

# News

# Sidevalve



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## Features this issue

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# Sidevalve News

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## Regional Contacts and Regional Groups

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

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

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

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

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

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

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

**Glos, Hereford and Worcs:** Brian Bedford 01432 820004. E-mail: [s.bedford45@btinternet.com](mailto:s.bedford45@btinternet.com). *The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm, third Thursday of the month.*

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

**Kent:** Richard Greenaway 01580 892169. E-mail: [mtgreenaway@yahoo.co.uk](mailto:mtgreenaway@yahoo.co.uk). *New Regional Group. Please contact for information.*

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

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

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

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

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

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

**Surrey:** Angela Hume 07884 184882. E-mail: [babssidevalve@aol.com](mailto:babssidevalve@aol.com)

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

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

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**Scandinavia:** Haakon B. Oeverland. Saupstadringen 43 A, 7078 SAUPSTAD, Norway. E-mail: [hovler@broadpark.no](mailto:hovler@broadpark.no)

# Editorial

John Porter

After the long winter, it will soon be time to get the Sidevalve out and hit the road. No doubt we all promise to get out more, whether it is just down to the shops on a nice day or a more memorable trip in the style of Richard Wilson, as reported in the *Daily Mail* ([www.dailymail.co.uk/motoring/article-1126627](http://www.dailymail.co.uk/motoring/article-1126627)) for a BBC4 series. 'According to many car enthusiasts,' the *Daily Mail* tells us, 'the golden age of motoring was in the 1950s, when open roads could be enjoyed in cars that were hand-crafted and full of character.' I don't know about the 'hand crafted' element but you have to grant that our cars are very much full of character!

The programmes revisit some of the decade's most popular routes with Richard Wilson touring in a series of iconic cars. From Cornwall to the Scottish Highlands, he drives through some of the country's most beautiful landscapes with the outcomes captured in the series book: *Britain's Best Drives: Journeys Back To The Golden Age of Motoring* by Richard Wilson and Nigel Richardson. Wouldn't that be a great idea: drive all those 1950s routes this season! Depending on where you live, it should not be impossible. The North Yorkshire Moors, North Wales, the North Cornish Coast ... If that is just too daunting then try Britain's Best Driving Roads at [www.speedlimit.org.uk/drivingroads.html](http://www.speedlimit.org.uk/drivingroads.html). If you do give any of these a try, please take some pictures to encourage the rest of us!

## Get It Out Safely

Having spent some time in the last few months taking the engines out of (and putting them back in) both the Nickri and the Siva, I thought it might be useful to mention a few points. I realise that taking sidevalve engines out of Ford-based specials is not always the same as the Upright and 100E/107E: however, there are some common observations, the first of which is that only the brave put a rope around their neck and straddle the chassis to hoist the engine manually out and onto the garage floor! Yes, we have all done it and many continue to suggest this method to the novice mechanic.

Hiring a hydraulic crane costs around £25 for the weekend and, if you are prepared, should enable even the most inexperienced to remove and refit the engine in any of the sidevalve models. The Uprights can be stripped of all the front-end bodywork to make the task as straightforward (and damage-free) as possible. This is time consuming as all the nuts and bolts have to be soaked and unscrewed but that in itself is a worthwhile long term benefit. The 100E/107E range is not quite as straightforward but the engine bay is generous compared with many modern euro-

boxes. In my time in the workshop I recall that we didn't take the bonnet off the 100Es as you crane the engine out from the side. Another benefit was that precious time was not taken trying to realign the bonnet correctly.



My father worked for Bryan Brothers in Bristol just after WW2 when the Uprights were the most popular economy cars – sorry about the pun. To change the clutch, it was quickest just to take the engine out and the only parts removed were the bonnets! They even left the radiators in place and removed the complete engine by carefully twisting it off the centre line and up-ending the engine towards the vertical as it leaves the engine bay. This was possible because they as a main dealer had the luxury of a hydraulic engine lift and a swivel attachment on the cylinder head, but these devices were fairly massive compared with the ones in the hireshops nowadays.

Either way you look at it, both the Upright and 100E Sidevalves are well thought out installations that are logical in the way that they are installed in the vehicles – not all cars were that easy as, relatively, labour was cheap in the late forties and fifties. As we all know, Ford had the replacement engine system down to a fine art and my father remembers that rather than a valve job on a high mileage engine the workshop managers would advise that the owner invested in a complete reconditioned unit. Smokey engine? Don't bother with rings – fit replacement unit with a new clutch as often as not, rather than having to yank it all out again next year.

If you have to get your engine out, be safe, rent a crane and do it right!



## Cover photo

Derek Powell's E83W at Sharpness Docks on New Years Day: the Horton Historic Vehicle Club's 0101 event (Ivor Bryant).

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# Events

Brian Cranswick

At the time of writing this report it is rather cold with a blanket of snow all over, so just to warm things up little I am looking ahead to Drive It Day. I just hope we can repeat the lovely sunny day that was enjoyed at Ramsey last year: it would be really great to increase the number of cars attending. A number of area groups are all planning their own Drive It Day runs, of which details will be advised. More up to date information can be found on the club website as this is regularly updated.

Happy sidevalve motoring in 2010.

**4th/5th April: The Festival of Steam & Transport, Chatham Dockyard.** Details [www.chdt.org.uk](http://www.chdt.org.uk) or 01634 823800.

**24th & 25th April: Colne Valley Railway, Castle Hedingham, Essex.** Details from Robin Thake

**25th April: Cambs Group Drive It Day, Ramsey, Near Huntingdon.** A good opportunity to give your Sidevalve a nice run out after the winter. Further details from Brian Cranswick.

**1st-2nd May: Bristol Classic Car Show, Bath & West Showground, Shepton Mallet.** Club stand. For details contact Ivor Bryant.

**1st-2nd May: Magnificent Motors, Eastbourne.** 500+vehicles. Details from Richard Greenaway.

**1st-3rd May: Rushden Cavalcade.** Details from Robin Thake.

**9th May: Wheel Nuts Car Show, Stroud.** Possible Club stand. For details contact Ivor Bryant.

**9th May: 16th New Forest Car Run, in aid of charity,** organised by the Southampton Magna Rotary Club. Details from [www.rotarymagna.co.uk](http://www.rotarymagna.co.uk) or 07910 597883.

**9th May: Langleybury Show.** Details from Robin Thake.

**16th May: Faversham, Kent.** Details from Richard Greenaway.



**16th May: Chiltern Hill.** Details from Robin Thake.

**29th/30th/31st May: Enfield Pageant Motoring.** Details from Richard Greenaway.

**5th-12th June: The Sidevalver's Holiday.** A really great way to test out the reliability of your old Sidevalve by going on a holiday to Weymouth. Details from organizer John Brown on 01462 440485 or [john.brown773@ntlworld.com](mailto:john.brown773@ntlworld.com), or Robin & Jennie Thake on 01279 659245 or [robjenthake@aol.com](mailto:robjenthake@aol.com).

**6th June: Bucket & Spade Run, Faversham to Ramsgate.** Details from Richard Greenaway.

**13th June: Luton Festival of Transport.** Details from Robin Thake.

**20th June: Friars Rally + Summer Fayre, Maidstone.** Details from Richard Greenaway.

**26th June: AGM, Bishop's Stortford,** to include road run afterwards.

**27th June: Crowle Agricultural Show & Sports Society.** Details from Dave Till, Friesiandale, 9 Godnow Road, Crowle, Scunthorpe DN17 4DU. Tel: 01724 710395.

**4th July: Hollowell Steam Nr Northampton.** Club stand. Details from Geoff Hammond.

**10th July: Ardingly, W. Sussex.** Details from Richard Greenaway.

**11th July: Darling Buds Classic Car Show Bethersden, Ashford, Kent.** Details Richard Greenaway, Kent group – possible club stand if enough interest.

**16th/17th/18th July: Kent County Show.** Details from Richard Greenaway.

**18th July: White Cliffs Country Vintage Vehicle Rally.** Details from Richard Greenaway.

If you are organising a Club event or road run, please forward the details to the Events Co-ordinator to ensure this is covered under the Club's insurance policy.

# Regional News

## Bristol and South West

Ivor Bryant

You will have read in the December issue's editorial of Peter Williams' resignation from various duties from the club. I have known Peter for a number of years since he came to his first local group meeting at the Fox in Easter Compton. Peter has been a great support to the area since that time and his input will be missed. Albeit I am the area contact, Peter did at least half of the organisation at the shows, took the photos, set up and cleared up. Peter was also a part of the organisation of the Horton Historic Vehicle Club, organising the annual Great West Run on their behalf.

He has sold his E83W Noddy pick-up and will be stopping driving. I will keep in touch with him and hope he will help me to keep my cars going, and act as consultant with the organisation of the Great West Run. Besides inheriting much of Peter's Sidevalve stock I am also inheriting the database for the Horton Runs.

Whatever new hobby he takes up I'm sure he will get well into it. When I last visited him he was in the process of resolving a leak in his garden pond and waterfall system: he won't be beaten (and apparently won't be told what to do and not what to do).

Looking forward: at the Area Contacts meeting it was said we should look forward, not back. How does this fit with a nostalgic car club? How I understand it: let's announce where we are going, not report on where we've been; an opportunity to enjoy yourself, not hear about what you missed.

On this note I have agreed to put on a club stand at the Wheelnuts Show in Stroud, South of Gloucester on Sunday 9th May. I have suggested we will show nine cars. To date that's myself, Len Shorthouse and Brian Bedford, so we have six spaces for the taking. Please contact me if you wish to join us. The weekend before, 1st & 2nd May, we will be at the Bristol Classic Car Show in Shepton Mallett. We have a 7m x 7m stand which will take 2 or 3 cars. I need volunteers please to exhibit cars and assist with the stand. (Refer back to the first paragraph: my right hand man won't be there unless I can persuade him otherwise). Longer term, there's the Old Ford Rally to look forward to. The first show was good: let's make the second one bigger and better.

The New Year's Day gathering at Sharpness was a success (see cover photo). This is a new event organised by the Horton Historic Vehicle Club. We had about 50 entries from motorbikes, cars and lorries including cars, vans, horseboxes and a fire engine. We have previously travelled to Taunton, which also appears to have been well attended. The Horton Club will be arranging their traditional run in the autumn but the route has yet to be decided.

Please contact me regarding any of these events.

# Regional News

## Hampshire

Mick Crouch

They say it is better late than never, so having missed the deadline for the December issue, I hope you all had a very merry Christmas and have a Happy New Year.

2009 saw our group attending the usual run of rallies and events with only the local Bill Target Memorial Steam Rally being a washout due to extremely heavy rain in mid May. However, the rain did ease up around the middle of the day and we were entertained watching the steamers negotiating a hill until they came to a halt and just spun their wheels, and had to be rescued by the heavy army trucks.

August Bank Holiday we had a club stand at the Hampshire Pageant of Transport held over two days at Broadlands House, Romsey. We had a good cross section of vehicles spread over the two days. My thanks to Hampshire members Geoff Cooper and family, Graham and Jackie Bundy, and from Salisbury Sally Litherland, all with their 103E Pops; Hampshire members Steve Young and Norman Reynolds and from Salisbury Chris and Tess Horseman, all with their 100Es; Steve Wood from Hampshire and Mike and Katie Jillians from Surrey with their respective E493A Prefects; Hampshire member Ian Woodrow with his E93A Prefect; Dave Paddock and Jean Crouch with their respective E494A Anglias; and myself with the Field Mouse; and last but not least David Harland from Poole with his Sidevalve-powered Morgan 3-wheeler, which attracted a lot of attention.

The flying display had to be cancelled on the Monday so we were asked to do a parade of vehicles in the arena: a rather long drawn out affair but we did put on a varied show of Sidevalves which attracted an interested audience.

Over the course of the year I have had quite a few enquiries from local members for information or assistance with their Sidevalves, so it seems Sidevalve interest is still alive and kicking in the deep South.

It is that time of year to start planning the events we hope to attend in 2010 so hopefully we shall be out and about and will meet other like-minded Sidevalvers.



Hampshire Pageant of Transport: Sidevalves in the arena. Photo by Steve Wood.



Hampshire Pageant of Transport: the club stand on the Saturday. Photo by Steve Wood.



Hampshire Pageant of Transport: David Harland in his three-wheeled 10hp Morgan. Photo by Steve Wood.

### Spares Day – Saturday 24th April 2010

The Club stores will be open from 10:30 to 15:30 on the 24th April for members to purchase spares and regalia. If members are looking for specific parts that are not on the current spares lists then please contact the appropriate spares secretary to check on

availability of specific parts. Where possible they will be put to one side for collection.

The address of the Club stores is:

Sidevalve Mews, Appleford Drive,  
Abingdon, Oxfordshire OX14 2DA

Will members please park outside the garage complex as the local residents will require

access to their garages in that area and therefore access must be kept clear.

Note that membership cards will be checked at the gate.



# Regional News

## North London

Robin & Jennie Thake

As this is the first magazine of the year we would like to wish everyone a Happy New Year and hope that the weather is kind to us while we are out and about with our cars in the months to come.

Our Christmas meal turned out to be very successful with twenty of us enjoying a good evening at a small village pub where the staff came out from the kitchen to ask if we had enjoyed the meal and the evening (old fashioned service has not died).

The Internet never ceases to amaze me with the prices of some cars; one car that I know very well has leapt up in price in the last year so much that I think an oil painting would not have risen so much in the time.

Our January meeting was spent working out which shows we would like to attend this year as we have several dates that clash. At the beginning of January I went along to the Whitewebbs Museum annual autojumble. This is always a good day out where we meet up with old friends and have a good natter and the usual hunt for bits and bobs. About 700 people attended the day so it was a success for the Museum and Terry Tomlin must be praised for the sterling work he did on a very cold day by stopping visitors parking on the kerbs on the road outside and therefore avoiding a parking ticket.

This is the time of the year to do those jobs on the car that we keep saying that we must sort out sometime. The trouble this year is actually getting out to the garage in one of the coldest winters we have had for a long time – we have another 4 inches of snow as I write this report. David Heard has his engine in bits following problems at the end of the rally season, Richard Healey is going to change his engine in OLY, Andy Westward is in the finishing stages of his 300E restoration, Ken Finch is going to change the steering box on his 100E, Stuart's car is OK (he only had a flat tyre that needed pumping up) and as for myself I have refurbished the seats and replaced the carpet in the Anglia which will be finished off when the temperature goes above freezing.

We have started to book our car into some shows for the coming season and so far have entries for Colne Valley Railway on 25th April, Rushden Cavalcade on 1st to 3rd May, Langleybury Show on 9th May, Chiltern Hill on 16th May, Enfield Pageant on 29th–31st May where we will have a Club stand, and Luton Festival of Transport on 13th June.

Happy New Year!

## Cams, Lincs & Norfolk

Brian Cranswick

### 103E goes miniature

It was recently brought to my notice that my Pop OLH 20 had been cloned, but in a rather nice way into a tiny miniature model. Oxford Diecast Models have produced 1.76 sized scale copy of Ollie the 103E, which is just right size to add to a model railway collection.



### Old Ford Photos in Peterborough

These old photos were provided by a friend of mine, Dave, who worked for the local Ford Dealership for over 40 years. As an apprentice he was given the job of fitting accessories to new 103Es. The company was Peterborough Motors, which in the nineties changed its name to T C Harrison. They had a tractor division as well and used 300Es for service

vans. The picture of the original garage from 1949 (bottom) shows an unregistered E494C, along with a sidevalve Pilot: also it looks like an E93A Prefect is in the showroom. In the early sixties they had outgrown their first premises and moved to a purpose built new garage. In the forecourt picture (top) there are two 100Es, the EG registration number being a local Peterborough car and the TM registered car from Bedfordshire.

### Drive It Day

Cars wanted for the Drive It Day meet on 25th April: all are welcome including non-members and non-Fords. Please contact me if you can support this event.



# Regional News

## Kent

Richard Greenaway

As you read this our first show in Kent is only seven weeks away (Chatham Dockyard to be held over the Easter weekend), so now is the time to start thinking about doing all those jobs you planned to do during the winter months but for one reason or another never got around to, myself included.

Looking back to the festive period, 13 of us enjoyed a Christmas meal at the Cock Horse Inn, Detling. One member, Terry Donovan, made it his first meeting with his local group and thoroughly enjoyed himself, even finding somebody from within our group to help him out with a problem he's had with his car for quite a while, so hopefully he will be out and about with us in the coming year. This is one of the main reasons for meeting up with fellow members, so we can help each other out with any car problems you may have: so any of you Kent members out there wondering how to cure that small niggling problem with your Sidevalve, why not make the effort and come along to a monthly meeting and pick the brains of fellow members?

One thing that a couple of us did last year was to venture over into the neighbouring county of Sussex where we met up with a few of their group. This makes for a much better showing of vehicles: also you get to meet up with other Sidevalves. This is one area which we would like to expand in the coming year.

On the subject of last year, we were very pleased with how it went. We attended 20 shows in all, being joined by other Kent members on various occasions throughout the year, eight being the most at any one show. We also organized three road runs throughout Kent. To round off the year we were asked if we would like to use our cars for filming in the forthcoming BBC programme *Rock & Chips*, a prequel to *Only Fools and Horses* (to be shown in January). So, we and Glen ventured up to Greenwich for a day filming around the back streets of London. Although a long day it was very enjoyable seeing how they go about making a TV programme, and I must say we were looked after very well.

The Events page includes a few of the major shows taking place in or around Kent that we are planning to attend during the first half of the season. Please get in touch if you require any details. With regards to Drive It Day, April 25th, we were thinking of having several meeting points around Kent so that we could meet up along the route with a final meeting point at the Moat Pub at the bottom of Wrotham Hill, then have a short run out together to the Grasshopper Inn (which has a very large carpark) where we could stop off for a meal, chat, drink etc. Please get in touch if you would be interested in joining in.

## Essex

John Hull

Hello and a Happy New Year from the Essex group!

We had a good turnout at our December get-together at the Huntsman and Hounds, and we were pleased to meet new member John Head from Upminster, who brought along his very nice Morgan three-wheeler which he has owned for some years.

Instead of our usual Christmas meal we arranged to eat at the pub at our January meeting, which we all enjoyed. Not much has been happening with our cars at the moment due to the bad weather, but Tony has taken the wings and engine off his Prefect (they must be a hardier breed in Walton-on-the-Naze).

Dave Clarke, a member of our group since 1984, has sent me a photograph of two cars from very different eras. The Ford Popular was inherited by Dave on the death of his grandfather. The 2009 Ka was bought for his wife Wendy. This car obviously has many more extras, including heating, glove compartment, electric windows, heated front screen and leather seats. It is interesting to think how technology has changed in 50 years. I wonder what the next decades will bring?



Paul Gam has sent me a rundown of the work he hoped to do on his 100E during the winter. He has removed the engine and gearbox in order to refurbish the engine bay and all the front steering/running gear. One of the first jobs he needed to do was a repair to the battery tray. As can be seen from the photographs (top right), he cut out the worst of the corrosion and shaped two small repair panels for the base and side of the battery tray. Once welded in he lead filled over the joints and some perforated areas adjacent to

For a complete list of local shows throughout the coming year in our area please go to [www.fsoc.co.uk](http://www.fsoc.co.uk) and look up Kent regional news in the members area. For those who don't have access to a computer, please get in touch and we will send you one in the post.



the repair. He has found that as long as the corroded metal is thoroughly cleaned for tinning, lead loading rather than plastic filler is the better, more permanent option, but it can be a bit tricky.

I am setting up a small database of information on our vehicles. If you have done any work to your car I would be grateful if you could e-mail me details and photographs,



and any problems you encountered and how you overcame them. This will hopefully help us all in the future by preserving knowledge that many of us hold in our heads and that in time may be lost.

We are all looking forward to the summer and I have already received an entry form for the show at the Museum of Power in Maldon at Easter. Hopefully in the next magazine I will be able to include a list of all the shows we are attending in our area.

If anyone out there is interested in coming along to any of the above shows please get in touch (details on page 2).



# Regional News

## Yorkshire

Nigel Hilling

### Area News

Our December meeting once again took the form of a Christmas party at the old cinema owned by Trevor Miller. This houses his considerable collection of old TV and radio equipment and associated paraphernalia as well as his collection of cars. The main cinema area has been transformed since last year with the collection being neatly arranged around the room, leaving more space at the front for tables and chairs. The organ now has an impressive surround as well.

We started with the customary look around the amazing collection before getting the sausages and burgers on the go and tucking into the various other goodies brought along by the assembled Sidevalvers, which included savoury snacks, pork pie, cakes and trifle, not forgetting a certain amount of alcohol for those not driving. Later in the evening we were entertained by John Duckenfield playing his guitar and trying valiantly to get us to sing along. An excellent evening and thanks go once again to our host Trevor.

Meetings will continue this year on the last Tuesday of the month at the Black Bull: please come along and join in. We will be attending many shows during the year and will no doubt organise a few road runs (a coast to coast run is a possibility) which I will give further details of when available. Don't forget we are looking for ideas for a Northern Sidevalve Day.

Dave Till has sent me some entry forms for the 113th Crowle Agricultural Show on Sunday 27th June at Crowle near Scunthorpe with classes for cars, vans, commercials, PSV, military, tractors, bikes, etc. Enquiries to Dave on 01724 710395.

### Exeter Trial

Hopefully when you read this the snow of January will be a distant memory. I set off up to Scotland on business in the week preceding the date for the Exeter Trial (8th January) in heavy snow. Whilst up there we got the news of the heavy snow blanketing the Midlands and South as far as Portsmouth and Plymouth. I returned the day before the trial, driving on the Scottish motorways with daytime temperatures between -7 and -14°C (it warmed up to -3°C in Lancashire) so was quite relieved to find the trial had been cancelled due to the weather. The trial ran last year with night time temperatures well below freezing but at least the roads were generally dry and the icy patches were fairly obvious. This year having 350+ bikes and cars trying to negotiate the backroads of Devon with snow and ice would have been dangerous.

## Gloucester, Hereford & Worcester

Len Shorthouse

A Happy New Year from our region to all FSOC members.

Although it has been a quiet period with our vehicles mainly indoors, Derek Powell took his 1955 E83W van to the Halloween Indoor Classic Vehicle event in Swansea with all proceeds going to Macmillan Cancer Support. Torrential rain and gales continued throughout his 90 mile journey to Swansea. Some exhibitors went to great lengths in entering into the spirit of the day by wearing costumes and make up and adorning their vehicles. Derek's van on display at this show can be seen in the latest Classic Van magazine. John Simpson also attempted to attend with his 1945 EO4C van but had electrical problems which have now resulted in the decision to convert his van to 12 volts.

On New Year's Day Derek took his van to Sharpness Docks (see front cover) and, although mainly a commercial gathering, Derek noted that his was the only Ford Sidevalve present. A good turn out with over 60 vehicles but it was cold and with the frost coming out of the ground late morning the heavy vehicles had difficulty getting traction on the grass surface. John also attended this event. His intention was to take his van but due to the work in progress re electrical conversion took his 1981 Dodge 50 Recovery truck – useful because he did assist a fellow Sidevalve enthusiast with dynamo problems with recovery back home.

Brian Bedford took Henrie, his 1934 Model Y, to a meeting for pre-war vehicles at the Red Lion pub near Much Marcle and here there were over 150 cars present. This regular meeting

each year attracts many spectators and with the car park overflowing this makes travel for others on the road very difficult, immediately testing their New Year resolution of being more considerate on the road!

Tony Mather's 1946 EO4A Anglia oil pipe problem was sorted and short test runs confirmed the car is now ready for the coming season. Tony intends to replace seats and carpets and carry out a relining of the roof when the weather gets better.

Interestingly he has the same problem as me and one I believe many other club members have of obtaining access to work on a car with a normal house garage. Like Tony, due to garage width I have to get my Popular out onto the drive to carry out work on the car. I am totally dependent upon the weather therefore to do anything which makes it very frustrating at times when one has a list of jobs to do.

On 20th February the Severn Valley Railways 1960s Transport Day will be held and will be the first local show in our region. At least five members intend to be present with vehicles being located at various stations between Kidderminster and the end of the line Bridgenorth. I expect many FSOC members from around the country have enjoyed travelling on this line in carriages pulled by a steam train through a beautiful part of the country.

We are to hold our yearly get together meal in early February – somewhat late, but we will raise a glass for a successful year on the road for all FSOC members.

My comment in the December issue re the visit to Sheikh Faisal Al Thani's museum in Doha, Qatar resulted in a query from member Brian Malin who informed me the Sheikh outbid all to obtain a particular Buckler car. Brian having provided a photo of this car, I promised





## Regional Report

John Duckenfield

### Mid Wales and Borders

This unique regional group with just one member no longer exists! FSOC member and Regional Contact Dennis Duggan has sold his beloved Pop and has decided to let his membership lapse. He has, however, kindly offered to continue to promote the Club through his association with the Mid Wales Classic Vehicle Club. The FSOC would like to extend its sincere thanks to Dennis for his efforts on behalf of the Club.

### Dorset

To the best of my knowledge, the Club's attempt to establish a regional group in Dorset has been unsuccessful but unfortunately, I have been unable to contact Brian Winslow to find out whether or not that is the case. Regretfully, therefore, until such time as the situation has been clarified, the group's name has been removed from the list. If any member in the area can enlighten me as to what's happening, or not, I'd be very pleased to hear from them!

### Leicestershire

A member in Leicestershire is currently giving consideration to becoming a Regional Contact for the Club. The outcome of his decision will be in April's *Sidevalve News*!

### More Regional Contacts Wanted

The Club would like to extend its network of Regional Contacts and, if possible, regional groups. Generally speaking, there are two levels of involvement:

- To be a Regional Contact for the Club and represent it in the area.
- To be a Regional Contact for the Club and represent it in the area and, in addition, co-ordinate meetings and events for FSOC members.

Ultimately, all Regional Contacts determine their own commitment and this depends very much on each individual's circumstances. Some are able to do more than others but collectively and individually all make a significant and valued contribution to the Club.

on my next visit to try and locate it as with so many classic cars in the collection only a small part is available on display at any one time. I had not seen one before and to be honest did not know of its existence, so I attach the photo for others to see it (left).

I congratulate Yvon Precieux and others who contributed on the article 'The Early Years'

Being a Regional Contact is an option open to all members, though of course all nominations have to be approved by the committee. As non-elected representatives of the Club it is expected that Regional Contacts will:

- Be a point of contact for the FSOC in an area.
- Promote and encourage membership of the FSOC and be a source of information for and about the Club.
- Encourage the restoration and use of Sidevalve vehicles by those who own them.
- Act as a link between owners, members, enthusiasts and the FSOC.
- Be responsible to the FSOC committee in maintaining the good name of the Club.
- If willing, suggest, encourage, co-ordinate and/or organise meetings and events for FSOC members in their region and be responsible for any equipment provided for the Regional Group. (This is an optional undertaking.)

There are many parts of the country where there is no regional group primarily because FSOC numbers in the area are not large enough to sustain one – Mid Wales and Borders for example! But, the Club can still have a Regional Contact there – Mid Wales and Borders for example!

On the other hand, there are many areas throughout the UK where FSOC numbers are such that it would be possible to form a regional group, if only someone would take the lead and have a go at starting one. There is no reason, for instance, why an FSOC regional group could not be part of a local generic car club. However, even if the prospect of starting a new regional group is too daunting, it would still be of great benefit to the Club to have a Regional Contact in areas where there are large numbers of members.

So, if you are interested in becoming involved in the activities of the Club, or would like to know more before deciding, please get in touch. My contact details can be found on page two. If the FSOC is to be truly a Club for enthusiasts, regional groups are central to its success. For there to be regional groups, there need to be regional contacts and for that to happen members have to become actively involved. Please don't leave it to someone else. They may be doing exactly the same!

in the December issue. Understanding the time that must have been spent putting this together for members like me on the past history and tribulations encountered along the way, can I simply say well done and thank you. Possibly it could form a supplement document sent as information to new members?

## Merseyside

Joe Wheatley

### Christmas meal, Bottle & Glass, Rainford

Monday 14 December was the first Christmas do we had organised for some time and 23 of us sat down for a very pleasant dinner: ten couples, two solo male members and a sister (of Shelia Sidebotham). Sue, the landlady at the Bottle and Glass, had laid a large table for us in the room at the back of the pub and the food and service was very good considering the very reasonable price and the size of the party. A good time was had by all so a repeat is definitely on the cards in 2010.

### Freddy

I have been slowly building up Freddy's new engine after Dave Rothwell arranged for the block to be bored, crank ground, block & head skimmed, small ends reamed and valve seats cut. I was missing all the bolts, studs and fastenings but Shirley and Stephen sorted me out with secondhand bits and various other smaller new parts. Things went well until I came to put the rings on the pistons. I had bought a fancy piston ring expander from Frost but this was really for larger diameter pistons. The first oil control ring I tried to fit snapped in half! Shirley sent a set of +020 rings and we fitted the crank, pistons, rods and cam shaft after Christmas. After ages trying to get the correct valve clearances (next time I'm buying some adjustable tappets!) the engine is now all built up ready to be fitted, as soon as the snow clears and I can wheel in Dave Broad's engine crane!

Many thanks to Shirley and Stephen for the usual excellent service. The parts were cheaper than elsewhere too, especially when you allow for VAT and carriage which are not usually included in prices from commercial sources.

### Urgent message about Tatton

I have just received the application forms for Tatton shows on 5 & 6 June and 21 & 22 August. Due to 'Elf n Safety' and insurance requirements I now have to send in the names of exhibitors and details of their cars *with the applications*. I shall be submitting these in February (June show) and April (August show). So, no details from you, no entry to Tatton. Better to register and not attend than risk missing out.

*If there is the faintest chance that you will attend either of the Tatton shows, please contact me immediately by phone or email with your name, model, reg no and which day(s) you will attend. Act now or no Tatton for you!*

I am also starting to get application forms for the other earlier shows already. As usual, if you know of any shows which you would recommend or like to attend, please drop me an email or give me a call.

# Regional News

## Scandinavia

Håkon B. Øverland

Again I have had the pleasure to receive a letter from another member of the FSOC in Scandinavia. I have been in touch with him previously as I was given his name and address along with another Norwegian member and contacted them both when I had just entered the club. The latter was alas about to quit his membership at the time.

As for Bjørn Dalsbotn, I knew he had what I consider the 'real' Ford Sidevalve, another E93A 1939 model. He gave his permission to translate the letter and add some of the photos that followed:

Dear Håkon,

You asked for the progress on my Prefect. Alas I have to admit that nothing much has happened lately. The engine (which is a 1954 model) and the gearbox are dismantled. The engine is worn but not previously overhauled. One exhaust valve is burnt and one of the shims for the connecting rods is destroyed. One peculiarity of this engine is that it is equipped with a Solex carburettor, not the more common Zenith. I have got hold of most of the needed spares for the engine. I noticed recently that FSOC's competitor [www.smallfordspares.co.uk](http://www.smallfordspares.co.uk) has got repsets for the oil pump, and as I have not found this among the club's spares, I will probably order it from that firm. That leaves another problem solved. I have also made things a bit simpler by installing adjustable pushrods for the valves, also bought from the same firm.

The gearbox seem to be the original one. For some funny reason the pin holding the release fork to the axle had been drilled out and exchanged for a bolt. This in turn had been worn to an extent that even though

the fork had still done the job in a way, the synchronizing ring had suffered. It is likely that this in turn led to the coup de grace for the car.

I have through the years got hold of four extra engines and gearboxes. One set is from a two-door spare car that followed when I traded the E93A. The body was in very bad condition so it was scrapped immediately while the usable spares were kept. The second one is a 1947 demonstration engine/gearbox from a school, mounted on a frame with radiator end fuel tank. This one is overhauled but worn. Finally I was visiting a scrap yard near Trondheim where I bought two engines/gearboxes that had been in a burnt 103E and in an E83W. As I had seen a picture in *Norsk Motorveteran* (Norwegian Classic Car Magazine) that the E83W had an intact glass for the headlamp, I picked that up as well and thereby solved another problem. With all these spares I think I will be able to fix the gearbox properly.

I enclose some pictures of my car. As you can see the original registration number is already in place! I have so far done nothing to the bodywork since I bought the car in 1994, but one previous owner did do some welding, as you may see. He had obviously not done that sort of work before and I fear I have to do it all over again. The rear mudguards for instance have new flanges of very coarse material and are probably the heaviest Prefect mudguards in the world! Fortunately I kept the rear mudguards from the spare car so they may well be a better start for the restoration.

The bodywork is otherwise complete apart from the fenders. I have those from the spare car. They are rusty but I think they will do. Trimmings and the original rear lamp are missing, though. The dashboard is complete but there is a small crack in the Bakelite panel holding the instrument and a small chip off the ashtray. The clock has been to a watchmaker and is working brilliantly! The

interior is complete but not so very nice. The woollen roof is all right.

As you may see the shock absorbers at the front are of different makes. The spare car was in the same situation. At the rear both shock absorbers are like the one to the right at the front. All drag links to the shock absorbers seems to be either missing or home made. The right hand side front wheel is in fact from an old Opel Olympia but I have replacements. I dread the job of removing all the Tectyl!

Kind regards,

Bjørn Dalsbotn





# Pre-War Register

Yvon Precieux

01475 529267, 6-9pm

## Registrar's Comments

At the time of writing (deadline 10th January), here in Scotland the landscape is still wintry and the road outside is still iced up. I was around as a young lad when the snow went into the March period and the best way to walk on ice was to put a pair of old woolly socks over one's shoes to prevent slipping on ice. This was when boys used to wear short trousers and we used to play rugby in the snow and find out afterwards there was no hot water for the showers. Even cars had no heaters and one had to put on scarves and winter woollies: certainly hardy and tough times. That is why probably there are a lot more of us oldies like Stan Bilous (South East London area group) and I around today, although I'm positive that Stan had a teddy bear tucked away in that pink blanket of his. Usually a bad winter bodes well for a good summer, so here's hoping. Correspondence has dwindled to a trickle but due to the current weather conditions that is not surprising and I hope to see much more over 2010.

## Members profile

Peter Green from Wokingham Berkshire has joined us with his Model Y DOH 838, having purchased it in early August last year. Painted black with red wheels it is a two door fixed roof model but required some work, having been off road since 1967. Much work has been completed in the meantime with the non-standard bench seat changed back to the two front seats, interior re-trimmed and new running boards. The mechanics required more effort as the engine itself was in bits with all valves seized. This also included the clutch with seized clutch and pressure plate. Both items are now back in the car and in good working order with just the brakes, steering, lights, electrics and paintwork to finish. All this work should be finalised sometime in 2010. Photo 1 shows the vehicle in what seems to be remarkable condition.



Photo 1

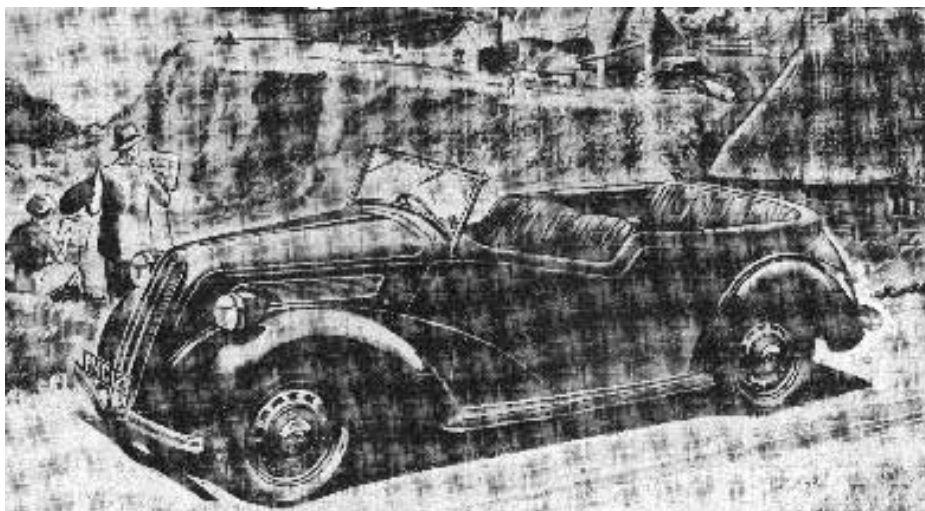


Photo 2

## Ford Ten Tourers

As with the Model C Tourer, when the Ford 10-7W saloon was introduced, a touring 7W sporting model was to follow. Initially the door line of the new tourer was not to repeat the styling of the touring Model C with its 'elbow kink' design. A drawing for a 7W depicts a tourer with a shallow curve for the whole of the door length. Whether this prototype was actually built is difficult to say as no mention of such a tourer has been mentioned after its initial announcement. Maybe keeping to the initial styling was a safe bet and pandered to what the public demanded. These factors we can only guess at, as the 7W tourers as well as the E93A were eventually produced on the same

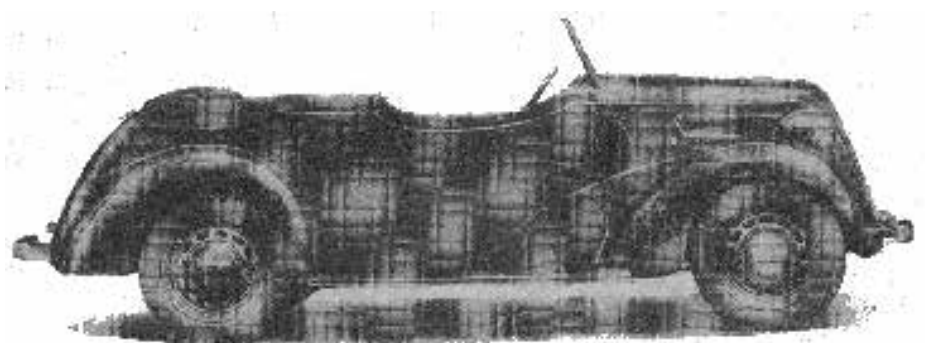


Photo 3  
characteristic door lines as the model C and CX (photos 2 and 3).

## On reflection

When I first purchased my 103E Popular many, many, many years ago, the vehicle had acquired various Anglia modifications. Naturally when



# Pre-War Register contd

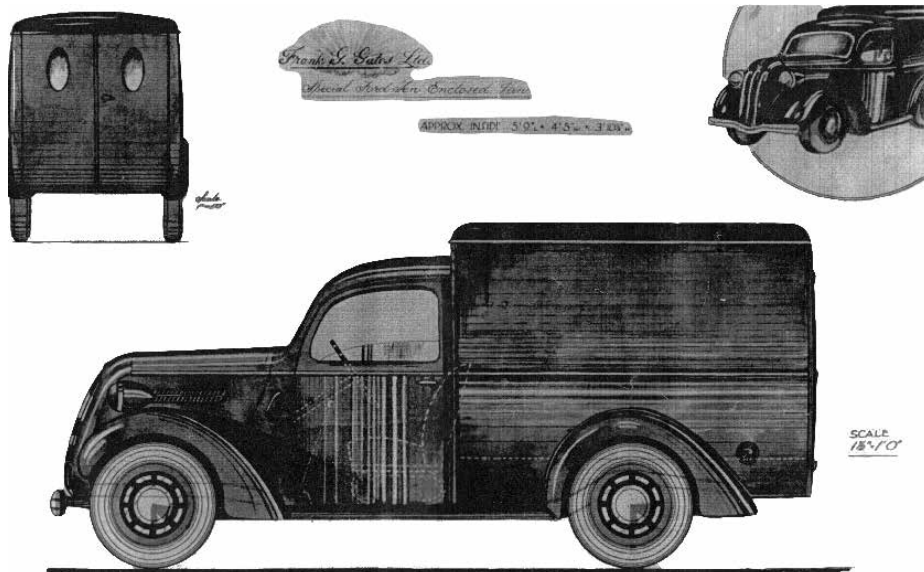


Photo 4

a restoration was eventually progressed and I had identified the proper fittings, these extras were deleted, bartered or sold on to others and the vehicle restored to more or less the standard specification. An acceptable originality is possibly the best way of identifying the majority of restoration projects. However restoration can sometimes be taken too far with originality, especially with paint colours and certain extras. Vehicle restorers can often fail to respond to the fact that during production, what the customer wanted in most cases they got. Also one must not forget that in the 1930s purchasing a car was a class act, besides a better means of transport than the plebian bus, and the carrying capability to take granny, Uncle Tom Cobby and all was a major requirement.

Speed was another factor and the good thing about your old Ford 8 was that you could sling in a 'ten' engine without too much difficulty. If you were further mechanically minded – and most people were in those days – additional fittings such as aluminium cylinder heads were available at the time from the motor manufacturer themselves, albeit via the dealerships, and it was generally your local motor agent who undertook to install those extras that your neighbour's car did not have, such as semaphores, radio, extra chrome work etc. So from the start even the Model Y was a class act with the two door and four door, standard and deluxe models, with standard not surprisingly being the cheaper model. The sales reasoning was quite simple due to the fact that at any stage the owner could acquire accessory

parts to bring his or her standard vehicle to a sort of deluxe specification.

Today we can take restoration too seriously. So-called originality can be too onerous as no car, van, etc. can be totally original since this would involve totally original oil, brake shoes, tyres etc. Clearly the focus if one wants to take a totally independent and unbiased point of view is to identify one's vehicle to that period when the said vehicle was manufactured, i.e. sympathetic to the specification of the Ford Motor Company, and if they contain those very extras that were sold both at the dealerships and via motor stockists then from my own personal opinion and view it makes the car more interesting.

In retrospect, full sway was given by the Ford Motor Company to permit 'specialist body builders' at the dealerships, hence some wonderful designs that sadly are not with us were around prior to the advent of the 'Ten Year Test'. The 7Y saloon is a good example of an endearing design. Bodily and mechanically one could say there is not too much to differentiate between standard and the post-war models, except for the exposed wheel, blue badging, running boards and the additional wiper, yet inside it is extremely functional with well placed instruments and glove box lid and a fold-up back seat. Yet it was built in the 1930s and survived with various grille interpretations well into the post-war period.

## Ford vans

Few vans are identified with the pre-war 10hp models: the Model C, 7W and E93A. Yet they did exist and luckily there are illustrations and photos that give us an inkling of what they looked like. In the frame is my Model C van that I found derelict in a place called Crowborough. Another was a more derelict version, a CX that was advertised in *Sidevalve News* many years back but has never appeared again. Possibly it was broken up which is a shame.

Onto the 7W. Some were fitted with the NAAFI type body for war duty although photo 4 is a fine example of a van devised by the Ford dealers Gates of Woodford. Another that came into my collection was a photo of a 7W van at the kerbside (photo 5), probably hand built. On the Prefect E93A chassis/scuttle van versions were encouraged but few got off the ground. For some interesting models we have to go to Europe. Spain is probably not the place you would find a unique Ford but here could be found the Post Office pick-up version on a Model C chassis. If one has the book *Picture A Ford* one can identify the enlarged cab and the extended loading truck area. I do have my own photos of this vehicle and I will provide detail of its features in a future article. It is feasible that this version was built in Germany and exported to Spain.

Another type of commercial is seen on a German Ford 10 Model CX. Down under,



Photo 5

Ford of Australia made unique models for the Australian market but again that is a different story.

### A decade of 7Y motoring

From George Herbert to the Pre-war Register:

It is now 10 years since you retrieved my 7Y Registration BDP 238. I completed the renovation which lasted for 2 years, in time for our daughter's wedding. During the remaining years, Lucy has endured an active time as we have shown and driven her from Lands End to Le Mont Saint Michel in Normandy France. We also visited Calais (with the Sidevalve Hastings holiday group).

Lucy is quite well known in the south west, picking up a couple of pots here and there plus being mentioned in the *Retro Ford Magazine*, after attending an old Ford rally in Exeter. You will note from the latest photo (photo 6) she was the principle car at a friend's wedding, also that the standard model now sports many deluxe accessories (see my note above – Yvon). The indicators are required as the young drivers of today think hand signals are just a friendly wave.

With the E93A engine and 12 volts, Lucy is ready to continue promoting the Sidevalve message. Ivor supplied an information sheet when we showed Lucy at the Restoration show which states that only 11 7Ys were known back in the 1970s. Please can you update this information with a figure of current survivors.

Photo 7 shows our grandson, age 3, polishing away at the oldie car!

*(Your wish is my command: there are some 142 standard versions and 128 deluxe versions of the 7Y surviving –Yvon.)*

### Industrial engines and our pre-war Fords

The field is extremely varied and includes both stationary and mobile equipment ranging from mass produced generator sets to power welding and lighting, agricultural applications, cranes, winches, pumping sets, to three-wheeler Tug, engines for boats and planes to the post-war custom-built locomotives and walking elephants. The sale of these so called 'industrial engines' goes right back to 1932, when due to the slow start-up of production to the Model 19E (the baby Ford), the Model B and its derivative, a surplus of engines started to accumulate in the engine shop and a separate department was established to offload these engines to industry or strictly speaking anyone who wanted an engine.

In the first year some 150 engines had been sold and so great was the demand that the sales part of the Ford Motor Company decided to produce engines specifically for external sales outside the vehicle outlets. Initially they



Photo 6

were purchased as a complete basic engine, but so versatile were their capabilities that by further machining the engine block, their uses could be quadrupled without losing any of the engine's capabilities. A quite separate industry very much apart from automotive production then came about to manufacture all sorts of component parts to fit all the Ford 'industrial' engines, although here we will just refer to the pre-war 8 and 10 units, i.e. the 933 and 1172 engines. However, much information has been lost on the pre-war engines up to 1939/40 and

today few are able to identify the specific types of early engine blocks that were available, particularly the Ford 10 horsepower. There were some 8-11 changes externally to the engine blocks and change dates are not exact due to the Ford Motor Company verifying introduction more or less when the introduction was 100%.

Even today, identifying what engine should be in your pre-war car can be a science in itself. Fair enough, it has to be either an 8 or a 10 and in most cases a post-war E93A unit is the more applicable because it is the most reliable block.



Photo 7

# Pre-War Register contd



Photo 8

Distinguishing the pre-war 8 and 10hp up to 1946 can be difficult. I certainly can assist here with a few pointers to the external and internal differences applied to the 8 and 10hp short block dual water outlet engines and the early single outlet and taller block engines, but it is complicated by modifications to the oil relief valves, the three types of engine valves used, the small and large pistons, the use of a fibre cam drive and chain driven cam and crankshafts etc. etc.

I am at present preparing a technical detail of all the engines and there are a lot of errors out there that have compounded matters. An example is the chain driven engine. Most of us are well aware of the identified introduction date of the chain engine with 1939 being the standardised date. However there were problems with the Model Y 8 engine, especially the use of a fibre camshaft drive. This had been initially reported in January 1934 with concerns on piston knock and oil problems that had developed into camshaft knock, piston slap and heavy oil consumption. This may have been a reason for the introduction of the engine exchange scheme in July of that year. Wear in the camshaft timing gears was noted by the Ford engineers as being precipitated via torsional vibration in the crankshaft. With the use of a fibre skew gear on both the camshaft and the crankshaft, the problem could only be reduced rather than eradicated and wider faced timing gears were gradually phased in. Here it should be noted that many equivalent British makes of the mid thirties had gone over to the chain method with the resultant improvement in longer engine life and net savings for the companies concerned. However it was the German engineers who came up with a timing wheel cog for use with a chain and, astonishing as it may seem to all of us, there are a few small Fords, possibly Model Y and C, of German manufacture running around to this day with chain driven engine pre-1939.

To give you some idea of what can come up, photo 8 shows an engine via the Ford Model Y and C register which asked for some assistance

in identification. It is an industrial engine but can you guess the date? Have a good look. Do you notice a few odd things about the engine? I'll provide some answers in the next issue.

## The emergency services

Most models of the Ford Sidevalve have been used by these and other services. One service in particular that comes to mind is the Police (photo 9). Our vehicles were very versatile in their day. From the early days of the Model Y they could be seen on the roads both in the Irish Republic and in Britain. Similarly when the Model C and CX were brought out, they again were employed and put to service catching the local villains. Next came the 7Ys, 7Ws and Ford Prefect E93As. Even the post-war Fords are included and the 100E was the last of the small Sidevalve Fords seen in police colours. All were used up and down the country for various constabularies to undertake various statutory duties in bringing to justice the criminal fraternity. I will expand on this so that you can look forward to the future issues.



Photo 9





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

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

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

**Minimum order £10.**

### Regalia List

#### Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£17.75
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.25
Reprint Parts Catalogue, Y/C/CX/7W/7Y .....	£13.00
Reprint Model Y Bulletin .....	£11.95
Reprint Workshop Manual for 100E and 300E.....	£25.05
Reprint Parts Manual for 100E and 300E .....	£20.10
Technical Tips for the 100E/107E by Jim Norman .....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£7.75
The John Howe Book of Cartoons .....	£5.99
Ford Motor Cars, 1945- 64.....	£8.75
Ford Model Y, Henry's Car for Europe by Sam Roberts .....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner .....	£20.50
Out In Front-The Leslie Ballamy Story by Tony Russell .....	£20.95

#### Stickers

Running In Instruction Sticker (Upright).....	£0.92
Running In Instruction Sticker (100E).....	£0.92
Window Sticker-FSOC design.....	£0.85
Silver Jubilee Window Sticker .....	£0.65
Historic Ford-'Keep off My Arse!!' sticker.....	£1.60
I Love My Sidevalve Sticker .....	£1.60
Register Sticker (state model) each .....	£1.20
FSOC 30th Anniversary Sticker .....	£0.65
FSOC 40th Anniversary Sticker .....	£0.90

#### Magazines

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

### 100E and 107E Spares List

#### Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit .....	£3.70
100E-2038	Adjuster repair kit (front) .....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£23.00
100E-2062-B	Wheel cylinder 1957 onwards left hand side .....	£12.50
100E-2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Master cylinder .....	£72.00
100E-2185B	Master cylinder retainer.....	£4.50
E66-Z-1	Master cylinder repair kit .....	£8.50
100E-2207-B	Dust cover wheel cylinder .....	£0.95

#### Rear Brakes

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

#### 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 .....	£5.30
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.....	£15.75
<i>Racing Green in SM/Med</i>	
<i>Burgundy XXL, and Navy in Med/XXL; Jade MED</i>	
<i>Royal Blue in Med/L/XXL; Red, Black or Sky Blue in Med/L/XL/XXL; Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£14.50
<i>Lemon, Sky Blue or Emerald in SM</i>	

#### T-Shirts

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

#### Other Regalia

DVD of Ford Archive material.....	£5.95
Licence Disc Holder .....	£0.85
Blue FSOC Mug .....	£4.50
FSOC 40th Anniversary Beer Glass.....	£19.95
FSOC 40th Anniversary Beer Tankard.....	£22.00
Tea Towel, All models design.....	£4.25
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.85
FSOC Woven Tie .....	£7.95
Xmas cards (pack of 5 different designs).....	£2.45
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster .....	£2.15
Pack of two dusters.....	£4.00
Pack of three dusters.....	£5.95
Gift Vouchers (can be exchanged for Regalia, Spares or Membership) .....	£5.00

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

#### Steering and Front Suspension

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

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

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

### Rear Axle

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

### Exhaust

100E 5250/5225/ 5255	100E mild steel exhaust system.....	£135.00
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### Engine Parts

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

### Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *) .....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only .....	£4.00
100E-2140	Master cylinder .....	£72.00
E66-Z-1	Master cylinder repair kit .....	£7.00
E74-7580-A	Release bearing.....	£10.00
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95
100E-6763B	Oil filler tube.....	£15.00
100E-7039	U / J repair kit .....	£9.00
100E-7052	Front oil seal .....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80
100E-7111	Counter shaft.....	£31.00
100E-7114B	Gear and bush assembly .....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.28
100E-7223	Gearbox lid gasket .....	£0.90
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *) .....	£30.00
100E-7657	Rear oil seal .....	£7.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£44.50
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 .....	£15.40
100E-8260B	Late top radiator hose, 100E only.....	£6.90
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).....	£7.25
100E-9959	Gasket carburettor float chamber .....	£1.45

### Ignition System

	Emergency Breakdown Kit (round type distributor only).....	£45.50
	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
100E-12116	Distributor cap (D type).....	£25.00
105E-12116	Distributor cap (round type) .....	£14.75
100E-12199	Contact set (D type distributor only).....	£6.50
EOTA-12199-C	Contact set (round type distributor only) .....	£14.20
100E-12200	Rotor arm .....	£3.25
100E-12300-B	Condenser (D type distributor only).....	£6.50
105E-12300-A	Condenser (round type distributor only) .....	£6.50
100E-12405-T	Spark plug .....	£3.00

### 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
EOA-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
EOA-13480	Brake light switch.....	£6.50
E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
100E-134641-C	Pair of rear red tail light lamp lenses .....	£26.50
50563-S		

### 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-6020	Timing chain cover gasket.....	£2.50
	105E oil filter.....	£6.50
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
	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
105E-7563D	Top radiator hose, 107E only.....	£6.95
107E-8260	Bottom radiator hose, 107E only.....	£12.50
107E-8286B	Water pump, 107E only .....	£40.00
105E-8501	Fan belt, 107E only.....	£3.00
105E-8620	Manifold gasket, 107E only.....	£2.00
105E-9448	Float chamber gasket .....	£2.00
107E-9959B	Distributor cap (round type) .....	£14.75
105E-12116	Contact set (round type distributor only) .....	£14.20
EOTA-12199-C	Condenser (round type distributor only) .....	£6.50
105E-12300-A	Brush set .....	£3.20
105E-10043		

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

105E-11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

## Spares List for 8 & 10hp Type Models

### Rear Axle

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

### Braking System

YE-2019A }		
CE-2019B }	Brake Shoes (set of 4-all models-	
7W-2019 }	exchange £10 surcharge) .....	£49.50
Y-2035	Spring (brake retracting).....	£5.50
Y-2035	Spring (brake retracting) (set of four) Model Y .....	£20.00
7W-2035	Spring (brake retracting) not E83W .....	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W .....	£18.50
E83W-2035	Spring (brake retracting) E83W only .....	£5.80
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£21.00
Y-2036	Spring (brake retracting) short.....	£5.00
7W-2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£10.10
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£5.50
7W-2249	Rear axle brake plate securing bolts, short (each).....	£5.50
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.75
	Brake pedal return spring .....	£5.75
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.50
7W-2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE-2793	Spring (handbrake lever pawl) .....	£0.80
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin.....	£2.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.20
119276-ES2	1/4" Thackray washer brake expander lockwasher (except E83W) .....	£0.06

### Steering and Suspension

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W).....	£38.00
E83W-3032	Bolt (front axle to radius rod E83W).....	£16.50
E93A-3290	Track Rod Ends (pair) all saloons and 5cwt vans .....	£65.00
	Track Rod Ends (pair) E83W .....	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.85
YE-33111	King Pin Set, complete (Model Y).....	£70.00
CE-33111	King Pin Set, complete (Model C) .....	£70.00
7W-33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans) .....	£53.50
E83W-33111	King Pin Set, complete (E83W) .....	£59.00
7W-3590-A	Arm (steering gear) fits models 1937 to 1949 .....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.30
YE-3616B	Horn Button and Nut (Y model).....	£5.75
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.60
E493A 4050	Retainer (rear axle shaft grease) .....	£7.25
Y-4217	Bolt (diff gear case).....	£3.25
18-4217	Bolt (diff gear case).....	£4.00
E93A-4607	Pin (Drive Shaft).....	£2.05
Y-4615-B	Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£2.49
Y-4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E....	£20.00
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E....	£20.00
E83W-18055B	Front Shock Absorber Link to fit E83W .....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W .....	£25.00
	Shock absorber (specify which one required).....	£85.00
	Front wheel bearings (wheel), specify model.....	£56.00
	Front wheel bearings (per axle set), specify model.....	£110.00
	Suspension Buffer (fits all models except Model Y) .....	£15.95

### Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£110.00
	5 cwt stainless steel exhaust system .....	£105.00

E93A-5230 /	E83W stainless steel exhaust system.....	£99.50
E04A-5255-B	E93A-5230/Prefect and 7W stainless steel exhaust system .....	£195.00
	Anglia, 103E and 7Y mild steel exhaust system.....	£165.00

### Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6038	Front Engine Mounting (exchange and send with order-remove rubber from mount) .....	£8.75
	Front Engine Mounting bolt .....	£0.95
E93A-6250A	Camshaft (Chain Driven).....	£59.75
E93A-6258	Retainer (camshaft sprocket) chain driven camshaft.....	£3.07
E93A-6270	Timing Chain .....	£14.95
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6310	Crankshaft Oil Slinger .....	£1.90
E93A-6319	Starting Dog (fits all engines).....	£9.95
Y-6384	Starter Ring Gear (fits all engines).....	£46.95
E93A-6510B	Valve guide (per split guide).....	£23.00
	Valve guide (per set) .....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.75
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£19.50
Y-6520	Valve Cover (fits all engines) .....	£7.85
Y-6560	Drive Bush (oil pump and distributor) (fits all engines) .....	£4.95
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£4.05
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines) .....	£2.10
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y-6610B	Oil Pump Gear (fits all engines).....	£4.75
YE-6623	Oil Pump Screen (fits all engines).....	£9.75
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines) .....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040").....	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.040") .....	£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
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket .....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£34.95
	Set nuts for cylinder head studs.....	£4.00
	Used engines suitable for rebuilding available (collection only) .....	£70.00

### Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.75
Y - 5102	Gearbox Rubber Mounting (Y and C models only) .....	£30.75
	Gearbox Mount Upper (not Model Y or Model C models) .....	£9.95
	Gearbox Mount complete, per side .....	£20.95
Y-7015	Main Drive Gear (8hp) .....	£35.75
YE-7015	Main Drive Gear (10hp) .....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear .....	£1.25
7W-7050	Retainer (main drive gear bearing).....	£7.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£2.99
YE-7059B	Mainshaft and Bush.....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly.....	£21.95
Y-7069	Washer main shaft intermediate gear thrust .....	£3.00
E04A-7070	Retaining Ring (snap ring) .....	£1.50
YE-7071B	Washer intermediate gear thrust washer.....	£7.50
	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer.....	£19.50
Y-7086	Gearbox rear gasket .....	£4.50
Y-7111	Layshaft.....	£41.50
Y-7090	Universal Joint .....	£30.00
103E-7114	Counter Gear (10hp) .....	£46.95
Y-7119	Washer (Counter shaft gear thrust).....	£6.28
CE-7141	Reverse Gear.....	£29.95
YE-7222	Selector Housing.....	£19.05
Y-7223	Gearbox lid gasket .....	£4.50
Y-7523	Clutch return spring .....	£5.30
7W-7533	Clutch linkage clevis pin .....	£2.10
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£25.00
7W-7561	Clutch Release Bearing Hub-All models .....	£19.50



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

YE-7563B	Clutch Cover-All models, except E83W (exchange - send with order) .....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order) .....	£66.00
E74-7580A	Clutch release bearing-All models .....	£10.50
E70-7600-A	Clutch Pilot Bearing .....	£5.75
C-943070	Gear Lever Gaiter (except E83W).....	£17.00
E83W-943070	E83W Gear Lever Gaiter.....	£19.95
Y-5102	Large selection of used gearboxes available (collection only).....	£30.00

**Cooling System**

Water Pump Repair Kit.....	£32.00
E0A-8100	Radiator Cap (pressure type for 103E and some E493As) .....£4.95
Y-8109	Radiator cap (brass screw type).....£6.95
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....£4.65
	Radiator Hose (moulded-E83W-state top/bottom).....£10.50
	Radiator Hose (moulded-bottom).....£10.70
	Radiator Hose (moulded-top, state type of radiator cap and model) .....£11.60
E493A-8501	Reconditioned export water pump (exchange only – send with order).....£89.00
YE-8606B	Fan Blade (11").....£5.90
E93A-8610C	Pulley (fan and generator 3.12" O.D.) .....£7.90
E494A-8610	Pulley (fan and generator 4.12" O.D.) .....£7.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump) .....£6.75
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump) .....£6.85

**Fuel System**

	Fuel Pump with spacer (no primer).....	£42.90
	Fuel Pump repair kit .....	£27.45
E04A-9080	103E/E494A Petrol Filler Grommet .....	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet .....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W) .....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£1.97
YE-9364-B	Gasket (fuel pump screen cover).....	£0.65
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder).....	£0.95
7W-9425	Inlet Manifold (10hp) .....	£17.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) .....	£3.10
YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order) .....	£80.00
	Rebuilt 10 hp Carburettor (exchange-send with order) .....	£85.00
Y-9447	8hp Gasket (carburettor to inlet manifold).....	£1.25
CE-9447	10hp Gasket (carburettor to inlet manifold).....	£1.25
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models) .....	£4.50
YE-9660	Connector (Starter Valve) Assembly.....	£5.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

**Ignition System**

	Emergency breakdown kit .....	£55.50
	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 .....	£1.65
YE-12185B	Toggle (All models 1935 onwards) .....	£0.62
YE - 12191B	Spring (distributor weight) no 1 - light .....	£2.85
YE-12199B	Contact Set (All models 1935 onwards).....	£14.20
YE-12200C	Rotor (All models 1935 onwards).....	£3.25
YE - 12242-B	Spring (distributor weight) no 2 - heavy .....	£1.28
YE-12300B	Condenser (All models 1935 onwards) .....	£8.60
52-12405A	Spark Plug, L86C (All models also 100E).....	£3.00

**Electrical System**

	Dynamo-2 brush, early type (exchange-send with order) .....	£87.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order) .....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£87.50
E93A-10043	Kit (2 brush dynamo brush).....	£4.75
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) .....	£0.82
BE-11450	Starter Switch.....	£18.00
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only) .....	£3.75
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only) .....	£4.99

ET6-13007-B	Headlamp Bulb 36W/36W.....	£5.25
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W) .....	£0.75
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.75
E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only) .....	£4.00
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.62
CE-13101	Spring (headlamp focusing).....	£0.70
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E-13408B	103E Plate (Rear Lamp Base), please specify nearside / offside .....	£21.25
103E-13408B	103E Plate (Rear Lamp Base) (pair) .....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£85.00
	E493A refurbished number plate lamp.....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available) .....	£1.95
40E-13466	Panel bulb 6V 3W.....	£2.50
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£1.40
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£1.60
E83W-13550B	Popular no. plate lamp (E83W and 103E only) .....	£21.50
CE-13740A	Toggle Switch (panel lamp).....	£2.60
38193-57	Headlamp mounting bolts plus nuts (each) .....	£8.99
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£65.00
	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) ..	£4.50
	E83W Bonnet Corner Pads (Pair).....	£10.95
	E83W Bonnet Corner Pads (Full set).....	£15.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.50
	Grommet-gearbox cover .....	£4.50
	Set of three grommets-gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper) .....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) .....	£16.95
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair) .....	£24.95
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) .....	£1.99
	Opening windscreen rubber for E83W .....	£18.95
E83W-111172	Blind Grommet (fits under 103E/E494A bonnet) .....	£0.62
40-700546A	Door post rubber bumper .....	
48-702610A	(one per door post 1937 onwards).....	£2.40
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.18
100E-7043531	Boot T Handle Escutcheon rubber seal .....	£3.95
62E-731942	E83W Door Rubber seal (enough for both doors) .....	£15.95
7W-940502	Opening windscreen rubber for Prefect and 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).....	£9.80
E494A-8215	E494A/E494C/103E Grille Badge Mount.....	£14.75
E83W-8215-A	E83W Grille Badge Mount.....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..	£5.90
YE-16750B	Bonnet Clip (Y model) .....	£19.85
103E-17261 / 2-B	Speedo Cable (state model) .....	£19.85
C46412AR	Dovetail (female) .....	£4.25
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included).....	£49.60
	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 .....	£12.25
C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) .....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
BE-964280-H	Window Winder Handle .....	£4.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards) ..	£4.90
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934) .....	£3.80
C-949967C	Striker Plate (C and CX, 1934-1936) .....	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia) .....	£14.75
	E83W wing mirror .....	£19.95



# Pop Shopper

## Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

## Post-war Upright

Ford Popular 103E. This car belongs to my brother. The car seems to be all there, including engine and gearbox (plus model & engine number), 5 wheels plus spare tyre. My brother apparently started taking thing apart years ago to restore it but did not get very far. Registration document currently mislaid. £500 ono. Tel: Eurig Elias on 01239 810774 or 07792180864 or email eurigelias@btinternet.com. West Wales.

## 100E & 107E

Anglia 1958 100E steering box in good condition. Laurence Cadman, Didcot, Oxon. Tel: 01235 510398.

1960 100E Popular. Deluxe model in Ambassador Blue. Excellent condition. Mechanically overhauled with re-con engine. Interior partly refurbished with new carpets etc. Loss of storage forces reluctant sale. Attended Old Ford Rally 2009. Tel: G. J. Herbert on 01395 270279. Exmouth, Devon.

1960 100E Popular. Needs windows, respray and minor welding. Mechanically very good. New engine a few thousand miles ago. Tel: James Stewart on 0121 472 5776. South Birmingham.

## Commercials

Aveling road roller. 1.5 ton with Ford sidevalve engine. Non-runner. Tel: M Hedley on 01525 861690 or email mark@bmmetalworks.co.uk. Bedfordshire. (Ex-member)

## Wanted

'50s or '60s Special. I'm desperately looking for a '50s or '60s Special as a restoration project for the forthcoming months. I will consider

anything offered but I am particularly interested in a convertible. Please contact me if you have anything of interest. Tel: Mark Ranger on 07834 032188 or email m.ranger@autodata.ltd.uk. Berkshire.

103E Popular or Upright Anglia. I'm an FSOC member looking for a really good condition Upright Anglia or Popular 103E. Non-black one preferred but anything considered. Must be on the road and very presentable (ready for enjoying and tinkering). Tel: Mark Bradbury on 0121 7451027 or 0776 100 2531 or email general@markbradbury.wanadoo.co.uk. Solihull.

Bumper & Trim for E493A Prefect. I need a front bumper and driver's side bakelite window surround for my 1953 E493A Prefect. Essex. Tel: Keith Anderson on 01206 844556 or email keith.anderson11@btinternet.com.

7Y/7W front seats. Front seats wanted for pre-war 1938 Ford 10. Condition not important. Frames only considered. Also, any pictures of 7W seat panelling (front and back) needed please. Tel: Philip Birch on 01531 820575 or email p.a.birch@btinternet.com.

E494 van. I'm after a Ford 8 Van in good condition. Please leave a message. Tel: John Aiken on 028 82831439. County Tyrone.

16 inch wheels. I would like to purchase a set of 16 inch wheels for a Sidevalve Ford. I have a set of 17 inch wheels which I would consider exchanging. Tel: Roger on 01746 716584 or email georgeroy1909@yahoo.co.uk. Shropshire.

103E Popular spotlights. I'd like a pair of spotlights suitable for a 103E Pop – must be in excellent condition please. Tel: Steve on 0151 421 0651 or 0776 223 2119 or email stephenjrooney@hotmail.com. Merseyside.

103E Popular or Anglia E494A. I'm looking for a running restoration with a sound body and chassis; the mechanicals are not so important. The car must be registered with Swansea and have a valid V5C log book. Sensible price paid for the right car. Tel: John Brewster on 07920 056019 or email john@mcclip.co.uk. Suffolk. (Non-member)

103E Popular for a Golden Wedding. We are looking for an owner of a Ford Popular 103E who could help out on a Golden Wedding on 6th or 7th March 2010. My in-laws had one of these cars when they were first married and we'd like to provide one to transport them to and from the party. Thanks! Tel: Vincent or Karen Licence on 02380 873426 or 07845 306940 or email littlevincent@tiscali.co.uk. New Forest Area. (Non-member)

Falcon MkII Body. I'm looking for a complete Falcon Mk11 competition body to complete a restoration project. Condition immaterial. Tel: Nick Longhurst on +33 6 82 65 06 30 or email

nicolas.longhurst@yahoo.com. France. (Non-member)

300E history. I've just bought a 1961 Ford Thames 300E reg. no. OAS 321 and wondered if anyone knows anything of its history please – where it started life, where it came from, and so on. Email joescott1954@yahoo.co.uk. (Non-member)

## Spares for sale

103E seats and lots more! Rear seats (red, orange, brown) in good condition for 1959 Upright Popular. Set of four shock absorbers. Hub caps. Set of four two-gallon petrol cans: Mobil, Esso, Shell and B.P. Tel: Mr Capps on 01945 464892. Peterborough.

Attention Convertible Owners! Sets of 2 new rubber bushes to fit between the hood frame and bodywork. £15 incl. p&p. Tel: Philip Birch on 01531 820575 or email p.a.birch@btinternet.com. Glos.

## Miscellaneous

Upright repair manual. Anglia, Prefect and 5 & 10 cwt vans up to 1953. Mint condition £15 incl. postage, or I'll swap it for a 100E manual in the same condition. Tel: Brian Shaw on 01642 577637 after 6pm please. Middlesbrough.

Period 100E seat covers. Loose slip seat covers for 100E or 107E. Red leatherette with grey flecked material in centre. Period covers from a 1957 Prefect. Tel: Andy Heydon on 02392 789087 or email andyandnikki@mail.com. Portsmouth, Hants. (Non-member)

8 & 10 hp Valve guide removal tool. It's been in my toolbox for many years: can anyone make use of it (for postal costs only)? Tel: Dave Black on 01476 593493 or email daveblack44@tiscali.co.uk. South Lincolnshire. (Non-member)

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

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





# Sidevalve News

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

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

Mark Bradbury  
21 Ufton Close  
Shirley  
Solihull  
West Midlands B90 3SB

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

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

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

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

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

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 ☐ Spares ☐ Miscellaneous

☐ Other (please state)

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

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

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



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

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

Name(s) of account holder(s)


Bank/building society account number

--	--	--	--	--	--	--	--

Branch sort code

--	--	--	--	--	--

Name and full postal address of your bank or building society

To the Manager	Bank/building society
Address	
Postcode	

Reference

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

This guarantee should be detached and retained by the Payer.

### The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request FSOC Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by FSOC Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.  
- If you receive a refund you are not entitled to, you must pay it back when FSOC Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be

### Instruction to your bank or building society to pay by Direct Debit.

Service user number

6	3	0	6	5	6
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FOR FSOC LTD OFFICIAL USE ONLY

This is not part of the instruction to your bank or building society

THE FSOC UNDERTAKE TO USE THIS DIRECT DEBIT MANDATE FOR ANNUAL MEMBERSHIP SUBSCRIPTIONS ONLY.

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: \_\_\_\_\_

**Instruction to your bank or building society**  
Please pay FSOC Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FSOC Ltd and if so, details will be passed electronically to my bank/building society.

Signature(s)
Date

# E83W Register

Yvon Precieux

01475 529267, 6-9pm

## Registrar's comments

The year has started quiet but I hope it will be well represented as with 2009. Some sad news is the fact that illness has forced Pat Russell reluctantly to sell his immaculate vehicle that last year won top prize at the All Ford Show. I am well aware of the amount of work that has been carried out to bring the vehicle up to the condition that it retains. The cost involved has been high, some £10,000, but it has all been worth it and similarly would reflect the price as I feel that it would be impossible to restore a similar vehicle to the same standard for less than this figure. Should there be no suitable offers for the vehicle, Pat will probably send the E83W to the vintage commercial vehicle auction due to be held at the Three Counties Show Ground, Malvern, Worcs, on Saturday 27 March 2010. From past experience, I have no doubt at all that a truck in the condition such as Pat's will promote a huge amount of interest and, hopefully, a good sale price for such an immaculate vehicle. If interested, contact this register.

## Vehicle profile

Looking back into the register files I located a pick-up painted white. For a builder's truck, white is an ambitious colour. On record the owner is James Sauntson of Buntingford, Hertfordshire and he purchased the vehicle in early 1998 from its previous owner, a Mr Robinson, who lived not that far away in the village of Chippingfield. Mr Robinson in turn bought the truck with no documentation from a trader. The cab has a wooden back and is identified as a flatbed (Photo 1).

## Dustcarts

Glen Bubb referred to me on the recent note on surviving dustcarts. He had heard of one that he hoped had survived but may have succumbed to a pick-up conversion. He was told about it by a man who apparently 'had his name on it' and it was said to be in the Bata factory at Tilbury, having been stored in the boiler house, used very little, and then only to carry leather and cardboard offcuts. This was about 25 years ago. The reason why it is likely to have survived was its excellent condition, although now possibly a pick-up. Glen did inform me of a picture of the Bata factory on the interweb: unfortunately as with anything copyright, permission is required and all I can mention is that it depicts a red brick building at the front that could be the said boiler house, where the vehicle once was once interred. Photo 2 shows the real thing.



Photo 1



Photo 2

## The new Ford 10cwt van

There was some confusion initially on the paints for vehicles on delivery. The Ford Motor Company explained the situation with this statement:

'Following the recent announcement that the new Fordson 10 cwt van is to be delivered finished in blue without extra cost, a number of enquiries have been received from operators who employ individual colour schemes asking whether the new policy will affect their choice of paintwork. The (Ford Motor) company state that there will be no difficulty in obtaining the van in primer, if specified at the time of ordering. The Fordson 5cwt van and the normal control cabs on the 2 and 3 ton trucks will also be available either in the standard finish, or in primer to order. Prices are not affected.'

Hence, strictly speaking any colour was available from other operators. The DVLA nowadays requires more information on vehicles. The following may be of use although it should be borne in mind that this information is applicable to the pre-war vans and there will be a slight fluctuation with later models. Unladen weight 2044 lbs with maximum gross laden weight at 3472lbs: the first engine identified with the E83W is C125686. This was

at a time when the E93A engine was being developed with a new type block without the main bearing bolt recess or depression seen on the earlier engines. It was still skewcam or fibrecam driven with the dual water outlet. March 1938 was the announcement for the 10 cwt van but soon afterwards in the same month the engine manifolds were changed on both the 8 and 10 engines and during the early part of April a change was made to incorporate the engine number on the side of the engine that we are most familiar with today.

## Warpaint

In the December issue, Andy Neal asked for some identification on wartime colouring. I mentioned this to Les Foster, our Canadian contact, who supplied the following information that may also be of help to others. Les is a mine of information on E83Ws, especially Canadian. He is pleased to hear and assist where he can and does his best to further the cause. I'll now put you over to Les:

I'm not an expert on wartime colour schemes but all the Canadian E83Ws I've seen have had matt green primer interiors and firewalls from the factory. The exterior was the same green primer and was painted whatever the buyer wanted, often by the dealer. Bill Ballard's book *English & Australian Small Fords* states that E83W factory colour choices 1938-1957 were: dark blue, dark green, and maroon. The other option was the matt green primer. If you ordered one of the colours you got black front wings but if you chose primer it was all primer. Generally, I'd say match the firewall etc. to the exterior colour if using one of the 'factory' colours, otherwise to be spot-on you should use dark green primer everywhere except on the exterior which would be in your company colours.



# E83W Register contd

Wheels, inner fenders, chassis, etc. were gloss black. The engine block and gearbox was seafoam green – a dark green with a touch of blue in it. The Ford engine enamel available in spray cans or for brush is really the US Ford shade which is a bit more 'yellow' than the original English Ford shade but will do. I used it myself as it is readily available. The Parts List actually has a section detailing the colours or finishes of all the small parts and can be a good resource. An article that I wrote on Enfo part numbers appeared in *Sidevalve News* a few years back or you can see it at [www.enfostuff.com](http://www.enfostuff.com) under 'Technical articles'.

Les also attached recent photos of his Thames steel pick-up. The colour is green. (Photos 3 & 4)



Photo 3. Xmas tree expedition to nearby village (about 5 miles away from Les's home) to fetch last year's tree.



Photo 4. English Car Affair in the Park, annual Brit car show at Ft. Rodd Hill National Historic Site near Victoria BC. Pictures show Thames in line at dawn for the 1.5 hour ferry ride from Tsawwassen BC (where Les live) to Swartz Bay on Vancouver Island; from there it's about 25 miles to the show.

## From the Archives

Photos 5 and 6 came via Gates of Woodford and show the artwork for a local building contractor by name of Jaggars and Sons Ltd. The colour is cream with black wings. Does this company still exist?



Photo 5

## The transport of quick frozen foods

Many year ago I did see a duralumin-lined 5cwt van made up as a frozen food vehicle for carrying ice cream etc. I have never come across a 10 cwt version. However in 1949 via R-15, their sales department, the Ford Motor Company identified the E83W van as a suitable vehicle for the transport of quick frozen foods. The standard body was kitted out with a special type of expanded ebonite material with very high insulating qualities. A bulkhead was fitted behind the driver's seat and a single lockable refrigerator type door was installed at the rear in place of the two standard doors, giving a load space of 70 cubic feet. The interior was lined with aluminium armoured ply and the floor covered with zinc sheeting.

An extra purchase was a form of dry ice container that could be loaded from the interior of the van and at the same time hold standard size blocks of dry ice (solid carbon dioxide). An interior light with a switch incorporated in the rear door pillar automatically illuminated when the door was open but again this was an optional extra.

The cost of the standard van in primer was £271 but with the insulated conversion the total came to near enough £350. With the dry ice bunker or container an extra £5 was required and the interior light cost a further £2. The approximate weight was 19cwt. The conversion was carried out Messrs Reall (coachbuilders) Ltd, Popes Lane, Ealing, W5.



Photo 6

As with any outside companies, delivery charges were extra and prices identified were subject to change without notice. Looking through the archive we do not seem to have a version of this vehicle on record. Anyone out there able to throw any light or provide any further information on this elusive version of the versatile E83W van?

# Anglia, Prefect & Popular Register

Andy Main

The snow scene from the December 1981 *Sidevalve* of John Skinner's father digging out his E494C 5cwt as part of the front cover of December 2009 *Sidevalve News* arrived a week before Christmas whilst we were under six inches of snow. As I type this in early January we are again under another six inches and whilst few Sidevalves have needed to be dug out of the snow, many thousands of other vehicles have. Perhaps in 30 years' time some photographs of these vehicles may appear in their owners' club magazines.

## 30 Years of the Register

Reading the article on 'The Early Years' of the Club jogged a few memories, and whilst the Ford Sidevalve Owners Club is 40 years old the Register is only 10 years younger.

The idea came about on a club visit to the Ford Motor Company plant at Dagenham on Monday 3rd September 1979. Talking to other 103E owners, we agreed that the club could do more to promote our model. Whilst moaning to club officials about our concerns we were told that the committee already had enough work, and if we wanted to promote the model more including in the motoring press then we should do it. There were then too few members willing to commit themselves at committee level with various positions vacant, which is the same now 30 years later.

Things moved fast as the formation of the 103E Register was announced in the December 1979 edition of *Sidevalve*: 'At long last a register of 103E models is being compiled'. The driving force behind the Register was Bruce Palmer. At the same time the Specials Register was launched and the Model Y and C Register, later to be renamed the Pre-War Register, was looking for a new Registrar.

The February 1980 edition of Club News announced that the 103E Popular Register, as it was now officially called, had commenced from 1st January 1980. Club News consisted of 31 A5 pages and a 103E Popular on the front cover – a Ford Motor Company photograph, the only other photograph being an E83W ice cream van. The Popular Register name was rather misleading as it was open to all the post-war Upright models: a total of 260 vehicles known to be owned by club members.

A meeting was held at my house on Sunday 17th February 1980 attended by the Registrar Bruce Palmer, who had by now been co-opted onto the club committee, 103E Spares Officer Roy Hull, Yvon Precieux and all 103E owners. Yvon and I joined the committee at the meeting held on Saturday 15th November and still serve on the committee, so it cannot be such a bad task.

The purpose of the Register was, and still is, to keep a register of all surviving post-war E04A and E494A Anglias, E93A and E493A Prefects, and the 103E Popular, as well as the E04C and E494C 5cwt vans, *whatever their condition*. It is also open to export models and overseas produced models with their interesting local built bodies.

The Register was also to get involved in the remanufacture of parts that were unobtainable, initially with two rubber items: the gear lever gaiter and 103E bumper grommets for which tooling had to be commissioned and a window winder gear which you had to repair yourself from parts supplied. In 1980 a lot of consumable parts could still be obtained from local garages.

In December 1981 the register was renamed the Popular and Prefect Register. It was announced in the December 1985 Register page that Bruce had stood down as Registrar due to other commitments and I have held that position since. A year later in December 1986 came another name change to the Anglia, Prefect and Popular Register: a better name to reflect the range of models covered. The 5cwt van and overseas produced models are also covered but the name would have become unwieldy if included in the title!

Within the first six months 76 vehicles had joined the new Register and at the end of 2009 the total is now 1538. In 1980 with 260 vehicles known that could join the Register, Bruce allocated 501 and 502 for his 103E and E493A which at the time seemed more than adequate to be one of the last, but vehicle 500 was registered in late 1984.

Registration of vehicles for each year is shown below:

Year	Total	Year	Total
1980	140	1995	26
1981	87	1996	40
1982	112	1997	31
1983	85	1998	39
1984	75	1999	35
1985	43	2000	27
1986	28	2001	22
1987	111	2002	13
1988	10	2003	11
1989	139	2004	21
1990	99	2005	25
1991	35	2006	12
1992	75	2007	10
1993	78	2008	33
1994	40	2009	18

The initial response to register one's vehicle was very encouraging, with 140 registered by

the end of the first year out of a known total of 260. After 30 years treble-figure yearly additions would not be expected and many vehicles have changed owners with the vehicle continuing to keep the original number on the register file. The unusual statistic is that the ten new vehicles in 1988 sit between treble figures for 1987 and 1989, which is the second highest except for the first year.

With 1538 vehicles on the register what may be the eventual maximum? I believe at least 100 are owned by members but not on the register. Please write to me for an application form and enclose a SAE. Eighteen unknown vehicles joined last year and garage finds still occur. Perhaps the eventual maximum will be between 1750 and 1800?

In the next edition I will give the breakdown of each model and the number surviving for each year, and the least and most common letter that registrations start with.

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

'Wrapping Up For Winter' was the heading to announce the delivery of radiator muffs for the 103E, E494A and E494C model at £23.50. Original muffs for the E93A and E493A Prefects had been kindly lent by members and prices were being obtained. The reprinted Ford Motor Company 'Running In' booklet was now available and again in stock: 'Ford Popular – Motoring at Still Lower Cost'. (Note these are still held in stock: see the Spares and Regalia List.)

In the news was the former Briggs Motor Body factory at Doncaster which built the 103E Popular from August 1955 and the 100E Squire/Escort estate cars. The former owners, International Harvester, who took over from Ford in the mid 60s had just sold out to Tenneco, who own Case Tractors amongst other companies. The motor industry press was saying that manufacture was likely to continue but perhaps with a new line of products. This had of course happened before – Briggs took over the former railway wagon works of the Great Northern Railway.

A 1946 photograph from Sweden featured a E93A Prefect Tourer on a beach with four Swedish ladies, and there was a reprint on the E04A Anglia from *The Autocar*.

## Thirty Years Ago

In January 1980, the first number one of the new decade was by The Pretenders with 'Brass in Pocket'. A year's road tax cost £50, Ford's best selling model was the Escort (not the Sidevalve model) and Britain's first woman Prime Minister Margaret Thatcher led the Conservative Government. On 2nd January, the day after the launch of the 103E Register, the Yorkshire Ripper Peter Sutcliffe was arrested.

Rob Goodland

*The 100E contribution for this issue of the magazine was gratefully received from John Duckenfield. He promised some time ago that he would write an article about his 'new' car once it was on the road, and here is the first instalment. Enjoy!*

## A Prefect Named Ujeen: The Story Continues!

The story begins in 1989 when an article by Ujeen's then owner, John Howe, was published in the December *Sidevalve News*. Longstanding members will no doubt be aware of John's long association with the Club and the great contribution he made to it both as cartoonist and as Area Organiser for the London, North East, Area Group. Ujeen was to feature in several editions of the magazine and consequently became a well known vehicle to Club members, with his and probably John's crowning glory being 'Best 100E Prefect' at the National Sidevalve event held at Witney in 1989.

As a relatively new member of the FSOC all this, of course, was unknown to me when, some twenty years later, I first thought about getting a 100E to run alongside my cherished 103E. In fact, it was only an idea in the back of my mind when an advert in the August 2008 edition of *Sidevalve News* attracted my attention. Many members, I'm sure, have experienced the same phenomenon. You're not really looking, then suddenly you're hooked beyond the point of no return as common sense, sound reasoning and even the possibility of divorce over buying 'another old car' are no challenge for the impulse that takes hold. Is it love at first sight, or is it fate? I really don't know, but if, '100E, 1959 Prefect ... UJN 626 ... Owned 22 years ... Good home wanted ...' isn't enough to pull the heartstrings, the photograph of a forlorn Prefect with headlights akin to the eyes of a Labrador puppy certainly is!

During a friendly and lengthy chat with John it became obvious that this was the 'genuine' sale of a 'genuine' car by a 'genuine' enthusiast. He told me all about Ujeen, its history and its condition as well as his reasons for selling a car that was obviously very dear to him. I was extremely interested in what I had been told and very pleased at the fair asking price, an important consideration to any Yorkshireman! But then, for some inexplicable reason, common sense kicked in. Yes, it was black, the colour I thought I might possibly get and, true, it was a 1959 model, the same as my 103E, but it didn't have an MOT test certificate, it had been off the road five years and would need quite a bit of work doing to it to get it back on, it didn't have its original number plate – though it did have a genuine 1959 one – but, most important of all, it wasn't a Popular, it was a Prefect! Add to that the fact that going to inspect it, possibly towing an empty trailer from Sheffield to London and back, could turn

out to be a waste of time and money, I decided that the car was not for me.

John sounded genuinely sorry at my decision, not because a potential sale had fallen through but, he explained, because I sounded to him the kind of person he was hoping would buy it – a genuine enthusiast who would keep the car for many years and give it the loving care and attention it now needed. Now why did he tell me that? How did he know I am a sentimentalist at heart?

Not long after our son who lives in Hertfordshire called to ask if we were available for an unscheduled babysit for the weekend ahead. We were, so in a couple of days we would be heading south to Redbourn, just off the M1 but, more importantly, very near the M25, just a stone's throw away from Grays in Essex! I called John back, explained the change of circumstance and arranged a mutually convenient time to pop over and look at it whilst I was down there. Just to look at it, mind you!



Ujeen. (Photo J. Howe.)

Of course, the inevitable but possibly predictable happened – I bought Ujeen! It wasn't the fact that he (yes, 'he' – I still have difficulty in referring to a car as 'he') was in relatively good condition after so many years off the road, nor was it John's passion and enthusiasm for the car. Neither was it the interesting history of the vehicle that had been so well documented by John, nor the mountain of spares, artefacts and documents that were included in the sale.

No, it wasn't any of those things that persuaded me to part with my money. In all honesty it was the underside of the vehicle! It was in such good condition and so original. Ironical really, for long after I'd got Ujeen home and was going through the things I'd been given, I read John's *Sidevalve News* article and discovered we'd got a great deal in common. Twenty years earlier he had written:

'I bought my 100E Prefect Deluxe ... in August 1986 ... Contrary to what everyone including myself would recommend,

I bought the first car I went to see. My examination of the underside was perhaps what impressed me most. With some trepidation I wriggled under the full length of the body to find an amazingly clean under-body...'

Twenty two years (to the month) later, I had arrived at exactly the same conclusion. Ujeen was moving north and from one John to another!

On Saturday 30th August 2008 Robert Goodland and Brian, a pal of mine for over 40 years, set off down the M1 to collect Ujeen from Grays in Essex, a round trip of some 320 miles. We brought him home on a trailer (ref. *Sidevalve News*, October 2008, page 24) and got home late evening, greeted by the sickening smell of burning clutch as the ascent from Hillsborough to the hill top village of Stannington took its toll on the tow car. We decided to leave the Prefect on the trailer overnight rather than trying to burn more off the clutch plate or tackle a tricky job when we were all tired after such a long day.

Early next morning Robert arrived with his (strong) mate Howard. Brian appeared soon after and before long we had agreed a plan on how best to get Ujeen into his new home, the empty garage of a near neighbour who was delighted it was going to be home for such a worthy vehicle!

Now at this point it is important to make one thing perfectly clear. An enthusiast I may be, a car mechanic I most certainly am not. I tackle many of the basic things and am willing to learn for as someone once said at a school speech day I attended, 'Education is a journey, not a destination!' For me though, as far as car maintenance is concerned, it is likely to be a very long and slow journey. Indeed, some would suggest I have only just pulled out of the garage! Add to that the lack of confidence that seems to have crept in to my body at the same pace as age and you will understand why a feeling of apprehension, if not mild panic, came over me as the various options as to how best achieve our objective were discussed by the 'experts' around me.

In the end we all agreed: to what I wasn't exactly sure at the time, but it sounded convincing so I decided to go along with the majority. We – the royal 'we', that is – were going to see if we could get the engine started with a view to driving it off the trailer and into the garage. Simple! Why didn't I think of that?! Rob produced a fully charged battery and a full can of petrol from the boot of his car. The battery was connected, the fuel poured into the tank and I was given the honour of jumping into the car and starting it. Hey presto! Nothing! The engine turned several times but there was not a hint of it firing! We all agreed that we had been over-optimistic but, on reflection, a strange childlike enthusiasm had got the better of us and 'we' thought it worth a try!



# 107E Register

Rob Goodland

So, on to plan B – the ‘sensible’ approach. In such circumstances it would seem there are two main lines of investigation – the fuel supply or the electrics. We opted to go for the electrics – the wrong one, but we weren’t to know that at the time. A weak spark was detected so, by a process of sequential testing, starting at the coil end of the system, various electrical components were either cleaned or replaced until, much to our delight, a healthy spark jumped across each plug. In eager anticipation we tried starting him. Nothing! So on to plan ‘C’ – the fuel supply.

The fuel line was unbolted at its point of entry into the carburettor and the engine turned several times, all to no avail. There was not a sign of petrol, not even a smell of it. The nodding of heads as we peered into the engine compartment confirmed to us all that we had found the cause of the problem. Further investigation revealed that the fuel outlet from the tank was well and truly blocked. Numerous prods with various long and pointed objects proved unsuccessful in releasing the blockage so we had no alternative but to concede round one to Ujeen – well almost! Robert was determined to see if the engine would run and so an old brass syringe, inherited from my late father-in-law, was unearthed from the depths of my garage and used to inject fuel directly into the carburettor. ‘Didn’t realise the Prefect had fuel injection,’ one wit remarked! In eager anticipation we tried again. Nothing! We tried again, this time turning the key the ‘right’ way so the ignition was on, and ... ‘Ujeen!’ Sorry, ‘Eureka!’ The engine started and ran for a few seconds. The process was repeated and again it started ... and again! Ujeen was firing on all cylinders and it was time for a celebratory drink.

Obviously, we were never going to keep the engine running long enough to get Ujeen off the trailer so after more burning of clutch, and a great deal of huffing, puffing and pushing, the trailer was eventually parked outside the drive of the garage. Robert decided to try and move Ujeen by putting him into reverse gear and turning the starter to ‘jerk’ him off the trailer. After sufficient air had been pumped into the tyres and with adequate safety measures in place, Robert began. To our relief and delight, Ujeen descended the ramps in stately fashion and arrived safely at the bottom. It was then a simple task for the four of us to push him into his spacious accommodation complete with central heating boiler to keep him warm at night.

The first phase of getting Ujeen home and into the garage had been successfully accomplished. The second, and for me, more difficult phase, of getting Ujeen back on the road, was about to begin.

## Fuel for thought...

Well, where should I start? I have to admit that I have not been using the Prefect lately. I took it out into Derbyshire in November; before that, it was last taken out for the MOT. I would like to use it more but currently I drive the 100E more regularly. I am still having carburettor issues – too much fuel is getting through. I fitted a more modern 105E Anglia carburettor with an accelerator pump some time ago. My dad changed some of the jets but to no real avail. You can still twist the mixture screw right in without affecting the running of the car. The exhaust is quite black and rich-smelling. The next thing I plan to look at is the anti-siphon valve in the carburettor, as this could be causing a problem.

The car is currently fitted with a Hardi electronic fuel pump: I think it is German. I bought it on the Internet. Also fitted is an adjustable fuel pressure regulator. You can adjust this between ½lb and 5½ lbs, and I have fitted this between the carburettor and the fuel pump. The electronic fuel pump was fitted because I was having trouble with vaporisation, even after getting my radiator re-cored. It may not be a permanent measure but it did cure that problem!

Fitting alternative components is not as straightforward as on a 100E. With a 100E, the fuel line comes in on the other side of the engine, which is convenient, as the fuel line, fuel pump and the carburettor are all on the same side of the engine. With the Prefect, as you probably know, the pump and fuel line is on one side and has to get around the block by means of a metal fuel pipe which wraps around the front of the engine. I guess this must work,

but don’t really think it is ideal and could have been contributing towards my problems.

Currently, I have a flexible fuel pipe routed around the bulkhead to bring the fuel onto the right side of the car, which then goes into a large fuel filter. The electric pump is mounted next to the washer bottle, which is reasonably neat. The regulator is just above it, on the inner wing. The bit I am not happy with is getting the fuel onto the nearside of the car. I ought to route a new fuel line under the vehicle, in the same position as the 100E one, really, but if anyone has any clever ideas in this respect, please do let me know!

When de-coking last year, I took the opportunity to measure the stroke and it is actually a 997cc, as Jim Norman suggested it could be in a (fairly) recent article. The spare engine I have is the same – marked as 109E but a 997cc. With this in mind, if I have no luck with the Solex carburettor, I am very tempted to try an SU carburettor from a Reliant engine. This has an elbow to fit a downdraught manifold arrangement and would only rely on making up an appropriate throttle linkage. The Reliant engine that it was taken from was 850cc, so I think that it will probably be okay!

Again, if anybody has tried anything like this before, feel free to comment and let me have any suggestions. Sorry if this all sounds a little experimental – you may be forgiven for thinking that I like messing around with things and tampering for the sake of it. This is not the case. I bought the car as a total rot box and have spent some time and effort trying to get it tidy. I now have a tidy car that just does not run quite as it should do – there is nothing I would like more than to have it running well in as standard form as possible. I guess that there is no real hurry in sorting it out, I can wait until the snow has melted!



# Girling Mechanical Brake Systems

Peter Williams

This is aimed at owners of small Fords with mechanical brakes (so 100E owners switch off now) that have just failed their MoT on brake efficiency or who just want a bit more stopping power. It doesn't replace the workshop manual (available at a reasonable price from the Club); instead it sets out to explain the basic principles that apply to all mechanical brake systems so that you can better understand where your car is losing all its stopping power.

Even before you bought one you had probably heard that 'our' cars are cheap, simple and rugged, but that their brakes are a bit iffy. This reputation for dodgy brakes is not justified by the design of the system and, indeed, they were quite highly thought of in their day. Let me give you a couple of quotes from publications of the time to illustrate what people thought of them when they were current. From the *Ford Times* of August 1937: 'The brakes of the new Ford Ten are, by common consent, the best that have ever been fitted to any medium-powered car, irrespective of price. While these retain all the advantages of easy maintenance and perfect dependability which has characterised Ford braking systems in the past, they embody new principles of construction and design that render them exceptionally powerful and safe.' And from a book called *The Construction of Ford Specials*: 'Ford brakes are really superlative and quite good enough in standard form to deal with speeds up to 100mph.'

So what has happened in the meantime? I suggest that any problems encountered today are due to lost skills and low mileages. These vehicles are no longer being maintained by factory-trained mechanics and most classic vehicles spend far too long off the road not being used. The aim of this article is to explain the principles used in a mechanical brake system so that you can apply these principles when you are repairing or maintaining such a system.

## The basics

What we need as an end-result of the act of pressing the pedal is a controlled and progressive braking force between tyre and road. For example, for a braking efficiency of 50% (as required at the MoT test) in a car

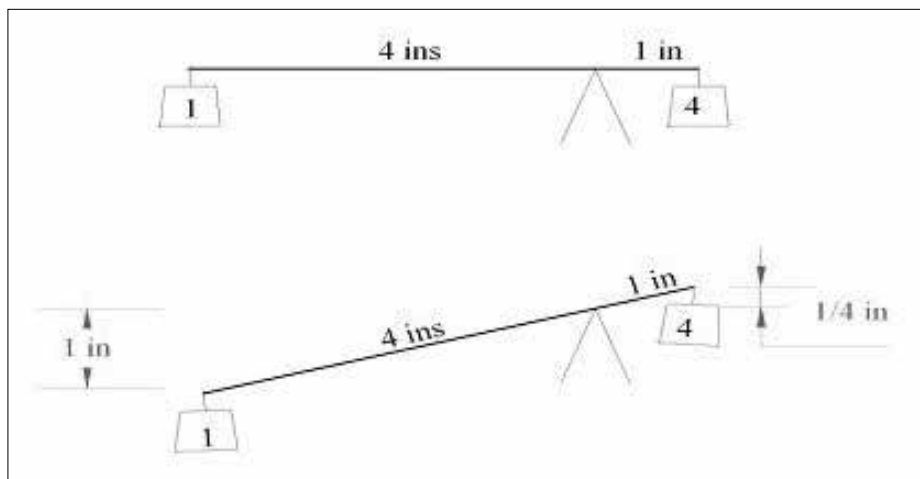


Fig.1

weighing 2400lbs we need to generate a total braking force of 1200lbs at the road (or 300lbs at each wheel). How is it achieved using only the driver's right leg?

Let's consider the fundamental requirements of an unassisted mechanical braking system. The brake lining has to be pressed against the drum at a far higher force than the driver can achieve directly so some form of leverage is required. A lever, in its simplest form, is a device where a small force moving a long distance can generate a larger force moving a short distance.

## How Levers Work

Fig.1 illustrates the principle. A 4 to 1 lever length generates 4 times the effort but it only moves the load  $\frac{1}{4}$  the distance. Typical figures for a mechanical brake system on a small car would be a total lever ratio between brake pedal and brake lining of about 100 to 1 so that if the brake shoe needs to move  $\frac{1}{32}$  inch the brake pedal must move just over 3 inches. And if the driver applies 80lbs force at the pedal it will generate 8000lbs at the brake (or 2000 at each wheel). **But that's without considering friction.** There is good and bad friction in a brake system. Good friction is between the tyre and road surface, and between brake lining and drum. At every other moving joint in the system there is bad friction that is absorbing the energy from the driver's foot before it gets to the brake shoe.

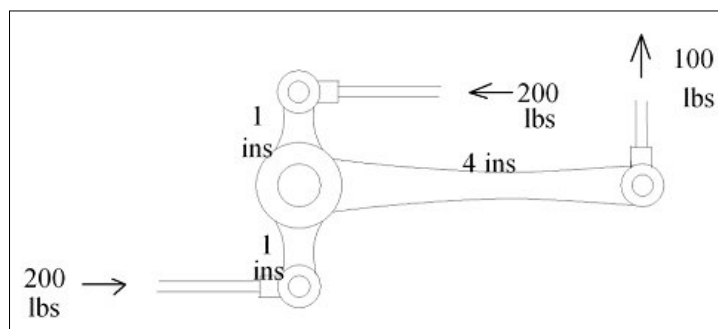


Fig.2

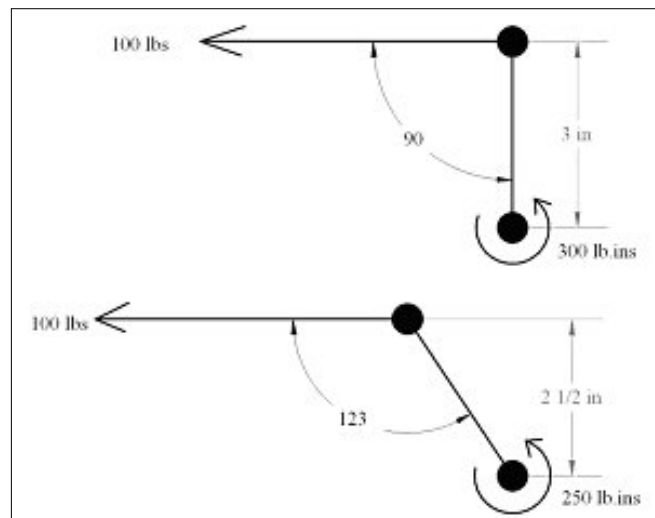


Fig.3

The example figures given earlier assumed a theoretical system with no friction. In reality a brand new car with nice shiny metal parts, all well greased, might just about achieve an efficiency of 75%. So 25% of the effort is lost to friction (in other words, it still moves quarter the distance but you only get 3 times the effort). A worn system when the pins and joints are no longer round and smooth and which hasn't been greased recently can easily fall to 50% or even less if rusty. In this case our 2000lbs at the shoe has fallen to 1500 in the best case and below 1000 in the worst.

## The Importance of Angles

Another way that we can introduce losses into a mechanical brake system is by getting the angles wrong. Most parts of a system are not simple straight levers: they normally involve a turning motion. Fig.2 shows a typical mechanism at an axle so that one input rod can apply effort to two brakes at each end of the axle. As shown (and ignoring friction losses), for every 100lbs input force there will be 200lbs force to each brake (you don't get owt for nowt, it's a 4 to 1 lever but the output is shared).

But fig.3 shows what happens when the angle between the rods and levers is not 90

degrees. So every degree away from 90 is losing output. In a properly set up system the angle between rod and lever will be set to less than 90 when the brakes are off and move to just beyond 90 with the brakes fully applied. This will be a compromise because the amount of travel will change as the linings wear before they are re-adjusted.

### Getting It Where It's Wanted

Another important aspect of mechanical brakes is what's referred to as compensation. This is the means by which the effort applied at the pedal is divided between the wheels; very often 55% to the front and 45% to the rear. This allows for the weight transfer that takes place during braking which means that the front wheels can cope with more brake force before locking than the rear wheels. At each axle the force will be divided equally between the two wheels. In the earliest systems (Model Y and C) solid rods went directly to each wheel so that if one brake were more closely adjusted than the others it would be the only brake to be applied.

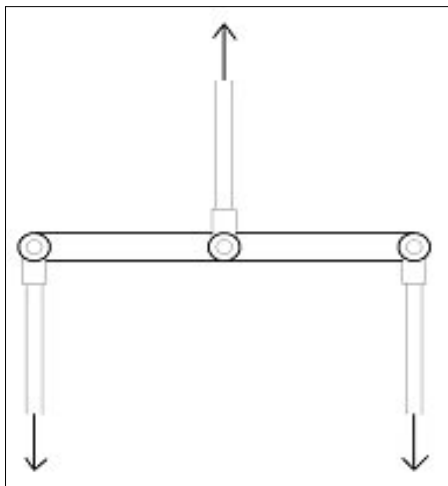


Fig.4

Fig.4 shows a simple compensator where one rod divides into two via a floating cross-bar. The bar can swing to allow for different amounts of travel but when applied the pull on both output rods will be equal. In a system of compensation at an axle, with one output rod going to each wheel, the movement of the bar would ensure that if one rod fractures no force will be applied to either brake. This is a safer situation (especially at a steered axle) than having full braking on one wheel with nothing at the other. However, in the compensation system near the pedal where the rods to front and rear divide there would normally be a limit stop so that brake effort can still be applied (even though the pedal travel would increase) to the half of the system which is still intact.

### The Bit In The Drum

The last part of the lever system is the expander assembly in the brake drum. Fig.5 shows a typical Girling expander as used on Ford vehicles for many years. The wedge is pulled by

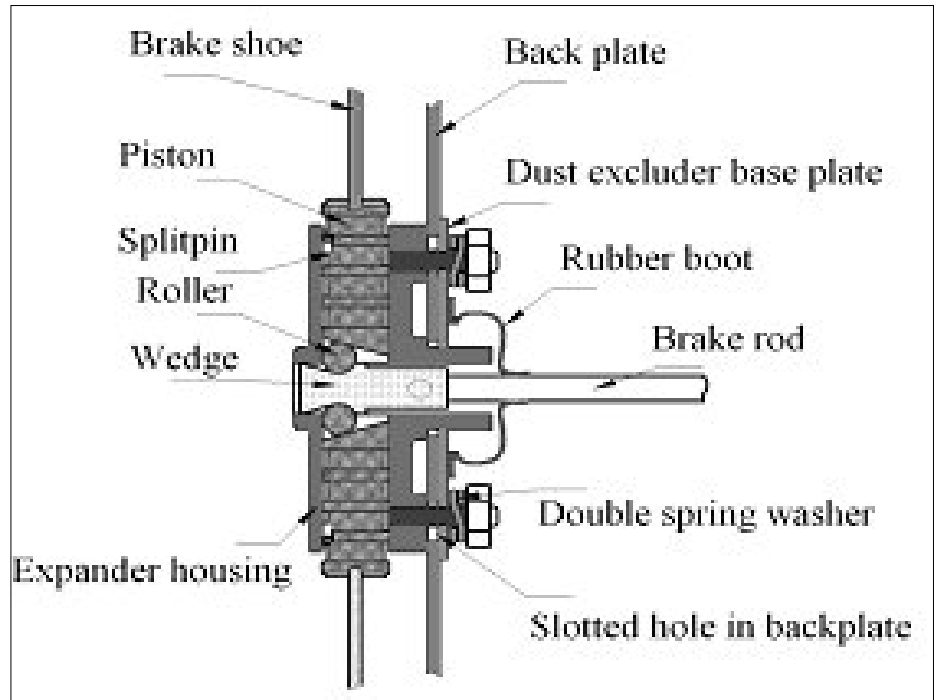
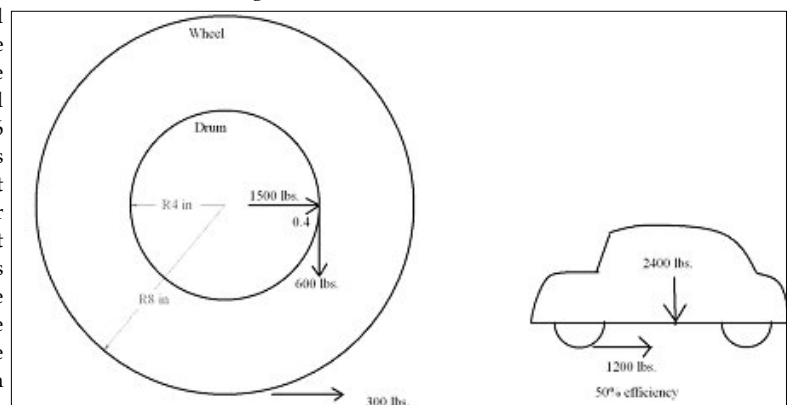


Fig.5

the brake rod, which forces the pistons outwards to push the shoes against the drum and would typically have a lever ratio of about 6 to 1. In this simple type of brake assembly the opposite ends of the shoes rest on a fixed anchor which is also the means of adjustment. Note that the expander housing is held to the back plate by nuts having double coiled spring washers and is not restrained by close-fitting holes in the back plate. This is a form of compensation and allows the shoes to move slightly within the drum to cope with uneven wear of the linings. Note also that there are hardened steel rollers between the wedge and the pistons. This greatly reduces friction. Dryness or damage to these rollers is a very common cause of poor braking effort. The pistons are ribbed to retain a supply of grease and a groove in the piston locates with a split pin through the housing to prevent the plungers and rollers getting misplaced when the system is dismantled or in store.

### The Final Links in the Chain

Having generated a force between lining and drum the other factors to be considered are the coefficient of friction between lining and drum and the relative sizes of the drum and wheel. Fig.6 illustrates the rules that apply. Our 1500lbs at the shoe is reduced by the friction value of 0.4 to give 600lbs, which becomes 2400lbs. ins. of Fig.6



torque at the 4 inch drum radius. With a wheel radius of 8 inches this torque becomes 300lbs of brake force at the road or 1200lbs total from 4 wheels.

### Summary

This has been a very quick run through some of the basics of a mechanical brake system. I believe that anyone has a much better chance of repairing or maintaining a mechanism of this kind if they understand the reasons why things work rather than just learning parrot-fashion that this lever should be set to this angle or this joint must be greased.

In summary:

- **Look after the good friction:** tyres, linings and drums.
- **Get rid of the bad friction:** all moving parts smooth and greased.
- **Set all levers at their best angle:** near 90 degrees when applied.



# Random Sightings

## Random Sightings

Jim Norman

These were seen on 18th May 2008 at the little sales pitch at Prees Heath, a couple of miles south of Whitchurch, Shropshire on the A41. The 100E has been there a while but I've never seen an Upright there before; now he has three!

The E494A is probably the best of them, although all will need major work (I don't think the sticker in the windscreen asking £995 is much of a guide!). Having said that, his stuff tends to be honest: what you see is what you get. No filler and a quick blowover.

I have no connection with this guy whatsoever; just passing on the information!



# Letters and Emails

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

## Club History

Dear Sidevalve,

I feel I must comment on the article in the December *Sidevalve News* all about the club's history.

First of all, a big thanks to the author or authors for taking their time and effort in recording this fascinating history. I should mention here that I am quite a new member so I knew almost nothing of the past.

Secondly, a huge thanks and congratulations to all those who created such a well-organised spares storage and supply organisation, and who continue to update and maintain it. The story of the determination and effort applied by a few to the spares stores is just amazing and admirable. We must all be very, very grateful to that gallant team!

Thinking of the team, how about a picture and little profile of some of those most active members? Of all the names mentioned in the article the only one I knew was Mick Crouch.

Well done again!

David Harland  
Poole

Dear Sidevalve

Having been out of the club during the 1980s and 1990s, I read with fond memories the article on the early days of the FSOC, of the people and the holiday to Holland. That was a particular highlight: I took an E493A Prefect.

Thank you for the mention of Ivor Bryant and myself at the 1980 Bristol car show. I can't remember what I took on that occasion.

I do remember the spares problems. We were constantly looking for something that would get us by until a club remanufactured-part became available. There was always a long wait as all models had a long list of unobtainable parts. The committee had to prioritise, then assess funds and suppliers. The rear screen rubber fell into this category. We made do with one from a then modern car: although it did not look quite right it

kept the rain out. I was amazed at how far the club has come with most spares available and the story of the club stores. Thank you to everyone involved: the store was not even being considered when I left.

Of my original Sidevalves from those days, only a Buckler and a 5cwt van remain. I have attend a few FSOC meetings since I re-joined in 2000 although I cannot be classed as a regular, but hope to do a bit more this year.

Finally, I read Michael Whitworth's problems with his starter motor and am glad that he has resolved them. However, attempting to start the car on a discharged battery and/or with timing too far advanced can cause the engine to 'kick back' as it fires and cause the pinion to jam. A worn ring gear and starter components will help the problem be more frequent.

Yours sincerely,

Brian Malin

## Christmas Cover

Dear Sidevalve,

I was pleasantly surprised to see the photograph of my Thames E494C 5cwt van, being dug out of the snow by my father, appearing once more on the front cover of the club magazine. I took this picture with my first camera, a Kodak Brownie 127, in the fading light of 30th December 1962 when I was just a teenager. As you can see from my first photograph of 2010, I still have the camera. My father presented me with the van in 1979 and I still have that, too.

Yours,

John Skinner



## Tax Disc Request

Dear Sidevalve,

I would like to ask whether any readers would be willing to help with my unusual hobby; I collect expired road tax discs. I began collecting in 1984 when I was eleven, and I now have over 100,000. My oldest example dates back to 1922.

Most people, when they renew their disc, tend to do one of two things; they either throw the old one away, or they slip the new one over the top of the old one, resulting in a wad of them accumulating in the holder. Rather

than doing that, would you be kind enough to please send any unwanted, expired discs my way?

It does not matter to me how old or how recent the discs are: even ones from this year or last year would be most welcome additions to my collection!

Many thanks,

Neil Jones  
6 Pleasant Place  
Beccles  
Suffolk NR34 9YD

## JOT 608

Dear Sidevalve,

I wonder if any member has any information about an old Ford Anglia my father owned from 1961–1963. It was new in 1951 and its number was JOT 608. He bought it for £160 at 10 years old and it needed an o/s stub pin for its 10 year test. It was Grey in colour and absolutely immaculate. I was 11 at the time and remember it very well. I would love to find some information on it and contact some more recent owners.

Yours,

Bill Smith  
Aberdeen, Scotland

## Engine Letters

Dear Sidevalve,

I received a question from Bjørn Dalsbøtn (see Scandinavia regional report) that I was unable to answer. He has four spare engines and their serial numbers all begin with 'S'. Two of them end with an 'E' and one with an 'R'. As I know from the literature, the original engine numbers of these cars were identical with the chassis number. The engine in my car also has an 'S' before the number but no letter at the end.

I anticipated that the 'S' stood for 'Short' which was very common for a time here in Norway: that is, it was only the block that was upgraded and the rest was transferred from the original engine. Bjørn's theory for the last letters is that the 'R' stands for 'Replacement' and the 'E' for 'Ersatz' which is the German equivalent. Can anybody out there verify or correct these theories?

Best wishes,

Håkon Øverland

# AGM 2010

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 26th June 2010 starting at 2.00 p.m. A buffet lunch will be held before the meeting at 12:30pm and a road run will be arranged for after the meeting to take in some points of interest in the local area and some very pleasant scenery.

The AGM will be held at the Little Hallingbury Village Hall, Little Hallingbury, near Bishop's Stortford, Herts. See map below.

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

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

## Annual General Meeting 2010

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 2.00 p.m. on Saturday 26th June 2010 at the Little Hallingbury Village Hall, Little Hallingbury, near Bishop's Stortford, Herts.

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

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

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

### Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 27th June 2009.
3. Matters Arising from the Minutes.

4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2008.

- a. General Secretary
- b. Treasurer – Present Accounts
- c. Membership Secretary
- d. Spares
- e. Regalia Officer
- g. Chairman

5. To re-elect the Officers and Committee members of the Company.
6. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as auditors for the company.
7. To authorise the Officers and Committee to fix the remuneration of the auditors.
8. To transact any other ordinary business of the Company.

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

Shirley A. Wood  
General Secretary  
Dated 12th January 2010

### Directions to the 2010 AGM

Village Hall & Post Office  
Lower Road  
Little Hallingbury CM22 7RD

#### From Junction 8 of the M11 (distances in miles from M11)

- Follow signs for HERTFORD A120(A10)
- Take the 1st exit, again signposted for HERTFORD A120(A10)
- 1.4 – take the 1st exit, signposted BISHOPS STORTFORD (North) B1383
- 2.7 – straight over at traffic lights
- 3.2 – take the 2nd exit, signposted HATFIELD HEATH A1060
- 4.4 – enter LITTLE HALLINGBURY
- 5.4 – Village Hall will be to your right.

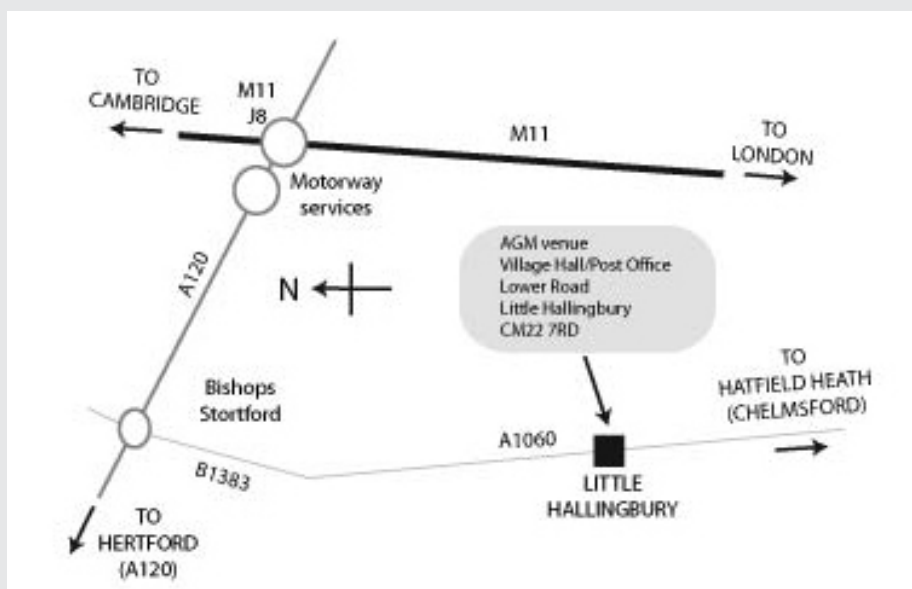
#### From the A10 at Standon (distances in miles from A10)

- Follow the A120 through Standon and Little Hadham
- 6 – take the 1st exit, signposted COLCHESTER A120 and AIRPORT

- 8 – take the 3rd exit, signposted TOWNB CENTRE B1383
- 9.3 – straight over at traffic lights
- 9.8 – take the 2nd exit, signposted HATFIELD HEATH A1060
- 11 – enter LITTLE HALLINGBURY
- 12 – Village Hall will be to your right.

#### From Chelmsford take the A1060 to Hatfield Heath (distances in miles from Hatfield Heath)

- At Hatfield Heath turn right, signposted BISHOPS STORTFORD A1060
- 1.5 – enter LITTLE HALLINGBURY
- 1.9 – Village Hall will be to your left.





# NEC, Birmingham, November 2009

John Porter

This year the FSOC had a larger stand than usual – enough for six cars to be exhibited. The space was so large that we didn't have quite enough carpet to cover the whole area. The main subject of the display was the 100E and 107E together with a Dellow and an E494A Anglia. The build-up afternoon the day before was typical NEC weather in that it was cold, a bit foggy and a drenching drizzle. The effect of this weather and the traffic trying to get into the NEC facilities for the Classic Car Show and all the other events was that it was after 8pm before the display cars arrived. Four of the six were driven and their owners had to wipe down and dry off the cars before they could be arranged on the stand. The last car in was the E494A Anglia driven by Colin Booker with no demisting and inadequate windscreen wipers. The trip from Kidderminster was the Anglia's maiden voyage – what a way to test the results of Colin and Judith's hard work over the preceding months. Also on display was a 'cut away' exhibition engine that I bought last year which was useful for us to demonstrate the intricacies of the Ford Sidevalve engine.

During the three days the FSOC were busy throughout, and we signed up an encouraging number of new members and answered as many technical queries as we could. I was also able to pass on details of various cars and parts to prospective buyers.

The displayed cars were:

Mark 5 Dellow belonging to Vic Morris (below). An immaculate example of what is perhaps one of the rarest Dellow models, totally restored and improved by the present owner including a 'full house' tuned 100E engine that must propel this sportcar at most un-Sidevalve-like speeds.



1959 100E Anglia police car belonging to Chris Musson (below) who purchased the vehicle in August 2006 from a policeman in Cleveland. Previous to this the car had been owned by a taxi company and had been stored for several years. This is the actual car used in the long running ITV drama *Heartbeat*: a number of the actors have signed the driver's door inner panel to prove it! Chris has attended many *Heartbeat* events in the black Anglia and has many period items of police equipment including uniform to complete the display.



1956 100E Squire (early model) belonging to Steve Jackson (below): one of two cars on the club stand from the late John Bailey's collection. This estate car is one of the first Squires and has the real wood trim on the sides plus the other many other details that visitors were able to compare with the other Squire on the stand, which was one of the last produced.



1960 100E Squire (late model) owned by Brian Kimberley (below). As mentioned above, this is a late example of the much sought after 100E-based estate car that went head to head with the Morris Traveller and to a lesser extent the Standard Companion and A35 Countryman. Brian has overhauled the brakes and is generally bringing the car up to scratch after buying it from a classic car dealer earlier in 2009.



107E Prefect owned by Andrew Bailey (top right). A very tidy and useable example of perhaps the most useable of the cars covered by the FSOC, this is the other ex-John Bailey Sidevalve and Andrew recently recommissioned the Prefect ready for some classic motoring in 2010.

E494A Anglia owned by Judith and Colin Booker (below). Beneath the gleaming black paint is a tremendous amount of work that has transformed what turned out to be not the best



buy of 2009! When Colin and Judith bought the car, it didn't look to be too bad at all but closer inspection when they got the Anglia home revealed some unpleasant features. These included a split engine block, a non-original interior and very poor wiring. Perhaps the worst discovery was that below the shiny two-tone paint, the bodywork was extremely corroded with many patches tacked in to hold the body together. Colin and Judith had to resign themselves to a voyage of discovery into nooks and crannies of the bonderised steel panels of the Anglia. Read their story elsewhere in this issue.



Overall, a very successful and rewarding show and I was in the excellent situation of having six different Sidevalves promised for the 2010 show! Thanks to all the car owners and club members who assisted on the stand over the show period.



The stand

# Agnes the Anglia

Colin and Judith Booker

We had always agreed that we would like to do a car project when we had the money. In 2008 we decided that we would never have a surplus of money, so if we bought one we could work on it over a period of time as our funds allowed. We visited many car shows to decide what we both liked and each time the shape and style of the 'sit up and beg' Ford Popular came out top of our list.

Agnes the Anglia was purchased in September 2008, having been spotted in *Classic Car Weekly*, needing 'just a bit of wiring and the glass and interior fitting' to get her through the MOT. She had a nice shiny paint job and from inspection underneath looked and felt solid. The seller had bought the car in this condition but had decided that the wiring etc. was beyond his capability and wanted to find her a good home.

We noticed that the registration number, B90 ENP, was not age-related as the car was first registered in February 1949. John Porter verified the vehicle for us: this enabled the local DVLA to issue a suitable age related number to the car.

After looking at the car with rose tinted spectacles, we were dismayed to find that the remedial work previously undertaken was by way of various bodes and, in some cases, dangerous repair work. Much of the metal work was covered in repair patches, filler and paint. Even the perch bolts had been welded into place as they had sheared off at some time. By Christmas we had realised that we needed some repair panels. We found most of these at [www.classiccontours.co.uk](http://www.classiccontours.co.uk). We could not locate inner wheel arches as a repair panel but Rick at Classic Contours made us some repair panels as a prototype. These he added to his available panels.

Since then many hours have been spent adding repair panels, making new inner window frames for the rear side windows, locating and repairing steel rear wings and generally locating, fitting, repairing or renovating everything else. We kept the existing 6v electrics but the headlights needed expensive renovation so we splashed out on some new chrome headlights that would take a Halogen bulb which would improve night driving.

The original engine block was split too badly to be repaired. A second engine was bought on eBay as seized, which we decided



Complete inner wheel arch.



Agnes gets a new rear!

would prove too costly to rebuild, but the clutch and other ancillaries were good. A third engine was purchased via a member of the FSOCC which is fitted today and runs very well. We must offer thanks to him for useful advice given to us when setting it up.

The wheels were stripped and powder coated by T.J. Wheels Ltd., Unit 15/16 Spinners End Industrial Estate, Oldfields, Cradley Heath, West Midlands B64 6BS, tel: 01384 566056. We must thank Tim, the owner, for advice regarding paint and spraying.

We hoped to get the car to Gaydon in July but the days passed too quickly. We were invited to take the car to the NEC in November 'in whatever condition', by trailer if necessary. On 10th November the car was booked for MOT at 4pm. At 3pm we had not driven the car so we had no idea if the clutch or gear box were OK or whether the brakes worked. We had a few issues with the wipers and semaphores and hoped that they would work when required to. At 3.45pm the car was driven to the MOT and, with great relief, was given a pass. We drove the car to the NEC on 12th November and installed her on the FSOCC stand. To achieve this we had worked, with immense support from our family, for which we are very grateful, until 11pm most nights and even later on a few, having to work around work commitments and spending time with the children.

The interior has not been completed. The headlining was fitted along with the original seats but we have been told that we have 'Pop' seats and not 'Anglia' ones, so we need to find some of these. We also have no interior panels so there are many more hours to be spent finishing this project, but she is now on the road (having been off it since about 1996) and certainly turns heads as we drive along.



Colin sprays Agnes.

# Tales of BLC

Jim Norman

There is very little to report really; the Prefect continues to work for her living; there have been no more photo shoots; nothing has gone wrong and needed repair; and today, after an hour and a half through the snow-covered seventeen miles to work, the college has been closed. It therefore took another hour and a half to cover the twenty one miles home (I use a different route).

This cold spell with much snow and ice has shown the Prefect at her best. Strictly speaking, rear wheel drive is not ideal in these conditions but today I passed literally dozens of modern cars stuck in the snow, some with their drivers still desperately attempting to free them. Just before Christmas I was returning home from Ashton-in-Makerfield, a distance of about three miles. There are two bridges in between at Bamfurlong, both with short but fair-ish gradients both up and down, and I joined the end of a long queue before the first of them. After ten minutes, during which several drivers turned around, a Landrover coming the other way stopped to warn each driver in turn that he would not get over the second bridge because the black ice allowed absolutely no traction. I was now about half a mile from home but the detour was ten miles, and involved another bridge over the same canal. With all the other traffic now out of the way, I tried it. Using third gear at only 15mph, I got over the railway bridge, gently braked going down the other side to keep the speed down, then, still in third, gave the barest throttle for the canal bridge. Speed dropped to 10mph but we were over the top and it was then an easy run home.

Alas the snow was far from gone when we went across to Pateley Bridge to visit Lynne and Paul Edwards, but again, we got there and back without difficulty, if a little more slowly than usual.

But I think I might invest in snow chains at some point ...





# The First Taunus

John Porter

While we know a fair amount about the Köln and the Eifel produced in Germany in parallel with our Model Y and C, we know much less about the two models that followed. The Köln and the Eifel were replaced with the first Taunus, also known as the G93A – fairly obvious, really! This Taunus was known as by the nickname of ‘Buckel’ which means ‘hump back’. This name applied also to the Volvo P444 which had the same body style as the new Ford. Looking at American Fords of the same era, one can see the same Detroit influence! The new Taunus was offered to the German public in 1939 and built until sometime in 1942 when production was halted by the war. A facelifted model was reintroduced after the war in 1948 (as the G73A) and produced until the ‘German 100E’ was released in 1952 (more next issue). The changes to the Buckel appeared to be largely confined to the front metal-work forward of the scuttle and the windscreen became a one piece affair, which is very much like the update of the E93A to the E493A here in the UK.

Just how similar were the German G93A and the British E93A Prefect? Details are a little sparse regarding the German Ford at present but there were many shared technologies. The engines and gearboxes used in both vehicles were very much identical but the German units were constructed with metric measurements. The Taunus, however, used a column change which enabled more use to be made of the bench seat than in the Prefect where the floor change made the bench seat (where fitted) less useable. Surprisingly, the sumps were very different with the British car using the



Ford Taunus leaves production line, Köln (Cologne). Courtesy Ford Bundesarchiv.

same pressed steel device as previous models but the Taunus using a cast aluminium sump with the dipstick incorporated: this means that the blocks were definitely not the same. This supposition is also borne out by the fact that the Taunus benefited from a built-in water-pump whereas the pump was an option on the Prefect. The heads were differentiated by the lack of dynamo platform on the Taunus and the cast-in top hose connection on the Prefect. In fact, visually the German unit is more like a forerunner of the 100E/G13.

Having seen a photograph of a wrecked Taunus in a scrapyards in France, the front suspension looks very similar to the British

E93A. The transverse suspension system was retained, from the Eifel which we assume was much the same as the Model C, but was developed and improved like the Prefect with better geometry. The Prefect inherited the same basic design of the earlier Fords whereas the Taunus had a more substantial design, looking very much more like the 100E design.

The first Taunus was only available as a two door whereas the E93A Prefect was available in two or four door arrangement. Both model ranges did however include a convertible. Where the Prefect carried over the forward hinged front doors the Taunus continued the ‘suicide’ doors used on the Eifel. Interestingly, the new German Ford had a full steel roof whereas the Prefect retained the fabric insert carried over from the 7Y and 7W. Did Germany have bigger presses in their pre-war factories, one wonders?

The basic framework for the Prefect was a chassis with a bodysheet riveted in place in the same way as all Ford ‘upright’ designs from 1937 to 1959. The Taunus used what was, in effect, more of a unit-construction (like the Morris M Series of 1939 and the Vauxhall 12). The axles were also presumably similar to the British Ford (5.5 to 1 for the early 16” wheels but with a 4.86 available for 15” wheels on the Taunus). There is also strong evidence that there was a four speed available on post war cars – now, couldn’t we do with some of those?

The wheel bolt spacing was much the same as the Y & C rather than the ‘wide’ spacing of the 7Y, 7W and E93A (the Eifel used ventilated pressed steel ‘easy clean’ wheels similar to the E93A while the Taunus utilised plain pressed steel wheels). The brakes, however, were totally different being hydraulic while the British Ford Prefect stayed with the rod and cable system (supplied by Girling) although much improved on the Y & C (and,



Ford Taunus 1953 (Holger Ellgaard)



# The First Taunus contd



Taunus G93A, 1949, Deutsches Museum, Munich (Martin Hans).

to some extent, the 7Y & 7W). The new Taunus sported hydraulic brakes all round and, in all probability, of the same diameter as the British Ford. Both cars used the same type of umbrella handbrake under the centre of the dash.

Both cars featured 6 volt electrics with the E93A using a cut-out (until 1945 when the two-brush dynamo and voltage regulator were introduced) and the Taunus employed a dynamo mounted regulator like the contemporary VW Beetle. Also like the Beetle the Taunus boasted a pre-engaged starter motor with the Prefect retaining the previous model's inertia starter motor. The distributors differed in that the British car continued with the original Ford design and the Taunus used

a Bosch unit. The Taunus was protected by 8 or 10 fuses and we all know the situation with our Uprights and fuse protection! Carburettor design was very different with the Prefect utilising the previous carburettor from the Model C and 7W whereas the Taunus used a Solex very much like the 100E unit with a cylinder air cleaner.

As for performance, assuming similar weights, we would imagine the two cars were well matched given that they shared the same engine and gearbox design. The handling might well have been different as the Taunus sported a panhard rod on the front axle and the smaller wheels on later models may well have helped. Looking at the underside at the front,

the track and drop links appear different. Both cars used hydraulic lever arm dampers but of different designs with British car using Armstrongs and the German a horizontal twin-piston damper. The Taunus was more secure as a steering lock was featured – much the same as the British Pilot. Ventilation on the Taunus benefited from a scuttle vent like the Model Y and opening rear side windows like the option on the VW Beetle and later used on the Mini. The Prefect sported an opening windscreen and on the four-door all the windows



Ford Taunus 1953 (Holger Ellgaard).

## Specification

**Engine:** 34bhp/4250rpm, 4-cylinder 4-stroke sidevalve, 1172cc

**Bore/Stroke:** 63.5/92.5 mm

**Compression ratio:** 6.6:1

**Length:** 4.1m, width: 1.482m, height: 1.6m

**Wheelbase:** 2.387m with ground clearance: 213mm

**Front wheel track:** 1.160m and rear track: 1.219m

**Turning radius:** 5m

**Carburettor:** downdraft Solex 26 FI with oil-soaked gauze element

**Ignition system:** battery (6V) with battery capacity of 85 A/h

**Ignition distributor type:** Ford-Garbe/Bosch

**Generator type and power:** Ford-Garbe/Bosch

**Starter type:** unknown

**Spark plugs type:** Bosch. W175 T 1 – same as the VW Beetle (and a good replacement for our sidevalves). Cylinder firing order: 1-2-4-3

**Clutch:** dry single plate

**Gearbox:** 3 speeds + 1 back, synchronised on 2nd and top.

**Ratios:** 1st – 3.071, 2nd – 1.765, Top gear – 1.000 & reverse – 4.05

**Differential ratio and type:** 5.5 to 1 or option for 15" wheels: 4.86 to 1

**Suspension:** transverse springs

**Hydraulic brakes:** ATE manufacture

**Weight:** 830kg

**Maximal speed:** 105 km/h

**Tyres:** 5.00-16 inches

**Tyre pressures:** front – 1.5, rear – 1.75 bar

**Fuel capacity:** 35 litres

**Fuel consumption:** 8.5 to 9.5 litres/100km

**Cooling system capacity:** 7 litres of water

**Oil capacity:** engine – 2.5 Litre, gearbox – 0.5 L, differential – 0.75 L.

wound down – not great in the usual British climate!

If anyone has a Taunus of this model or knows of one, some details with photographs (especially anorak ones showing the mechanics underneath) would really be appreciated as we don't even know if there is one in the UK. I have seen one in a French classic car magazine for around 8.000€ (this not a mistake – the comma is replaced with a decimal point in France ...). There was also one on a car sales website in Europe last year.

Coming next: the German version of our 100E.