members in your area and the Club as a whole.

So, if you live in the: **'B'** postcode area of Birmingham and the West Midlands there are 24 FSOC members; **'BT'** – Belfast/Northern Ireland, 24; **'IP'** – Ipswich, 20; **'LE'** – Leicester, 19; **'NR'** – Norwich, 22; **'OX'** – Oxford, 19; **'RG'** – Reading, 22; **'TA'** – Taunton, 16; South Wales (**CF** -10, **NP** – 9, **SA** – 8); The North East (**NE** -12, **DH** – 6, **DL** – 5, **TS** – 5); or, North Lincolnshire (**LN** – 10, **DN** – 11). If you would like to be a member of a Regional Group, do what Richard and Trish have decided to do. Set up a Group where you live and become a Regional Contact. It can be as easy or time consuming as you want it to be. To start a group in your area please contact the General Secretary or the Regional Co-ordinator. If you decide to give it a go then as well as helping the Club, I honestly believe you will be helping yourself to enjoy your Sidevalve even more!

Great West Road Run 2008

Seen on a BMC/Leyland FG truck at the Great West (Wet) Run 2008, the 100E that donated its engine to Noddy. Hopefully the old girl will get a reprieve and return to the road next year as its structural condition looks pretty fair given its age.

- John Porter



107E Register

Robert Goodland

Dear 107E enthusiast!

I am sorry that it has taken me so long to actually get around to addressing you separately from the Sidevalvers. From now on in, you will actually get your own bit in the magazine. This year has been quite busy with regard to my involvement with cars, so I thought I would introduce myself by relating part of my continuing 107E saga. I really do hope that some of you have interesting stories to tell me at some stage – this section will work best if there is a healthy contribution from members with 107E Prefects. By the time you read this, a new e-mail address will be set up, specifically for your correspondence – 107Eregistrar@fsoc.co.uk. You can, of course, contact me by post, too.

In July last year I bought another car. This was not really a clever move. I already had four, having recently been given a Mini by a colleague. The previous year I had six cars. I really have far too many cars and not enough time to spend on them. Sometimes I just don't feel like working on cars – it takes a lot of energy and enthusiasm, which I often do not have! This was different, though; I had been looking on eBay. There was a pretty looking Prefect, in two-tone grey. It was still pretty cheap and although it was looking quite sorry for itself, it was located somewhere in Sheffield, so I felt obliged to go and have a look.

I drove over in the 100E just so that Angela the Anglia could meet one of her contemporaries. I saw the car and instantly felt sorry for it – always a bad move! The car had sat outside for over four years and it was starting to show. It had a 'new' battery, though, so we tried to start it. The 'new' battery turned out to have been new about four or five years ago, so Angela had to lend hers. The Prefect took ages to start; the fellow kept flooding it! When we finally started it, we found out that the brakes were seized and the clutch was stuck too. We managed to free the clutch and the car moved. Apparently, lots



Photo 1: 488XMM, as seen

of people had been watching and bidding on the car on eBay, but nobody else had actually bothered to speak to the owner or view it in person. I find it incredible that people will even consider buying a car without looking at it first – I once went to Scotland to look at a car, it turned out to be nowhere near as good as in the pictures, so I went back home without it! Photo 1 shows the car as I first saw it.

I was under no illusion as to how much work was needed. I had put my hand through the offside sill whilst having a look underneath. Both of the wings had a long rust stain running down from along the join. The wheel arches at the back were bubbling through the filler. All the hydraulic brake and clutch parts would need a complete overhaul. I wanted the car but didn't know how much the owner would accept for it. The owner wanted the car taken away soon, so was open to sensible offers. When I arrived back home, the owner was called and a deal struck. By the end of the day, the guy who moved the Mini for me drove us over to pick it up.

What followed was a welding nightmare. First was that sill. Having made a big pile of brown flakes from the outer sill, I found that the inner sill was a total mess too. I supported the box sections under the floor before carefully removing it. The rear box section that is behind the inner sill was rotten too, so I had to make one of those and weld it on before proceeding. Not to bore you with all the details,

but I had to do a *lot* of welding on the car. It is now solid but items that I had to make and weld on included the battery tray, sills, inner sills, rear wing bottoms, rear arches, rear valance, inner rear wings, the edge of the boot floor, outer box sections and, of course, the bottom corners of the front wings!

I am sure that this is familiar to many of you. Photo 2 shows the back offside after the sill had been repaired. The excess of filler having been cleaned back just showed how much rot had been just plastered over on the rear wings. Here, the rust has been cut out and the inner arch repaired. The car was not originally grey – when taking off the sills (which had been brazed over the top) I discovered that it used to be Lichen Green, the same colour as my Anglia. Someone had carefully done the change of scheme, however, certainly using another 107E as a donor, as the interior has been swapped for one with grey and red trim – I can tell as the front seats are sprung differently to 100E seats, so they are certainly 107E items! The paint scheme of Vulcan Grey and Smoke Grey, too, had been very carefully changed. The paint looks a bit of a mess now, however, as the bottom half has just been touched up with zinc primer until the weather is better and I can do a proper job on it.

Anyway, I will probably tell you about the other jobs I had to do on the car next time! The happy news is that 488XMM passed the MOT test on 25th September. I have been enjoying driving the car around and getting used to it since. This has not been without the odd problem or two but I will fill you in on some of these later. Meanwhile, let me know your 107E stories – if you get bored with the television over the festive season, please do put pen to paper, as I would love to hear from you!



Photo 2. Rot on the offside

Letters and E-mails

**SVN Editor,
PO Box 1172,
Abingdon S.O.,
OX14 5WA**
**E-mail:
editor@fsoc.co.uk**

Goodwood

Dear Sidevalve,

I enclose pictures of my Prefect E493A en route to Goodwood Revival 2008 in September.

The first picture is NLU 195 at home all ready to go. I have just serviced it after storage for 6 years due to working abroad. With a new battery and spares bought from the FSOC we were ready to go.

The weather was good early Saturday morning as we set off from Sible Hedingham, Essex en-route to Shorham on the south coast (via Orsett, Essex to pick up friends). We kept to the A and B roads where possible except for the Dartford crossing. The outward journey of 115 miles took just under 4 hours with a stop for lunch in Cuckfield.



Early Sunday we left the B&B at Shoreham for Goodwood (via A27 – Arundel). We had tickets for the 'show' car park B for the car display. Tax exempt cars only.



In the Revival event there were approximately 130,000 people with about 90% in 50s & 60s dress (we were glad we dressed up). The racing and side shows etc

were excellent together with the ongoing car show outside.



The return journey made the total for the weekend of 278 miles (6 hours), and NLU 195 did us proud with only one 15 minute stop on the M25 hard shoulder to cool due to a traffic jam. (My Prefect still has the brass radiator with screw cap.) We left the motorway for the A25.

My Prefect has now covered 47,909 miles from new in 1953. I purchased the car in 1980 with 46,616 miles on the clock.

For interest I last had an article in *Sidevalve News* in August 2001 when I was featured in *Autocar*. The car had then covered 47,501 miles. I now also belong to the AMOC, recently purchasing (May 08) a DB7 MY 2002 with 28K miles. This will hopefully keep NLU 195 company over the winter months. I proudly also have a FSOC sticker in the Aston!

Best Regards,

Graham Behn

Member no. 539

Expanding on the Condenser

Dear Sidevalve,

May I express my thanks to Steve Waldenberg for his advice in October's *Sidevalve News* to try the Boyer Bransden Inductive Discharge ignition unit. He got my attention with the headline that it did away with the condenser. Condensers have been the cause of more breakdowns than anything else in my many years of running an E83W. The modern equivalents don't seem to last like they used to.

Ringling the number given by Steve, the lady was very helpful and the unit arrived the next morning. You just need to specify negative or positive earth. The unit is easily fitted with just a couple of changes to the wiring and can be hidden or disguised if that is important to you.

Before-and-after performance figures were not measured but Noddy certainly seems more lively to me, particularly at the higher end of the rev range. The major benefit is that I am no longer dependent on that condenser. In the unlikely event of the solid state electronics going phut it only requires a couple of wires

swapping and the condenser being replaced to return the system to standard.

This is a good example of the benefits of Club membership; where else would you get reliable technical advice like this? Thanks again, Steve.

Peter Williams

Memory Lane

Dear Sidevalve,

This was my first car, a Ford Prefect E493a. Unfortunately the previous owner had modified the dashboard for an aluminium engine-turned slab with recessed instruments. The dashboard lighting only showed the recesses, not the instruments, so reading the instruments after dark required the use of a torch.



The Ford windscreen wipers worked on a vacuum from the engine's manifold. When accelerating or climbing a hill the wipers would slow down and stop. When descending a hill or decelerating, the wipers would whip across the screen maniacally.

The jack points were in the floor in front of the driver and passenger seats, through holes covered with discs of plywood. Driving through water would displace the plywood discs and send a jet of muddy water at the occupants' crotches. An easy way to turn a potential partner into a furious harridan..

The 6 volt lighting system was poor. Driving after dark, particularly in rain, was difficult. The opening windscreen leaked. The demisting system was two electric heating elements attached to the windscreen with rubber suckers. They cleared two tiny arcs of screen that the driver and passenger could peer through. They also used so much power that they drained the battery. I could use the headlights or the demisters, but not both at once.

That car was wrecked by my friend whom I was teaching to drive. He didn't need teaching how to drive, he needed teaching how to pass the driving test. He failed three times for exceeding the speed limit.

We were practising three point turns. He had completed two slowly but successfully,

Continued on page 33

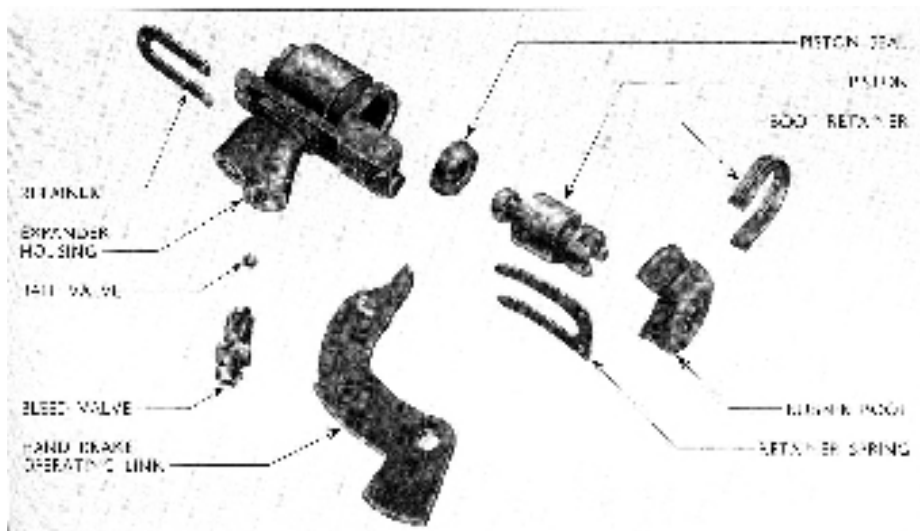
Rear Wheel Cylinders

Jim Norman

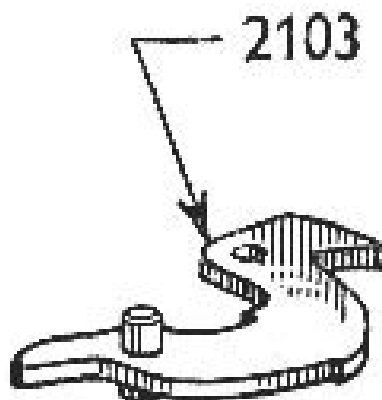
On a 100E-based forum recently, I saw photos showing the rear wheel cylinders being replaced on a 1955-built 100E. The problem was that the new cylinders were of the 1957-on type, and while these can certainly be fitted, other work must be done and parts fitted in addition. There was no indication that these parts were being fitted or had even been supplied; needless to say, the source was not the Club. Below is part of a letter I sent to the supplier, and as it explains the problem I include most of it. For legal reasons the supplier is not named, but he did ring me to explain that he was aware of the differences in the two systems and that he always provided the necessary levers; what was not explained is why this had not happened in this case.

The 8 inch braking system was introduced from January 1955 and used a Girling rear wheel cylinder (Ford Part No. 100E-2261-B) which slides in the backplate. The piston has a vertical slot machined in its contact face with the shoe to prevent sideways movement of the latter, and so is a self-contained system. The handbrake is activated by a lever (Part No. 100E-2103-B) which pivots as it passes through the backplate. It passes through a rectangular slot in the leading shoe to activate the parking brake, the lever's contact face having a curved profile to provide some rolling action and reduce angularity as it moves. The curvature also imparts a lateral thrust on the shoe, forcing it outwards, but any movement is restrained by the slot in the piston.

From February 1957, the system was modified in that a new cylinder (Part No. 100E-2261-C) was used, the fundamental difference being the suppression of the vertical slot. This removed the restraint against sideways movement, which was now contained partly by a new lever (Part No. 100E-2103-C). This was extended at the shoe contact face and the curvature reduced, so reducing the side thrust. But its end now contained a hole through which a split pin could be inserted to provide a positive stop on any sideways movement. The backplate was also drilled at about its horizontal centre line to allow shoe hold-down pins, springs and cup



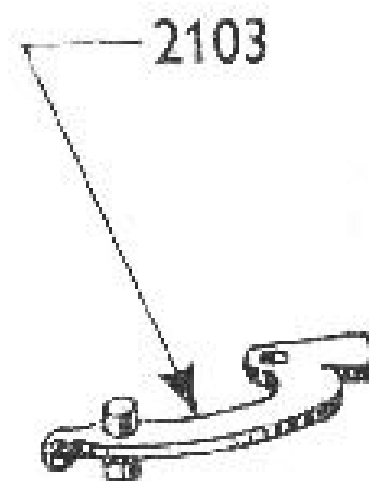
The 1955-57 rear wheel cylinder; the slots in the piston's end clearly visible. The later type are flat faced.



The early handbrake lever.

washers, identical to those used through the front shoes, to be used.

If the later type cylinder is fitted to an earlier vehicle, it is essential that the appropriate lever is fitted at the same time, otherwise there is no restraint on the lateral movement of the shoe. Operation of the handbrake will cause the shoe to move outward sufficiently to clear the lever, at which time the handbrake will cease to be effective on either wheel. Moreover, the shoe will now be clear of the piston, so operation of the footbrake pedal will do nothing but force the piston past the shoe and out of the cylinder, and the footbrake too will become totally inoperative. I can



Later, extended type, showing the hole in the end to accept a split pin.

assure you all from personal experience that there is sufficient room within the drum for all this to occur. I need not advise on the dangers of a vehicle moving at speed and with no braking available whatever. I would also point out that unless you have taken steps to prevent this occurrence, you might be judged responsible and liable for the consequences of any subsequent accident, material damage, injuries or death, in both civil and criminal courts.

Memory Lane

Continued from page 32

then said, 'This is ridiculous. I'd do it like this ...'

He attempted a handbrake turn but didn't make it. The car crashed sideways into a concrete light standard, breaking off the top, which crashed on to our car's bonnet breaking the mechanical linkage from accelerator to carburettor. We crawled away on the choke and round a corner where I tied a piece of string to some of the linkage. I drove home pulling that piece of string.

I liked Ford Prefects. Within their limitations they were a good car. It was unfortunate that my first two were poor specimens. The vacuum operated windscreen wipers had a vacuum tank that would reduce the effect of engine speed but not for a prolonged hill climb, nor an extended overtaking manoeuvre. The remedy was to release the accelerator for a couple of seconds then floor it again.

My last Ford Prefect was a beautiful example, low mileage, one owner but the garage that sold it to me 'didn't have the paperwork to hand'.

Working on that Prefect was so easy. I 'owned' it for about three weeks before they admitted they had claimed it from the previous owner for non-payment of bills and they didn't have the paperwork at all. I had to return it as technically the garage had stolen it. Six months later when the legal niceties had been completed I had another car and the Ford Prefect was sold at auction.

Yours sincerely,
Bill Fullerton

100E Register contd.

Continued from page 16

miles the original engine would require some serious overhaul. Replacement engines were even available from Ford for this purpose, so don't be too upset if your car does not have the original block.

TC Plate

This means 'top coat'. The numbers following the letters TC refer to the trim of the car (photo 4). The letters, or letter at the end is your paint code. I will probably put some paint and trim information in the February issue; it can be complex, with different codes applying to the various models and years of production, but I would like to include it at some stage, if possible.

Body Number

Briggs Motor Bodies produced the bodyshell for the 100E and the body number plate is mounted under the bonnet on the bulkhead on the passenger side of the car, along with the TC plate (photo 4 again). The table reminds us what some of these numbers refer to.

ANGLIA

450	1953 to 1955	standard
450A	1955 to 1957	deluxe
450B	1955 to 1957	standard
450E	1957 to 1959	deluxe
450D	1957 to 1959	standard

SQUIRE

452B	1955 to 1957
452F	1957 to 1959

POPULAR

456	1959 to 1962	standard
456B	1959 to 1962	deluxe

PREFECT

451	1953 to 1955	standard
451A	1955 to 1957	deluxe
451B	1955 to 1957	standard
451E	1957 to 1959	deluxe
451D	1957 to 1959	standard

ESCORT

452	1955 to 1957
452E	1957 to 1959
452D	models to 1961

THAMES

455	all models – with some exceptions!	
455F 5cwt	1957 to 1959	
455B 7cwt	1955 to 1957	deluxe
455H 7cwt	1957 to 1959	deluxe

So, now you know if you didn't before! Soon, I want to produce an electronic version of the Register so that records are easier to search and sort. Not that this would ever replace the original, but it would just serve to help me sort out queries and keep records up to date more efficiently. The unique identifier for our cars is the chassis number, as practically anything else can change. If you think that the details that I currently hold on your car are not correct, please let me know. You can send me a letter if you want (my address is in the front of the magazine) or e-mail me at 100Eregistrat@fsoc.co.uk.

Oh, just for fun, some of you may be able to identify the example vehicle used to illustrate this article – all the clues are there!

It only remains for me to wish you all a splendid festive season – if you happen to get bored of too much food, drink and television (it could happen) please write to me and tell me about your car – I would love to hear from you! Bear in mind that if you don't, I will be forced to bore you senseless with stories about my vehicles. You have been warned!

New 40th Anniversary Items for 2009

Shirley Wood

The FSOC has produced two new items to celebrate the fortieth anniversary in 2009 of the Club. The new items are a Dartington Beer Glass suitable for both ladies and gentlemen and a Dartington Beer Tankard.



Beer Glass available at £19.95 each including postage and packing.



Tankard available at £22 each including postage and packing.

Orders received by 20th December will be despatched that day.

Obituary

John Charlton

Members from the early days of the FSOC may recall John, who was technical expert for the club for some time and who had a pair of mint Sidevalves, a 494A Anglia and a 493A Prefect. He lived in Sandbach in those early days, but later moved to Nantwich. The little Fords were sold on sometime in the late 1980s and John moved on to a big Austin York, which I once drove on a Trans-Pennine car rally, suffering severe straining of the shoulders due to the car being so heavy to steer! He later downsized to a mint Austin 10 Cambridge in 1997, but ill health stopped him enjoying the car, which I now own.

His technical knowledge was unsurpassed both on Sidevalve Fords and later on Austins of pre-war vintage. He was station sergeant at Crewe Police station but earlier in his police career he was on motorway duties, mainly in Mk3 Ford Zephyrs on and around the M6. Ill health forced him to take early retirement in the early 1990s.

He suffered severed lung problems which kept him house-bound and latterly hospital-bound. John died on 20th November. He was about 68 years old. He was married but divorced many years ago and had no children.

– Steve Waldenberg

From the Archives

Peter Williams

This time we continue our trawl through the collection of old copies of *Practical Motorist*. We finished last time in 1940. The magazine appears to have ceased publication at that time; I suppose there was no demand for this sort of thing when cars were laid-up for the duration and, in any case, there was very little petrol available for pleasure motoring. It was a few years after the war before the magazine reappeared, this time as a monthly rather than weekly, and with the new title of *Practical Motorist and Motor Cyclist* but with the same editor, F.J. Camm. The first of the revamped editions came out in May 1954 so we continue this series with snippets from the post-war editions.

Pop Road Test

The very first copy of the new publication carried a road test of the Ford Popular. The page heading shows that the car got a very favourable review although there were some criticisms. The tester was impressed with the engine as this extract from the report illustrates.

The test of the Popular was made in the middle of February when every type of weather from extreme cold to warm spring sunshine was encountered. No matter how cold the weather (and the car was sometimes left all night in the open) the engine would fire invariably at the first tug of the starter control, provided the choke was pulled right out. The lusty little side-valve engine was a glutton for work and would respond eagerly to the driver's mood. Its power delivery was spread evenly through the throttle range, and one of its most endearing characteristics was its exceptional pulling powers at very low speeds.

Further into the text is a paragraph describing performance that modern owners might find difficult to recognise.

To within 10 m.p.h. of its maximum speed the car would respond instantly to a touch of the throttle – a characteristic that was most appreciated under such conditions as over-taking a stream of fairly widely separated vehicles. On the average run of main road hills any loss of speed could be instantly regained by slight additional pressure of the accelerator.

The author was equally impressed by the gearbox. In a section headed *Easy Gear Changing* the first paragraph read:

Because of the excellent flexibility of the engine, gear changing was rarely called for. When it was necessary the gearbox was found to be a worthy companion to the engine. The gears could be changed just as fast as the driver could operate the controls, although a certain amount of care had to

be taken when changing from first to second because of the lack of any stop on the reverse position which is opposite first gear. The synchromesh between second and third could not be beaten in upward or downward changes.

The steering and suspension also came in for praise.

To derive full enjoyment from a good engine and gearbox it follows that a car's steering and stability must be of a reasonably high order and here the Popular earned nearly full marks. Average-radius bends on good roads could be tackled just as fast as the driver cared, but on indifferent surfaces a certain amount of sway would set in. This never became severe enough to cause acute alarm.

The brakes also were liked:

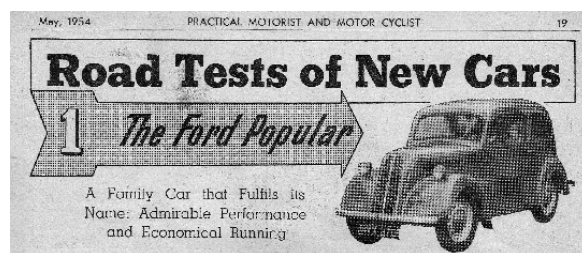
The mechanically operated brakes were very good indeed. Used lightly and progressively they would bring the car to a swift, smooth halt. Under the savage conditions of test-braking the extremely commendable figure of halting in 32ft. from 30 m.p.h. was recorded. Under the heaviest braking stresses the car remained in a dead-straight line without the need for any correction by the driver.

I mentioned at the start that there were some criticisms and it will be no surprise that these concern the wipers and the suspension. Of the wipers the author reported:

The single-blade windscreen wiper performed adequately on most occasions, but in heavy traffic another blade on the near side would have been appreciated. The wiper is of the suction-operated type and when the engine is pulling hard it will slow down and sometimes stop.

The tester appears to have given his passengers a hair-raising ride at times as illustrated by his description of a suspension problem:

On those roads with a series of ripples and undulations in the surface there was a



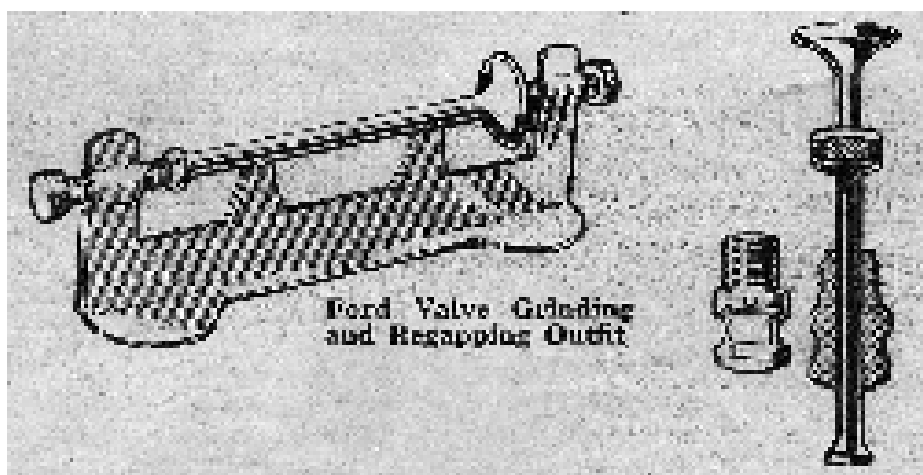
tendency for the car to start 'bounding', and on one occasion it became severe enough to cause the passengers to be thrown up and down in their seats. A reduction in speed stopped the bounding and it is only fair to mention that incidents of this sort were rarely encountered.

Overall the magazine was favourably impressed and ended the report with:

The Popular is an extremely attractive proposition from every angle and it is a car that can add nothing but credit to the already enviable Ford reputation.

Valve Tool

In the following month's edition details were given of a new tool to make Ford valve grinding and setting easier. This brought back memories of my time in the trade. We used these very tools and I wish I hadn't disposed of them many years ago. These gadgets were part of a series of handy tools marketed under the Lightning brand. To the right of the picture below is shown the split guide which is held together by the knurled nut and is inserted from the top. After grinding and cleaning the valve is held down and the gap measured at the foot so that the amount to be ground off the foot to restore the correct clearance can be calculated. Now the valve is transferred to the jig on the left of the picture and the screws adjusted to take up all play. The valve is removed from the jig and the foot is now carefully ground until it has the required clearance in the jig, which should ensure that the tappet clearance is correct when the valve is installed in the engine.



Unleaded Petrol & White Metal Bearings

Nev Lear

Sidevalves & Unleaded

Items often appear in *Sidevalve News* where owners are obviously concerned about running their Sidevalves on unleaded petrol. Well-informed long-term users such as Yvon Précieux have written on the subject in these pages in the past.

The simple facts of the case are summarised as follows:

- 1) All our Sidevalves were originally designed to run on unleaded fuel, as in 1932 there was no such thing as leaded petrol.
- 2) Every Sidevalve manufactured was fitted with hardened exhaust valve seats from new.
- 3) In the early years, the oils in use required that the head be removed for decarbonising to remove carbon build-up every 3-4000 miles, at which time it was also usual to grind in the valves and reset the tappets.
- 4) As oils improved and with leaded fuel easily available, a Sidevalve would perhaps run happily for in excess of 10,000 miles without attention to the valves.
- 5) The normal design life of a Sidevalve was about 20,000 miles before attention to bore and bearing wear would be required.
- 6) Now with modern oils and unleaded fuel it is sensible to use one of the approved additives to coat the valve seats and prolong their life. In my experience, with regular additions of a lead replacement additive a Sidevalve will still run in excess of 10,000 miles without attention to the valves. It is important to use the same additive regularly to maintain a consistent coating on the valve head/seats.

The box contains an article on additives which I wrote originally for the Morgan Three-Wheeler club Bulletin.

White Metal Bearings & Shims

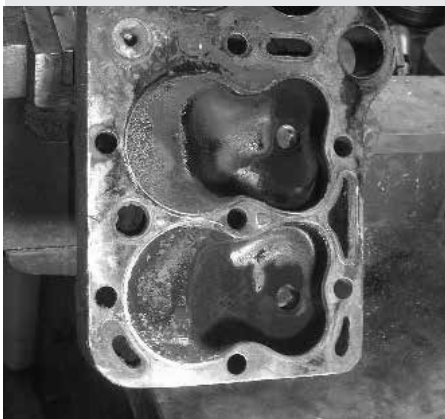
Peter Williams enquired in the last *Sidevalve News* concerning the use of shims between the bearing caps and the con rod on sidevalves. The use of shims was a common practice on many engines in early days when the bearing white metal was cast direct on to the rods (as with all Y & E93A series engines). These shims would be incorporated initially and then the rod (or main bearing) would be bored to the required size and put into service. As the bearing developed wear in service,

Proof of the Pudding: Petrol Additives

Fifteen or twenty years ago I rebuilt (yet another) E93A with bronze inlet valve guides, and experienced trouble during the warm-up cycle with the valves hanging up in their guides, probably due some differential expansion of these components. The engine performed fine when thoroughly warm, and the valve trouble was eliminated by using 'Redex' in the petrol.

I noticed that the engine was now always much cleaner with less carbon deposit on the piston crowns and combustion chambers than I had noticed on previous occasions. From then on I continued to use Redex or a similar upper cylinder lubricant in all of my vehicles. However, Redex was expensive and not always easy to find so, taking advice from an oil chemist, I replaced it with a good quality two-stroke oil at 0.1% in the petrol.

With the advent of unleaded fuel I chose one of the FBHVC recommended additives



Head

(in my case Superblend Zero Lead 2000) which was specified at a level of 0.3% in the petrol. By pre-mixing a 3 to 1 cocktail of Superblend and Two-Stroke oil I could readily dose the tank at the filling station. In the case of my F-type Morgan, 65ml of mixture added to just over three gallons of fuel was about right for each tank full. (Superblend Zero Lead 2000 incidentally is now manufactured and distributed by Morris Lubricants of Shrewsbury, tel. 01743 232200.)

Since its last rebuild my current engine has run for five years and 10,000 miles without being touched. Recently I had to remove the head to attend to a now rare head gasket failure, and the photographs show the good state that the piston crowns and combustion chambers were found to be in, with little carbon build-up. With modern oils and two-stroke oil in the petrol this is remarkable. Remember, as designed the engine would have at least two de-cokes with the associated re-grinding of the valves over 10,000 miles when used with the then contemporary oils.



Pistons

and remember we are talking about engines which had comparatively short service lives by modern standards, the white metal would wear oval in shape. I will admit that the type of wear/failure experienced by Peter was more common in my experience, but with the Ford 8 and engines that were perhaps not driven hard the bearings would wear oval such that increased clearance and reduced oil pressure would result. By removing shims the ovality would be reduced and the bearing clearance reduced, thereby extending the service life without expensive re-metalling costs.

This might be considered a bit of bodge but it was very common practice in early days. The Ford parts lists listed shims for the connecting rods, in 2 to 2.5 thou. and 1.5 to 2

thou. thickness. The respective part numbers, YE 6220-A and YE 6220-B, seem to suggest they were a throw back to 'Y-type' days.

Another well known bodge or expedient in the motor trade would be to file material off the flat surface of the bearing cap, thereby closing up the bearing in the same manner as removing any shims had they been incorporated in the first place! However, the later Ford workshop manual specifically forbids this practice of filing the bearing caps and there is no mention of big end shims being removed for adjustment either.

The New Club Website

Mark Bradbury

Those of you who surf the Internet regularly, and in particular visit our very own www.fsoc.co.uk, may by now have spotted that things have changed a little on the Club's website – for the better, hopefully.

Laurie Menear, editor of *Sidevalve News* at the time, produced the Club's first website back in around 1997, when it really was quite a thing to have for a classic car club of this size. In more recent times Geoff Hammond, now the Regional Contact for the Coventry and Midlands area, has been manfully maintaining the site, but the realisation began to dawn that the site had become long overdue a major overhaul. This was the point at which everyone else on the Committee stepped backwards, leaving yours truly to take on the role of Webmaster.

So, I've been beaver away all summer and I've produced a brand-new, shiny website for the FSOC which finally went 'live' on 1st December 2008.

What the FSOC's new website plans to do is to attract potential new members to the club, as well as provide a more regularly updated repository of useful and additional information for existing members.

Marketing ourselves to new members is never easy but hopefully with the attractive and welcoming format of the site, coupled with it being spotted by most of the main Internet search engines, we should stand some chance.

We haven't forgotten about our existing members either. In addition to the usual kind of stuff that anyone can access, you'll now find a members-only area for last minute news, a regularly-updated event diary, members' cars with lots more photos, technical articles culled from back issues of *Sidevalve News*, regional group news, and much, much more!

You'll also notice that we now post our classified adverts on the website. We felt that allowing potential members to view adverts for Sidevalve vehicles might just swing the balance for them to decide to join us.

Naturally, adverts for parts are only visible to our members – we don't want to shoot ourselves in both feet and remove the need to join the FSOC!

Having said all this, we do understand that not everyone has a computer nor wishes to have one and that's fine; rest assured that you won't be left out in the cold. *Sidevalve News* will carry on as the main contact method for our Club members and you'll continue to receive it through the post every other month, just like before with no change. You may however notice a few more references to our website here and there.

What I would like to ask you all to do is to make an effort to visit the new website, preferably on a regular basis since we'll be updating it as often as possible, and see what you think. Remember: a website can in theory be changed at any time and should always be considered to be a 'work in progress'. The more often it gets updated the better (there's nothing worse than a stagnant website), so please don't be afraid to suggest improvements, additions, updates and so on.

For those non-computerised members there are several places these days where anyone can access the Internet and often for free (or the price of a cup of coffee and a bun) – try your local library, local Internet café or fellow Sidevalver; there's usually someone on hand to help you. The Internet isn't a scary place at all; treat it as a library crammed full of really useful stuff which can be accessed at the click of the mouse and you won't go far wrong. Come on in, the water's great; you never know, you might become addicted too!

Please send me any comments and suggestions, preferably by email, to webmaster@fsoc.co.uk, or by normal post to me, Mark Bradbury, at the Pop Shopper address given elsewhere in this magazine.

Thanks for your attention and I look forward to hearing from you!

(PS If necessary, the old website can be accessed by putting '/old' on the end of the usual website address – but this will be for a few months only.)

Anglia, Prefect & Pop Register

Continued from page 9

Register 25 Years Ago – Club News October 1983

This time it was the turn of the 100E to have a special feature to celebrate the 30th anniversary of the 100E Models.

After the twelve pages in the last edition two pages contained some interesting vehicles: an E93A Prefect, 5 cwt van, E93A Prefect Shooting Brake and an Australian Popular Ute owned by Brian Alford. Brian

used the Ute as daily transport to and from work for many years and sold it on his retirement to a fellow New South Wales Ford enthusiast.

Thirtieth anniversary regalia available were a cast brass plaque incorporating full size replica of the 103E bonnet badge and '30th anniversary' inscription. Undrilled, it was suitable for grille or display board mounting. A limited anniversary t-shirt was also available.

New and still available: the Ford Popular 'Motoring at still lower price' booklet.

A Big Thank You

With the requirement that every vehicle is now inspected either to obtain the original registration or for a non-transferable age related registration, the logistics for doing this can be daunting. Unable to undertake the task on my own I am most grateful to John Duckenfield, Nigel Hilling, Danny Moody, Jim Norman, John Porter, Yvon Précieux and Robin Thake for giving up their time during the year to assist.

Goodwood: Life on the Road in 1948

Pat Russell

I was thrilled to be asked to provide two classic commercial vehicles at the Goodwood Revival. To celebrate the 60 years since Goodwood opened its doors to the public for motor racing, the organisers had decided to host an extra display and parade to show some of the types of vehicles which would have been seen on the roads in 1948. The intention was to try and display all types from a pedal cycle to a double decker bus. I was able to offer an 'O' type Bedford lorry and a Ford E83W pick-up truck, both of which would have been a common sight in 1948.



The Bedford is owned by my son's employers, Wychwood Brewery of Witney, Oxfordshire. My son, David, had carried out the lion's share of the donkey work of the restoration of this vehicle some ten years ago, for the company, and the lorry is still in outstanding condition. The Ford is owned by myself and I restored it over a four year period, the work being completed in June 2007. This vehicle is also painted in a brewery livery, White Horse Brewery of Stanford in the Vale, Oxfordshire.

My son is a very busy man and he was extremely disappointed that he could not spare the four days off work which were needed to travel to, set up and exhibit at the event. My good friend Don Richings needed no persuading at all to act as driver for the Bedford, as he is a classic vehicle enthusiast himself.

I had persuaded both breweries that we ought to take ample supplies of ale with us, not purely for our own consumption but with a view to inviting some of the other drivers in the display to have a drink with us, as a kind of PR exercise. (It worked!) At 9am I met Don at Wychwood Brewery, in Witney, to load up our consignment of Wychwood Ale. I already had my quota of White Horse Brewery ale on board my truck. After a double check of the vehicles, we set off about 10am, with me leading the way in the little Ford. Our mini

convoy caused a bit of interest from the local inhabitants as we threaded our way through the town of Witney, heading for Abingdon, where we intended picking up the A34.

The performance of both vehicles is quite evenly matched as regards cruising speed. The Bedford, of course, with its six cylinder engine and four speed gearbox, has more torque for hill climbing than the three speed Ford, but both drive fairly comfortably at about 38mph. Above that both vehicles start to feel harsh and vibration sets in, as if they are protesting at being pressed.

We had arranged to stop at Sutton Scotney Services for fuel and a vehicle check over, but as we got near to Toot Hill Services my fuel

gauge was getting a little too near to empty for comfort, so we pulled in there. As I was refuelling an extremely smart Porsche with a personal registration plate pulled up at the pump next to me. The driver made very complimentary remarks about the standard of the restoration of my truck, which pleased me immensely.

The passes we had been given gained us access to Gate 1 at Goodwood without any problem, and after a little confusion inside the grounds we eventually found our correct spot, which was a car park immediately behind the start line grandstand. We met our display organiser, Malcolm McKay. He outlined what would be required of us during the display and parade and then directed us to our campsite, which was about a mile away from the venue. We decided to leave the Bedford at the display site and use the Ford to transport our camping gear. Having finally got the tent up (our novice efforts provided a great deal of entertainment to our neighbours) we stowed our ale – about 15 gallons of it (!) – in the outer part of our tent, and decided to partake of some of it. We sat in our chairs having a couple of beers whilst watching several vintage aircraft circling around. I was struck by the awesome appearance of a huge twin engined biplane which was simply lumbering around the sky. I was told it was a Vickers Vimy. There was also a Tiger Moth and a DeHavilland Rapide.

We got up about 5.45am on the Friday morning and trudged across to the washrooms. Due to the plunging temperatures during the night everything was soaking wet with heavy dew and condensation. After our wash and shave we donned our 'period' clothing we had been asked to wear, and having shimmied off the Ford's windscreen we set off for the circuit. We stuck a case of beer in the back

for 'refreshments'. Arriving at the main gate, just before seven, I was amazed to see that members of the public were already starting to queue to get in, although the official opening time was not until 7.30. A shuttle service by a little army of Jeeps was being used to transport people from the car parks and campsites.

After breakfast at 9.15 we went for a driver's briefing. At 10.30 the thirty or so vehicles in our display assembled prior to driving out on to the race track. We drew up in two lines at the start line. The right hand line was for vehicles capable of maintaining 30mph and the left hand line for the slower vehicles. Escorted by course cars we completed two laps of the 2.4 mile circuit, spaced out so that people were able to take photographs of our vehicles on the move. The slower vehicles only completed one circuit of the track. We received a really enthusiastic welcome from the crowds of onlookers who waved at us as we passed by, and their cameras were clicking away. I was amazed at just how many people were there, with hardly any spaces around the circuit. We then returned to our static display spot. By now the crowds were almost shoulder to shoulder and we had to inch our way through. The weather had done us proud and the sun shone. Almost everyone, participants and the public, were wearing period costumes and the atmosphere was almost carnival like. As it was approaching midday, we decided it was time for a beer, so opened our case. Of course, we couldn't ignore our fellow exhibitors and those lucky enough to be near to us helped us empty the case! Both our vehicles, and of course the others, provided plenty of interest for the spectators throughout the day: 'My dad used to have one of these' 'The first vehicle I ever drove...' and other such comments. It was pleasing to share in peoples' memories. I was surprised how quickly the evening arrived.

Back at the campsite, Don and I decided to take a stroll round and have a look at some of the vehicles there. Luckily I had taken my camera with me, for just after we had set off two aircraft, a Spitfire and a Mustang, appeared from nowhere and streaked across the campsite at treetop level. They then climbed rapidly into the sky and carried out a series of breathtaking aerobatics, wing tip to wing tip. The Mustang has a distinctive whine, as if it has a siren fitted to it, and the Spitfire has a magnificent throaty growl. The two aircraft howled and growled across the sky, which was sheer poetry in sound and motion. I would have willingly paid to watch such a spectacular display! I fired off dozens of shots with my camera, but the aircraft were so low and fast moving that most shots were useless and I had to bin them. But I managed to get three quite good pictures.

Saturday was almost a repeat of Friday but this time, after a slightly later circuit parade, we were prepared and had brought along a polyp of draught ale. (That is, a cardboard



box containing a plastic container with a tap on the front, holding about 4 gallons.) After the parade I dropped the tailboard of my truck to expose the ale. I went round inviting all the other drivers to come and have a pint or two and we had a fantastic little impromptu party, swapping stories and experiences, and discussing every subject under the sun. Once again the day flew by, and throughout the day we met some really nice people, many of whom showed real interest in the history and details of our vehicles.

Don and I returned to the campsite around 7pm and once again we were treated to a fantastic aerial ballet from the Spitfire and the Mustang.

Sunday morning, and the last day saw us back at the circuit just before 7am. After breakfast the weather warmed up again and the crowds were more numerous than ever. We completed our usual two circuits. As we drove round I saw the unmistakable sight of a Lancaster bomber flanked by a Spitfire on one side and a Hurricane on the other, approaching at almost zero altitude. They flew directly over the top of my truck, so low I could feel the resonance from the sound of the engines through my chest. It was an absolutely fantastic experience. The aircraft then proceeded to make several passes over the circuit. I only wished I had been in a position to photograph them as I am sure I will never get a chance like that again, with the aircraft at such a low height. We all returned to our static display spots but this time we had to forego any ale as we would be driving home later on. Again the time flew by, and before we knew it, it was time to leave. We were very sad to have to leave Goodwood because we had experienced such a tremendous time and met some great people. But we left with many happy memories and plenty of photographs to bring them all back. I just hope that our being there helped other people have some happy memories too.

The traffic on the return journey was much heavier than it had been on our journey

down, but the conditions were very good with clear visibility, so we caused no difficulty for the other motorists, who seemed to appreciate our little convoy of old timers. We got a very enthusiastic 'tooting salute' from an Irish registered articulated lorry as he went by. I know that many of our Irish friends are very keen on their classic vehicles – good on them too, I say.

We pulled in at Sutton Scotney Services for a cup of coffee. We stopped alongside three foreign registered artics in the lorry park. The three drivers were having a picnic alongside one of the lorries. They all came round to look at our two vehicles. One of the drivers spoke a word or two of English, even though he couldn't really string a sentence together. He told us they were from Slovakia. With a mixture of sign language and the odd word or two, we 'discussed' our vehicles. We invited all three to sit in the Bedford and the Ford. We laughingly made comparisons between the cramped basic cabs of our two vehicles compared to their globetrotting luxurious charges. How things have moved on!

The rest of the journey home passed quite quickly, and without any mishaps, and before we knew it we were back home.

What a fantastic time we had had, and what a privilege to be part of the Goodwood Revival. Something really to treasure.



Also on display ...

Peter Collins Celebration Meeting

Nigel Hilling

Shelsley Walsh Hillclimb, 17th August 2008

Peter Collins was born in 1931 and raised in Kidderminster. He was only 17 when he made his competition debut at Shelsley Walsh hill climb. His first three years were spent competing mainly in 500cc machines. By 1952 Peter had established himself as one of the up and coming British racing drivers along with Stirling Moss and Mike Hawthorn. He signed to drive for HWM in 1952 and also drove for the Aston Martin works team through to 1956. His victories included one in the 1955 Targa Florio, sharing a Mercedes Benz with Stirling Moss. He drove Vanwalls and BRMs but moved to Ferrari in 1956 where he was said to be well respected by Enzo Ferrari and formed a bond with Juan Fangio. It was at the German Grand Prix at the unforgiving Nurburgring in 1958 that he made a slight error whilst battling for the lead, causing the crash that resulted in his untimely death.

This event at Shelsley was organised by the Midland Auto Club to celebrate his achievements on the fiftieth anniversary of his death. A number of cars were assembled that Peter actually drove in competition along

with others of the type that he had competed in. His widow Louise, who Peter married only a week after their first meeting, was also present. Shelsley Walsh itself is steeped in history being the oldest surviving motorsport venue in the world in original form. It was first used in 1905.

In and amongst all this exotic history Peter had actually competed in the 1952 Monte Carlo rally in an Upright Anglia. In those days the Monte was very much an amateur affair with dozens of enthusiasts making it an annual event in the family car. Peter was persuaded to enter with David Murray, who later founded the great Ecurie Ecosse team. The car was prepared by ace mechanic Willie Wilkinson and was modified within the regulations to better cope with the tough winter

rally. The mods included a new gearbox, windscreen wiper and steering wheel, an electric fuel pump, an additional horn, a heater, and two luxurious Dunlopiloo seats.

Murray and Collins started from Lisbon and had not covered 5 miles before the engine cut out. Portuguese fuel was apparently not filtered and they continued in stop-start fashion until they reached a place called Burgos where they could clear the fuel line with an air hose. They continued into France and up to Clermont Ferrand, after which they encountered ice and snow in abundance. They flogged the Ford to the limit and although they lost a lot of time they reached Monte Carlo without mishap and were delighted to finish third in the under 1100cc class.

The Midland Auto Club put out a request to the FSOC for an Anglia to attend the Celebration Meeting and that invite



Photo 1



Photo 2



Photo 3



Photo 4

filtered through to me. I took my Anglia down to Shelsley for the day to join in the parade of demonstration cars. I added a few spotlights and a radiator blind to make it look a bit more like a Monte entry (photo 1) and set off with a friend via the Tatton Park show on the Saturday to be down at Shelsley early Sunday.

The event was part of a National A hill climb meeting with all the top men present along with all sorts of other classes; over 200 entries in all. The Peter Collins classes included a number of Coopers, HWMs, Aston Martins and Ferraris in addition to my humble Anglia. Within the main event was a very nice Lotus 6 with a split E93A front axle, standard E93A back axle and 100E engine with Elva OHIV conversion (photos 2 and 3). As part of the event we attended a private luncheon with Louise Collins and other famous people and had Simon Taylor, the motoring journalist, going round the tables talking to some of the ex competitors of Peter Collins. A Spitfire turned up for a 15 minute flying demonstration to add further spice to the day.

Although I wasn't allowed any timed runs up the hill I did have two runs behind the course car (photo 4), which had my car running flat out in second gear and squealing tyres round the corners. This was as fast as I could have taken the hill anyway with its gradient of up to 1 in 6, but probably only represented about 35 mph which was a little short of the 100+ of the top cars! The weather stayed fine all day and a good time was had by all.