

Sidevalve News

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Features this month

Ballamy Scoop

Upright Economy Tips

Lotus Seven Kit

Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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Cover photograph: 100E passing traction engines, taken by Andy Main's son.

Club Officials

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

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Technical Advisor 8hp, 10hp	John Pole, 82 Fruitlands, Malvern, Wores WR14 4XB (written requests for advice only please).
Technical Advisor 100E, 107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex RM12 4BB
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Registrars (Specific Model Enquiries and DVLA Applications)

Pre-War	Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire PA18 6AP, Scotland.
E83W	Glen Bubb, 2 Creamery Cottages, Station Road, Prees, Whitchurch, Shropshire SY13 2DW
Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent ME8 0NA
Specialist Applications	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent ME8 0NA
Specials	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warwickshire CV10 0BZ E-mail: robert.daniels@ntlworld.com
100E/107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB

Area Groups

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

Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday: new venue to be decided. Contact John Porter on Sv1172@aol.com</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
Glos, Hereford and Wores	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: Bunch of Cherries, Hatfield Road, St. Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.</i>
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
North Scotland/Grampian	<i>1st Friday: Les Coull's Workshop, Main Street, Newmill. 7.00pm.</i>
Peterborough	Brian Cranswick 01733 203776. <i>Please ring for details.</i>
Central Scotland	Robert Traynor, 01355 242260 (8-9pm), E-mail: upright59@aol.co.uk <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Sussex	David Taylor 01323 845001. <i>3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.</i>
Surrey	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
Yorkshire	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

International Contacts:

Australia	Gordon Cowley, Box 42, Greenacres SA 5086. Tel: 00 61 88 261 7631
Belgium	François Jordaens, Reetsesteenweg, 143, 2630 AARTSELAAR. Tel: 03/844.07.68
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Editorial

John Porter (Chairman)

Back to 1976

"The 100E is, of course, the last in the line of the famous Ford sidevalve powered cars, and these too are now being regarded as true classics. Where are all the old Fords? Cast your minds back to the late 50s and early 60s. You could see lots of Prefects, Anglias and Pops (103E variety) and many Ford 8s and 10s. Ford's production of all derivatives came to a huge 1,054,247 - yes, over a million 'flat-head puffers' made between 1932 and 1959. Many 100Es were made after that date and there was a good score of those too.

Those of us who run the E93A types know just how well made they are. A bit slow, but a good engine, should last for years with no bother, and the steel in the chassis and body - built like a tank someone said to me. But there are not many left now. Most were run into the ground and finished off by the MOT test. With the advent of the 100E, they became just plain 'old fashioned', but now, well, it amazes me (Steve Waldenberg - the editor of Sidevalve in December 1980) the looks mine gets and other owners will notice the same effect. There are not very many earlier Fords in our club, so members take note, if you see one on your rounds, pop a club leaflet

under his wipers and let's get them enrolled. Fortunately we still see a fair number of 100Es about, again not all club members, so please do your stuff with these too. It is up to we enthusiasts to convince 100E owners that they possess a vehicle worth preserving."

Since then, of course, even the youngest 100E is anything up to 43 years old, so perhaps everything has taken a step up the "age ladder." There have been many discovered older models - the 7Y and 7Ws, for example, appear to have come out of the woodwork since 1976. We can look at the Morris Marina, Allegro and Maxis (which were new then) with that certain look that "our" cars were given by the owners of REAL classic cars in 1976 (which would have been pre-war in those days).

Back to the Future

It was with surprise that I read in the December 1980 issue that "It now appears that the proposed tax on ownership may have been defeated. It was a disgraceful idea anyway. With that sort of thing, the next tax might have been fancy doorknobs or lawnmowers. However we must be on our guard. The present government seems capable of anything save running the country properly." This was 24 years ago and here we are fighting the same thing again in 2005! Happy Motoring!

Resolutions

John Porter

Resolutions. Did you make any? Many of us do and they have often faded away with the last of the dry turkey and the removal of the Christmas tree and decorations. I have long since given up on trying to keep any, so have not made any so that there is no possibility of breaking them! One I did make a year ago and with a sidevalve flavour, was to complete the Nickri Spyder this summer. Last year I got sidetracked with other automotive tasks, such as repeated removal and refitting of a certain Porsche 356 engine culminating in new one from Germany! Least said about that the better.



Above: Seats made and fitted
Below: Rear view of the Nickri

I recently watched, again, the classic film, the Italian Job and fondly imagine myself powering through the lanes of the Peak District to the sound of Matt Monro, just like Rossano Brazzi, just before his Lamborghini Miura hit the bulldozer in the tunnel. I will forget the tunnel, however. Mi scusi, signora dove un negozio che vende film copre di manifesti? I have the Italian sunglasses towards it anyway.

Did you know that the drain the Mini Coopers race down is actually the Birmingham-Coventry Tithebarn Main Sewer, which was under construction at the time - not a lot of people know that! Any takers for reliving this movie "first" in some sidevalves? Given the stability of an upright, perhaps not. I am sure that the sewerage authorities would not be too keen either!

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Events

John Porter

Another season is before us and our overwintered sidevalves, which brings the now annual task of finding out on what dates our old favourites will be held. As I have remarked in the past, electronic communications give organisers the strange feeling that they can leave publicising their event until the last minute. They don't seem to realise that the clubs can't publicise the event in their magazines (many are every two monthly like the FSOC, or even quarterly) if the details turn up as late as they do these days. Still, as we are continually told by those that should know better, "it is progress" or "change is good."

Pay for the Privilege?

As you read this, the International Historic Motorsport Show is taking place shortly (February 25th-27th) at the NAC at Stoneleigh, near Coventry. I didn't go last year, which was also the first time that this potentially interesting event happened. As the trusty Ford sidevalve was such a force to be reckoned with in the fifties, I had idly thought that we might have a go at getting a couple of race/rally sidevalves on show. In December a large white envelope arrived from "Europe's Premier Historic Motorsport Show" with an invitation to put on a club stand. "Great" I thought, "now is our chance". As I read down the details about stands, I was somewhat shocked to read that we would have to PAY for the stand! The sum involved was £200 for a 25 square metre bare space (like the NEC in November which, of course, is free), with tickets also thrown in. These organisers are planning to give clubs three free tickets to make up for charging classic car clubs to provide the exhibition that they, the organisers, will charge the public for!

If this is the way that the big shows will try to go then we are likely to see this tried at other large indoor (and outdoor) events. I don't know everyone's views on this, but those of us that turn out in October at our own cost for the NEC and the NAC Restoration Show in general, do not feel inclined to pay for the privilege of showing our cars for someone else's commercial gain. I would appreciate your views on this potentially expensive move - especially the smaller clubs like the FSOC. Are we likely to want to pay to go to shows to see enthusiasts' classics that have been charged for their display?

A Line Has Been Crossed

10 years ago the NEC tried to stop payments to clubs that were intended to offset their expenses and there was uproar and the NEC (or Haymarket as it was then) backed off. Last year the NEC stopped these payments after running them down over the last three

years. Some of the cynics expect them to start charging for the space shortly..... If there is no comment from the car clubs then they will all go for it. Personally, I feel that a line has been crossed and would like to know if there are other shows in the UK that have started to charge. I seem to remember that the classic car show at Alexandra Palace is charging for stands. Perhaps we are coming up to a watershed, where those clubs that have money to spend will be on show and the rest of us mere mortals will have our displays in windswept fields scattered across the UK.

National Sidevalve Day

Advance notice: National Sidevalve Day will be at the Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, nr Cirencester, Gloucestershire. The show is on for the weekend - 6th & 7th August, with our day being the Sunday. Ivor Bryant & Peter Williams have kindly offered to look after things for us, but any local help would be appreciated on the day. So if you can help us with setting up the stand etc, contact me or Peter (details inside the front cover of this magazine).

Events for 2005

25th - 27th February. The International Historic Motorsport Show at the NAC at Stoneleigh, near Coventry. Adults £12.50. Two day tickets £22.00. The ticket hotline can be contacted on 08450 70 68 70. The cost on the day will be: Adults £15.00, two days £25.00! Not only this, but there is the parking at £3.00. If you want to buy: Auction admission by catalogue only on Saturday. Available from H&H Auction on 01925 730630. The show is open on Friday and Saturday 9.30am - 5.30pm, Sunday 9.30am - 4.30pm. Let me know if there are any Ford sidevalves!

13th March. Spring Restoration Show at the NAC, Stoneleigh, near Coventry, West Midlands. 9.30am till 4.30pm. The Coventry Group will hopefully have a stand where we can dismantle one another's sidevalves. Advance tickets on 01568 797881 and go to the front of the queue!

6th March. Ardingly Autojumble, South of England Showground, Ardingly, Nr Haywards Heath, West Sussex. Doors open at 10am. Enquiries on 0208 897 3774.

3rd April. The Ford Enthusiasts Show at Donington Park, Leicestershire. The only thing with this one is - which Fords? Sierras, Kas and Mondeos? If you go, let me know!

23rd-24th April. Classic Motor Show Spring Sales Expo - a large event for buying & selling classic cars at the National Exhibition Centre, Birmingham. For more info see www.classicarshow.co.uk (at the time of writing there is nothing more about this new event).

14th & 15th May. The well known Spring Motormart and Autojumble at Beaulieu Event Fields, Hampshire.

21st May. FSOC AGM & Spares Open Afternoon. The AGM will be at Steventon Village Hall in the centre of Steventon, just off the A34. The AGM will start at 11am and finish at about 12.30pm. A buffet lunch will be provided for members that attend the AGM and attendance numbers for a place in the queue at the Club Stores in the afternoon (like the "deli" in your local supermarket!). The Club Stores will be open from 2.00pm and close at 4.30pm. Please do not turn up before 2.00pm and membership cards will be checked as we cannot sell to non-members - so you had better pay your subscription right now!

4th & 5th June. Classic Car Spectacular & Autojumble at Tatton Park, Knutsford, Cheshire. General enquiries on 01565 723863.

12th June. FSOC Club Run - "Over the Hills and Far Away". A run through the Peak District, starting in Ashbourne and finishing in Bakewell (where they cook the tarts that are much better than Mr Kipling's).

7th August. National Sidevalve Day at the Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, nr Cirencester, Gloucestershire. The show is on for the weekend - 6th & 7th August. For more detail about this show visit the website: http://www.geocities.com/svtec_kemble2005/

Rather than list all the Andrew Greenwood shows and autojumbles, go to the website: www.classicshows.org

WANTED!

An Editor for Sidevalve News

Whilst we greatly appreciate Teresa Butler stepping in, we are paying her to produce the magazine. Unfortunately, money spent on outside labour cannot be spent on spares and other services for the club. It is disappointing that no member is willing to edit the magazine.

If you feel you can help the Club with this vital job please contact Shirley Wood or John Porter.

A.G.M. 2005

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 21st May 2005 starting at 11.00 a.m. The meeting will be held at Steventon Village Hall, Steventon, Oxfordshire.

At the AGM all the Club Officers and 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 2005

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 11.00 a.m. on Saturday, 21st May 2005 at Steventon Village Hall, Steventon, Oxfordshire.

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 19th June 2004.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2004.
 - a. General Secretary
 - b. Treasurer - Present Accounts
 - c. Membership Secretary
 - d. Spares
 - e. Regalia Officer
 - f. 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 13th January 2005

North London Group

Robin & Jennie Thake

Firstly may we wish everybody a Happy and Good Motoring New Year. The first Monday in December, our Group (all 25 of us) had very good Christmas meal at the 'Bunch of Cherries'. A good evening was had by all - even the staff, after they managed to serve everybody from a kitchen made to serve up eight meals at a time!

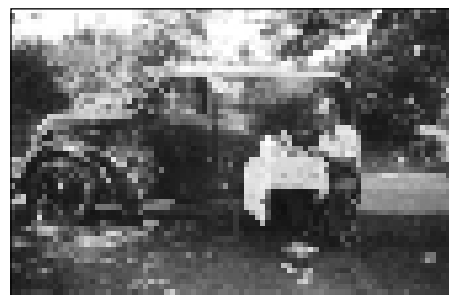
As usual at this time of the year we begin to get show invitations drop through the letter box, but already we find that a couple of regulars have been cancelled due to either too many regulations or the organisers getting too old with no new blood coming along to take over.

I have been reading a book that Father Christmas brought me about the Austerity

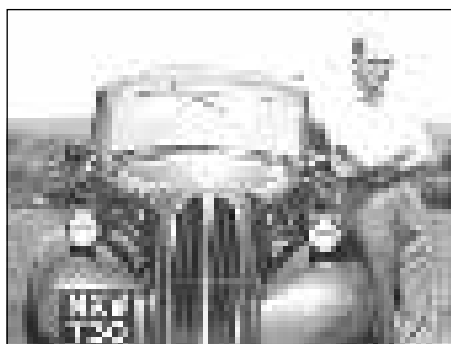
Years between 1940 and 1950 and it has made me wonder how we manage to have so many older cars left, when 75% of the cars manufactured were exported; there was only enough fuel on ration for five gallons per car per month and the price double that of before the war. The cars could also only be bought by those in reserved occupations such as Doctors, Nurses, Bank Managers etc.

At our recent meeting we were asking for photographs for the magazine and both Laura Cecil and David Heard appear to be Sidevalvers born and bred, as they have both found photos of their childhood on camping holidays using Sidevalve vans.

John Brown from our Group is busy organising the holiday for 2005 which will be from June 11th to June 18th in North Wales. He has already booked the hotel so if anyone would like to join in the fun please contact John on 01462 615180.



A wonderful collection of photos from Laura Cecil & David Heard, showing childhoods spent camping in Sidevalves!



Hampshire Group

Mick Crouch

Happy New Year to everyone from the Hampshire Group. After 23 years as a group, we still meet once a month, at different venues, where we "talk sidevalves" over a good meal and a drink. New members are always welcome to come along and join in the "sidevalve natter".

In 2004 we enjoyed taking our sidevalves

to various shows and had Club stands at our usual events. I would like to thank all those members who came along with their vehicles and supported us.

Two of the Club stands we will be organising this year are as follows:

Enfield Pageant of Motoring (28th, 29th & 30th May) - closing date for club stand is mid-March, so book in now!

Ardingly Vintage Vehicle Show (9th & 10th July).

Both new and old faces and vehicles would be most welcome. Please contact Mick Crouch on 02380 692359 for an entry form and to reserve a space on the Club stand.

Details of other Hampshire group Club stands will be available in a later issue of Sidevalve News.

Merseyside Group

Joe Wheatley

Monday 13 December - Club meeting - Bottle & Glass, Rainford

I arrived a little late to find some new faces. We had met Peter Leicester and Ian Whamond at more than one show this year. Ian has a 1920s Peugeot and is restoring an E493A that may just be on the road later this year. Peter has a model Y Tudor that is also undergoing restoration. Hopefully we will see both of these on the show circuit before too long. Frank ('Sleeping Adonis') Wells had called me at about 18.00 saying he was stuck in Birmingham so missed the meeting for the first time in many months.

Mike Brocklehurst has been working on his E493A and now finally has all the old paint stripped off and a light coat of red oxide primer applied ready for painting. Dave Broad continues to make progress with his 300E van. Ian Park has sold his white 100E Pop to Tony and Jane Ikin, so we should be seeing both of them at the shows next summer. Hopefully

Ian will not be without a Sidevalve for too long.

Regular readers will know that I sold my other E493A to Howard Buxton last year. He has finished the repairs to the main body frame and bought another Prefect as a donor car. Kids damaged many of the panels on TPD in the 70s and the wings were in quite a poor state. The donor car had very good panels but very rotten 'A' & 'C' posts, a poor floor and roof channel, so Howard now has all he needs to complete the restoration of TPD.

He has also completed the work on the engine. Despite being stored for 30 years 'all' that was needed was a de-coke and valve job. I went around to Howard's on 9 January and he started her up. To my delight the engine runs sweet and quiet and all gears engage and move the car under its own power. A tribute to Howard and the wonderful reliability of the 10hp sidevalve engine.

All he now has to do is finish some minor repairs to the bodywork, replace all the panels and doors, prepare & re-spray, replace the loom and interior and check out all the brakes. Should be on the road for Easter! (Not!)

Monday 10 January - Club meeting

Usual attendees, Mike Brocklehurst, Bill Moor, Arthur Speakman, Roy Barker, Dave Broad, Frank Wells, Ron Taylor and myself. Nothing much to report. Mike's E493A has yet to go for spraying, though this should happen this month. Dave is at the awkward stage in the reassembly of his 300E where each step is dependent upon something else. For example, fitting rear dampers is holding up putting on the headlamp cowls. How? Dave has found the dampers to be US and has to order some more. It is easier to fit the dampers with the rear floor & tank out. Until the floor and tank are back in the van won't move under its own power, so Dave can't line the van up with his favourite piece of wall to align the headlamps. Not worth putting on the headlamp cowls until the headlamps are set. Who said the assembly part of restorations was easy!

Once again I would encourage all FSOC members to get out and about in their Sidevalves this year. I hope I will have a list of events ready for the next edition of SVN but please feel free to contact me with any suggestions, or if you want to attend any of the shows in Cheshire or Merseyside.

Yorkshire Group

Nigel Hilling

Happy New Year to everyone and apologies for not getting a report into the last few magazines. Although winter is now upon us and the summer was far from the best we've had, there was still plenty of activity on the Sidevalve front and a number of weekends were far better than the weather forecasters were predicting. They seem, these days, to err on the pessimistic side so that we can't complain that they didn't warn us of potential bad weather.

It's difficult now remembering what happened during the late summer months, but I seem to recollect a second visit to Tatton Park to see our Merseyside friends and trips by other members to two racecourses, York and Ripon. During October we had a small gathering at a "bring your vehicle" day at the Yorkshire Mining Museum organised by the HCVS. David Manterfield had his first outing in a recently acquired, but long time off the road, Prefect (photo 1) now looking very tidy. Unfortunately he suffered engine problems on the return journey but did make it home unaided. Alan Goodall was also present with both his Model B van and E494C van, with a Y-type in the background (photo 2).

Stan the Anglia has been in competition again on the Edinburgh Trial in the company of some other uprights. Mike Jones was competing in Gruyere, his much lightened Pop, but suffered electrical problems during

the night and had to retire. Ken Green had a few fuel delivery problems with his Pop but made the finish, whilst David Child and myself had a good reliable event, although we didn't manage to win any awards. My Anglia is now fitted with a 100E engine but I'm still trying to decide if it has any more grunt than the tuned 10 hp one that it has replaced.

Events are thin on the ground at this time of year, but we were represented at the Christmas Crank Up at Riccall, near York, on the 27th December and David Child and I will hopefully have completed the Exeter Trial early in January.

A small group of us gathered at the Black Bull just before Christmas but meetings return to being the last Wednesday of the month from January.



Photo 1: David Manterfield's Prefect



Photo 2: Alan Goodall's Model B van & E494C van

Coventry Area

Mark Bradbury

On behalf of our group, I would like to wish you all a very happy Sidevalving New Year. The last main event for the Coventry and Midlands group of 2004 was our annual Yuletide feast, which this time was held at the charming pub-cum-restaurant "The Horse and Jockey" just outside Congerstone in Leicestershire. I think the entire party enjoyed a most convivial evening with a jolly fine meal thrown in too - a spiffing choice Mr and Mrs Porter!

Just before putting Christmas and all of its traditions "to bed" for yet another year, so to speak, I really must raise the subject of Christmas cards. One usually expects to receive cards from relations, partners perhaps, acquaintances and certainly friends, but one of our more recent members, Brian Kimberley, who owns the very smart black 100E which graced our stand at Stoneleigh last year, got more than he bargained for this time around.

Over the past few months, Brian has had a run of rather bad luck with his Sidevalve on the reliability front, requiring quite a few last minute, next day deliveries of various bits and bobs from a certain specialist for such vehicles. Such was Brian's custom and investment that the supplier felt fit to include him on his Christmas card list - we don't know whether he got a present as well!

Who the Dickens am I?

By now, you might now be wondering just who the Dickens I am. Well, I've been a member of the Ford Sidevalve Club since 1995 I think it was, but didn't actually acquire the object of my Sidevalve motoring desires until four years later.

It was at this point that I bought my Canterbury Green '56 103E Popular. On reflection, I'd committed the motoring equivalent of hara-kiri, in that I'd bought an abandoned restoration project, but most of the (minimal) welding had already been done - wing bottoms, door pillars and rear valance - and most of it had been sprayed. Unfortunately I didn't spend enough time inspecting most of the other items - trim and virtually anything else that would've been detached during the spraying...

There's no denying that the car was delivered complete; I just hadn't prepared myself for the multitude of grotty bits of trim, lights, badges and so on, which accompanied it. On first inspection, the driver's side door (detached) had missed out on the painting (how does one forget to spray a door?), the bottom of the nose-cone had missed the welder but not the spray gun, the engine bay was somewhat scruffy and no mechanical work

had been started at all. This was definitely the low point of the restoration, which, it seems, is quite usual!

On the positive side, the odometer showed (and still does...) 47,000 miles; the car came with a lot of early history (service receipts from its first few years and loads of old MOTs and tax disks); it still has its original engine (with evidence of an unknown quality rebuild at some point), plus its original registration number (KTL 590, just in case you're interested). Oh, and I've got a full set of dirty and dull but otherwise perfect Bakelite - rumour has it that T-Cut or Brasso, followed by a healthy dollop of Pledge or Beeswax will restore its original lustre (or is there something even better?).

The previous owner had only done about 500 miles in the car over the couple of years since he purchased it, before attempting to change the tatty, stained headlining. It seems he delved a bit too far and instead embarked on a never-to-be-completed restoration (how many times have we heard that one?). Interestingly, prior to him buying the car he had it inspected and the engineer's report (supplied to me with the history file) pronounced the car "solid and mechanically fully fit, but in need of some trim and cosmetic work".

Cutting a long story short, the small ads in this very publication were an absolute godsend and many actually quite enjoyable hours were spent contacting you lot out there for various bits and pieces - not to mention our trusty Shirley of course.

I don't think any member of the Coventry and Midlands group believes I actually have the car, since following the odd year or so on but mainly off, it still hasn't hit the road yet.

Currently "all" that remains is the procurement and installation of the headlining, refitting the glass, making the door and rear seat trims, bolting the front end back on along with all four wings, a few hundred other bits 'n' bobs (so it seems) and of course the dreaded MOT. It's been fully rewired (12 volts and a fusebox - sorry) and it now starts and stops (on account of the rebuilt brakes). I've



Mark Bradbury's Pop

yet to run it for more than a few seconds (the mixture's a tad weak methinks) and it still smokes heavily due to the copious amounts of engine oil and redex which I reckon have now formed a sizeable slick in its (stainless!) exhaust system.

Work on the Pop was unfortunately suddenly halted when the other Sidevalve in my life (a 1951 Dellow-esque aluminium bodied Special) demanded immediate attention last summer - but more of that anon perhaps. Work is set to resume as soon as weather permits; ETA is now this summer, but I've said that at every New Year for the last three years!

Others Undertaking Major Work

Other members of the group also known to be currently undertaking major work on their Sidevalves include Mark and Karen and their recently acquired upright Van (which promises to be an absolute stunner, soon to be unveiled), and of course John Porter with his Nickri, plus no doubt many more besides.

By the way, despite threats of summer runs to Chatsworth in Derbyshire and threats of various horrible kinds if a certain '56 Pop is a "no-show" again, the first real club event of the year for us will be the Restoration Show this spring - at the NAC, Stoneleigh again, and well worth a visit for those elusive parts - look out for us there!



Mark Bradbury's Pop & "Dellowesque" special

The First Complete Sidevalve Based Kit?

John Porter

The photograph shows what the recipient of a Lotus Seven kit was confronted with. The basic chassis unit was wired and plumbed but all of the ancillaries and sub-assemblies came separately. It was claimed that no special tools were needed to build the car - now, where have we heard that before? This example kit has the body pre-painted, normally the finish was unpainted aluminium. Lotus was not permitted to supply building instructions due to the Inland Revenue rules governing self-built cars and this included regular checks that Lotus kits were not too fully assembled. The practical way around this problem was to supply a kit to a journalist who would write up the build in a magazine! In the case of the Seven this was written up in *Sports Car* and *Lotus Owner*. In addition, Lotus devoted a chapter in the owner's manual to dealing with the repair of a Seven following a major accident. Naturally this would involve a complete strip down and rebuild.

Just how easy was it for an enthusiast to build what was probably the first complete kit at home with hand tools? Due to cramped conditions at the Lotus stores, the first hurdle was checking that all the right parts were included in the consignment. It was not unknown for there to be a shortage of some components and a surplus of others. It has to be remembered that the preceeding Ford sidevalve "kits" were not really what the builder expected once fired with enthusiasm after reading about a sleek sports car in a monthly magazine. Before the Lotus Seven, you would have bought the body and prepared



a second-hand Ford chassis. Alternatively, you would have laid out a fair sum on a new chassis, either Ford or a factory tubular affair. There were few instructions unless the build had been chronicled in a magazine. Once the chassis and body were united, all the other parts were either recovered from the donor or a scrap yard. Some of the better run companies were able to sell a good number of the tuning parts that dragged your Ford Special nearer to that magic ton. What Lotus did was to supply everything that you needed to build your own "new" sportscar - that was the difference.

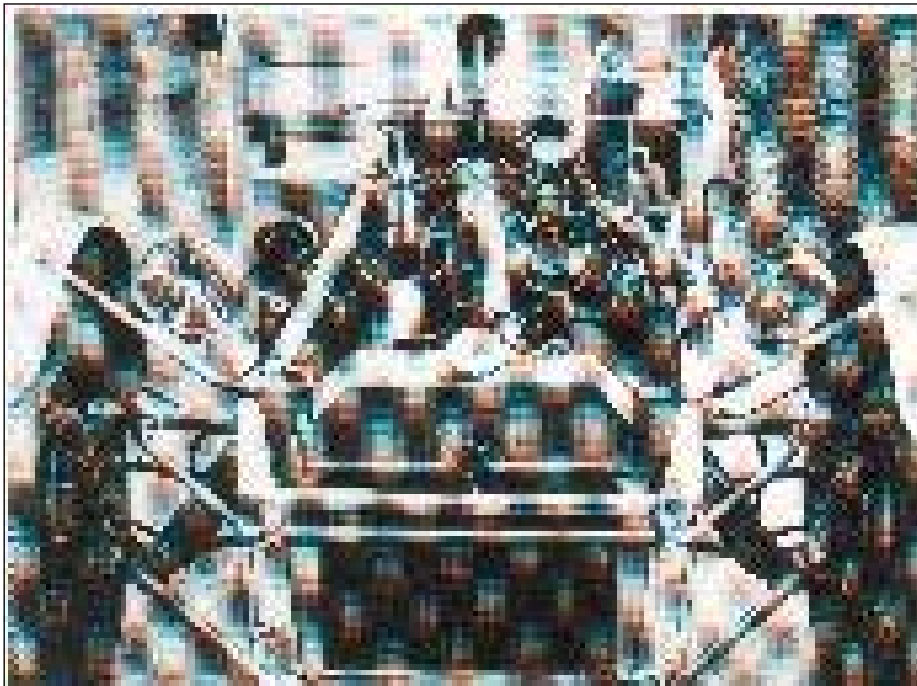
The kit cost £536 and comprised a bare aluminium panelled chassis unit with the rear wings fitted. Also installed were the wiring

loom, brake pipes, regulator, solenoid and master cylinders. Even the dashboard was fitted up with the instruments and gauges, less the speedometer (due to the home build regulations). The 100E engine was test run, although supplied as an assembly separately, but it was fitted with the clutch and the Ford three speed gear-box. In fact, the kit was designed to be collected in a small van or on the roof-rack of a normal saloon! All the multifarious parts that make up even the most simple car were contained in small packages for the home constructor to sort out - so you thought that flatpacked furniture was hard? Even the rear axle was fully built up with brakes assembled and the complicated (for the time) front suspension was supplied as completed assemblies.

Lotus claimed that the car could be built in 12 hours. Perhaps this is why the advertisements of the time (late 50s) showed a Brylcreamed gent opening the kit on Saturday and driving, pipe in mouth, to the pub on Sunday with his chum! However, one of the first kits took the owner a full four months to complete, due to the inability of Lotus to supply all of the parts in one kit at one time.

The engine from the 100E was cheap and plentiful and cars with these engines were eligible for the very popular 1172 Formula, run by the 750 Motor Club. This engine was standard for the first Sevens and was mated to the standard three-speed gearbox with a very simple remote gearshift. Lotus offered the following options: twin SU carburettors, aquaplane head, aluminium flywheel, tubular exhaust manifold and Buckler close-ratio gears. This little lot would add considerably to the cost of the basic kit!

Above: the ultimate puzzle? Below: Many hours later!



From the Archives

Peter Williams

This month we look at a few of the old books that the club holds in the archives. If you like the sound of any of them don't rush out to the book shop, they were out of print many years ago but it might be possible to borrow them if we can think up a suitable system. I hope eventually to publish a full list. Alternatively, keep a sharp look-out at autojumbles.

The Construction of Ford Specials

The first book is 'The Construction of Ford Specials' by John Mills, published by Batsford in 1960. It covers the whole process, from choosing the base vehicle through to the legal problems of getting the finished vehicle on the road. In between there are chapters on overhauling all the mechanical parts, fitting the body and trimming. At the end are appendices of useful names and addresses, details of lighting regulations and dimensions of Ford engines. The book contains a good selection of black & white photographs and line drawings.

The preface explains that "No previous knowledge of car building is needed to make a special, and no special tools are needed. A good ration of common sense, plus a reasonably comprehensive tool kit and a quarter-inch electric drill, are all that are required". So there's nothing to it then!

Those of you who drive a Pop or similar will be pleased to hear that "Ford brakes are really superlative and quite good enough in standard form to deal with speeds up to 100 m.p.h.". I'm not sure whether we were hardy souls or foolhardy in those days.

There are some useful tips for working practices during the dismantling stage such as

the use of old jam jars (suitably labelled) for storing the nuts and bolts. The jars then being half filled with paraffin, so that the contents are cleaned up ready for re-assembly.

There is much talk of wheel sizes, axle ratios and close-ratio gear sets. It recommends that you use a professional to build your gearbox, which it says will cost you £10. Those were the days! The book finishes with a list of suppliers that will revive many memories of companies long gone, such as Ashley, Falcon, Rochdale, Raymond Mays and Willment.

The Ford 10 Competition Engine

There may not be many people still building specials, but the numbers of current owners of sidevalves must contain a few who would find the next book useful. It is 'The Ford Ten Competition Engine' by Philip H Smith, published by Foulis in 1958. This book covers every aspect of extracting more power from Ford sidevalve engines, both 93A and 100E. It caters for those who just want a bit more speed from their road-going car (without making the engine unacceptable for Ford's exchange scheme) to those who have ambitions to compete with Moss and Fangio.

For those contemplating an upgrade from 93A to 100E, there is a thorough comparison of the differences, including the point that the first stages of tuning the 93A only take it up to basic 100E power and you still haven't got the bigger valves, beefier bearings and the water pump. There are lots of details of all the bolt-on goodies from firms such as Aquaplane, Bucklers and Derringtons, with all the information on how to install and what benefits can be expected. A useful table of improvements for typical modifications shows that increasing the compression ratio from 6.1 to 7.5, fitting twin S.U. carbs, with special inlet and exhaust manifolds, larger valves and

stronger valve springs should give 25% more r.p.m. and 30% more b.h.p. An extremely useful book for anyone planning some engine mods, although you may have difficulties finding the special equipment these days.

Know Your Car

The last book reviewed this month is a little paper-back published by 'The Autocar' called 'Know Your Car'. It is dated 1943, price 2 shillings (10p for you youngsters) and explains inside the cover that it is "produced in complete conformity with the authorised economy standards". The text is nothing special - explanations for the uninitiated on how the various parts of a motor car work. But some of the advertisements are worth mentioning. One is headed "Danger - bad weather ahead . . . fit Parson's chains for safety". The winters used to regularly bring weather that meant most motorists carried a set of snow chains in the boot. My memories of using them are that they wore out very quickly if you left them on when the tarmac surface re-appeared.

Can anyone remember Vortex silencers? These are advertised by Laycock Engineering and described as "ensuring a progressive expansion and uninterrupted passage of the exhaust gases, so that they reach the atmosphere at normal atmospheric pressure".

Another name I don't remember is Crown spark plugs of King's Norton, Birmingham. It claims that they cost "half the usual price". Some names are still with us, Britool tools for example, and (I think) Burman-Douglas steering systems. The latter claims that their steering gear "has been used for every land speed record since 1935 (now standing at 368.85 mph by John Cobb)".

In the next edition I'll dig out some more tit-bits from the Ford Times.

Fuel Injector System for 100E

Does anyone know anything about these devices?

The advert was in an old copy of Practical Motorist in the early 1960s.

I assume that the standard carburettor is replaced by this device, but what it does and how it works is unknown.

WAL PHILLIPS
CONSTANT FLOW
FUEL INJECTORS

★ INSTANT POWER JUMP ★ UNID. ACCELERATION
★ EASY FITTING ★

PHILLIPS FUEL INJECTORS 1 & 2 NEW CENT ROAD LONDON, E.C.1

Spares Update

John Porter

Exploring the 100E Stores at Abingdon

At the tail end of last year I was in the position of having a very close look at the provision of 100E (& 107E) spares in the club stores during the annual stock check. The check has to be completed every year to satisfy the accountants that we know what we have from the point of view of value. The club needs more information than just how much it is all worth, we need to know exactly what we have, what we have sold over the year and what stock we are running short of. This task takes time - over two days in my case. This is no doubt due to the fact that I get sidetracked by the nostalgia aspect of 50 year old parts in their original packaging, with storemen's notes about date, price and intended job written in fountain pen on the packaging or on a parcel label. Due to the fact that we have them means the parts never got to their destination 100E!

Some of the parts that we have are unusual items to have in stock, such as the 100E gearbox tailshaft housing - given that Ford's policy for dealers was to fit reconditioned units and not fiddle with the detail. In the same vein, there are input, output shafts and gear clusters for the same gearbox - probably enough to build a new 100E three speed gearbox from scratch. There is the intricacy of different choke, starter and wiper control cables in at least three different lengths (something to bear in mind when you order replacements). We have a bewildering range of new rear lamp housings for the 100E and

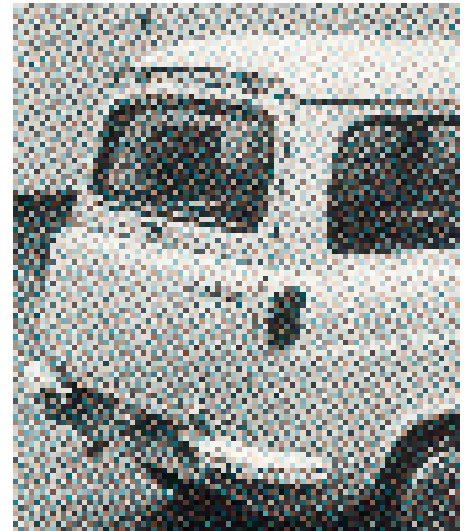
107E, which, together with the club's new rear lens for the Prefect, also gives the possibility of new rear lamp clusters if you are so minded. Talking of rear lamps, as we were, if you own a Squire we have number of new rear lamp assemblies for this 100E derivative - no longer do you need faded amber tail-lights that match your indicators! I came across a new speedometer and instruments for the 100E Popular. Again, these are not listed but await an owner who is completing a concours restoration.

Two items that you don't see very often were a pair of 100E/107E front suspension towers that hold the MacPherson strut in the inner wing. As these are a common rust area I am surprised that they are still there. No, you didn't know? So now you do, get in touch and strike a deal! This is just the way to get an authentic look to the engine bay with no patches in sight. To go with these gems, we have top suspension mounts that will make your 100E handle as Ford intended. Not forgetting the rear shocks that we now have back in stock. There is no excuse for handling akin to an upright! Apologies to upright owners but you know what I mean.

Come to the AGM and Stores Open Day and get tempted by these rare items. The stores personnel will be on hand to assist you in separating your cash from your wallet.

As a consequence of this varied stock, we can't list everything in the parts list in Sidevalve News because it would run into many pages. At the end of this fascinating foray into the minutia of 100E parts, the club will shortly be offering some promotions to clear some space for stock. These will be announced ready for your trip to the Club Stores in May.

A pair of 100E/107E front suspension towers



Rear lamp assemblies are available

Upright Bumpers

What news on these, I hear you ask? The manufacturer took a new front bumper from a 103E (same as E493A) in December to experiment with and come up with a price. In the December issue of Sidevalve News, I asked for any expressions of interest for these NEW items that are not available elsewhere. Yes, you can get refurbished bumpers that are only as good as the preparation of the old unit..... Many that I have seen do not last much longer than a year before rust creeps through the nice new chrome. There is no substitute for comprehensive (and expensive) preparation before chroming and there is certainly no such thing as cheap chrome! If we don't get any interest then we will assume that no one needs new bumpers for their upright. We can organise the remanufacture of parts, but without sufficient initial sales then money is tied up for years. If our capital is invested with a slow return then new projects are held up. All the items, bumpers and over-riders, will be costed at 100 units being made in one go. If we have less made the cost will obviously be higher per unit. The overall price for "natural" finish is £175 and £252 for chrome finish (to British Standards, which is a world away from what you might get in the local chroming shop). So your feedback is essential for progress to be made. The manufacturer is at present pricing up the upright over-riders, which are also just not available NEW. Again, this is dependent on interest from you, the members, for anything to happen. Further details in the next issue.

Rear wings for the Anglia and Popular (and possibly the Prefect E93A/E493A) are being investigated because there are very few good secondhand wings left and this applies to repairable rear wings. When we have some figures we will give you some idea of cost.

Letters and E-mails

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

Freshford Photo

Dear John,

Only about five miles from the village of Oldford, mentioned in December's Sidevalve News, is the village of Freshford.

It was just starting to rain when I took the photo of this beautifully restored 7Y. With her smart red interior and her fresh new coat of shiny black paint, I feel sure she would claim to be a Fresh Ford!

Yours sincerely
John Candy.

A Fresh Ford at Freshford!



Pops at Petwood

Dear FSOC,

"2 Pops at the Petwood" - a photo taken about 3 years ago of our 2 Pops at the Petwood Hotel, Woodhall Spa, Lincs; which was used by 617 squadron (the Dambusters) as their officer's mess by Guy Gibson and his mates.

The Wells Fawn pop has only done 11,654 miles from new and is all original, only one of the rear wings and the hub caps being sprayed and I have the bill of sale. The grey pop, RSU 917 is for sale - see Pop Shopper for details.

Yours sincerely.
Brian Matthews.



Tony Whitehouse & his sidevalves

New Zealand Event

Note from Ian Scobie, Invercargill, New Zealand:

In January 2006, the Southland Branch of the Vintage Car Club of New Zealand is hosting an International Rally in Invercargill. Any members of the FSOC who wish to visit or participate should contact the Rally Secretary, PO Box 6070, Invercargill, New Zealand. As this is UK winter and New Zealand Summer then some of you from the Northern Hemisphere might like to get to the Southern Hemisphere! Bed & breakfast accommodation can be found on request. Entries close July 2005.



Electrical Help Offered

33 Potter Hill Lane,
Sheffield.
S35 4JE

Dear John,

I am willing to help members with their electrical problems on their sidevalves by post. I have many years experience with Fords of this type in the motor trade and have met most problems that members might experience with their cars.

Tony Whitehouse.

(Please respect the fact that Tony is offering advice and assistance by post - he is not offering to do it for you! John)

Left Above: Invercargill Truck Shed
Left Below: Petwood Hotel



OBITUARY

John Cable

I have recently heard, via Jim Norman, from Ian White, of the recent death of John Cable who lived in Shanklin, Isle Of Wight and leaves a wife and daughter. I am sure you will all join me in thinking of his family at this sad time. It came as a great shock to hear of John's passing, and he will be greatly missed by everybody in the Isle of Wight Group of the Ford Sidevalve Owners' Club who knew him.

John Porter.



February 2005 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 VAT, postage and packing.

Regalia List

Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.50
Reprint Workshop Manual for 100E and 300E.....	£24.95
Reprint Parts Manual for 100E and 300E.....	£19.95
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.00
The John Howe Book of Cartoons.....	£5.00
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£19.50
Out In Front - The Leslie Ballamy Story by Tony Russell.....	£19.75

Stickers

Running In Instruction Sticker (Upright).....	£0.75
Running In Instruction Sticker (100E).....	£0.75
Window Sticker - FSOC design.....	£0.50
Silver Jubilee Window Sticker.....	£0.50
Historic Ford - 'Keep off My Arse!!' sticker.....	£0.65
I Love My Sidevalve Sticker.....	£0.65
Register Sticker (state model) each.....	£0.60
..... or two for	£1.00
FSOC 30th Anniversary Sticker.....	£0.50

Magazines

Binder for Club Magazines (holds 2 years).....	£6.90
Following back copies of Sidevalve News available.....	£0.75
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, August, October, December	
1997 February, April, June, August, October	
1998 February, April, June, August, October, December	
1999 February, April, June, August, October, December	
2000 February, April, June, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December	

Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.25
Running in booklet Anglia / Prefect (date 9/49).....	£1.25

Models

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£5.50
Ceramic Cream Model of 103E Popular.....	£4.50
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.05
FSOC Grille Badge: Round or Square.....	£9.00
Register Grille Badge: Popular/Prefect/100E/107E.....	£9.00

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.50
<i>Sky Blue, Racing Green or Burgundy in SM/Med/L/XL/XXL;</i>	
<i>Red, Black or Royal Blue in Med/L/XL/XXL; Navy in Med/XXL; Jade MED;</i>	
<i>Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£12.60
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

Model designs.....	£7.75
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White L/XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£5.95
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: White SM; Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED;</i>	
<i>Royal or Black MED</i>	

Other Regalia

Blue FSOC Mug.....	£3.50
Tea Towel, All models design.....	£2.95
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£1.99
FSOC Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£1.25
Licence Disc Holder.....	£0.50
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster.....	£1.25
Pack of two dusters.....	£2.25
Pack of three dusters.....	£3.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

100E and 107E Spares List

Front Brakes

100E - 2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£25.00
100E - 2018 - C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£25.00
100E - 2035	Front shoe return spring kit.....	£3.60
100E - 2038	Adjuster repair kit (front).....	£13.50
100E - 2061 - A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£35.00
100E - 2061 - B	Wheel cylinder 1957 onwards right hand side.....	£12.00
100E - 2062 - A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E - 2062 - B	Wheel cylinder 1957 onwards left hand side.....	£12.00
100E - 2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.00
E0A - 2078	Hydraulic flexi hose.....	£13.00
100E - 2140	Master cylinder.....	£72.00
E66 - Z - 1	Master cylinder repair kit.....	£7.00
100E - 2207 - B	Dust cover wheel cylinder.....	£0.50

Rear Brakes

100E - 2041 - B	Snail cam (shoe adjuster).....	£0.50
100E - 2075	Connector (5 way brake pipes).....	£8.50

100E - 2096 / 7	Rear shoe return spring.....	£3.60
100E - 2119 - B	Compensator (hand brake cable).....	£5.00
100E - 2220 - A	Rear brake shoes 7" diameter (up to Jan 1955).....	£16.50
100E - 2220 - C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£16.50
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.....	£35.00
100E - 2261 - D	Rear wheel cylinder 8" (57 - 62).....	£15.80
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E - 2295 - B	Hand brake cable.....	£31.50
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
100E - 1190	Hub seal 0.983".....	£7.00
105E - 1190	Hub seal 1".....	£7.00
105E - 1201	Hub bearing inner 1".....	£12.00
Y - 1202	Hub bearing inner 0.983".....	£20.00
Y - 1216	Hub bearing outer.....	£12.00
100E - 3073	Track control arm repair kit.....	£16.00

E - 20 - LB - 1	Stud and bush.....	£15.00
100E - 3063	Bushes per set (track control arm / cross member).....	£7.00
100E - 3078 - C	Track control arm right hand (exchange £10 surcharge *)	£27.50
100E - 3079 - B	Track control arm left 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
	Front suspension bush kit – 4 x E-10-DB- and 8 x 3063	£25.00
E - 10 - DB - 1	Bushes per set (track control arm / anti roll).....	£7.00

Rear Axle

100E - 1107	Wheel stud.....	£2.50
100E - 1175	Rear hub seal, 100E only	£7.00
E493A - 4050	Retainer (rear axle shaft grease)	£7.00
100E - 4209	Crown wheel and pinion	£75.00
100E - 4235	Half shaft.....	£25.00
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.....	£6.00
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	Stainless steel exhaust system, 100E only.....	£115.00
	Clamp (silencer outlet pipe).....	£1.35
	Van silencer – mild steel.....	£20.00

Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£35.00
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-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")	£28.00
	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 (exchange £10 surcharge *) fits 100E and early 107E.....	£18.00
100E - 7039	U / J repair kit	£9.00
100E - 7052	Front oil seal	£7.00
100E - 7086	Gasket tail shaft housing.....	£1.80
EOA-7107-A	Ring synchroniser blocking	£5.00
100E - 7111	Counter shaft.....	£10.50
100E - 7114B	Gear and bush assembly	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.25
100E - 7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *)	£26.00
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	£3.60
100E - 8115	Radiator drain tap (not original)	£3.50
100E - 8260A	Early top radiator hose, 100E only.....	£12.50
100E - 8260B	Late top radiator hose, 100E only.....	£6.00
100E - 8275	Water inlet tube.....	£8.20
100E - 8286	Bottom radiator hose, 100E only.....	£6.00
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

	Locking petrol cap	£22.50
	Petrol filler grommet.....	£12.50
100E-9627-A	Rubber (air cleaner)	£5.75
100E-9276	Gasket (fuel tank sender)	£1.00
100E-9288	Flexible fuel pipe	£14.50
100E-9959	Gasket carburettor float chamber.....	£1.45
	Fuel pump	£36.50

Ignition System

7V - 12098	Nut H.T. lead distributor cap (set of 5).....	£3.00
100E - 12116	Distributor cap (D type).....	£17.50
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).....	£6.50
100E - 12200	Rotor arm	£2.75
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	£2.50

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).....	£6.70
100E - 10505 - B	Voltage regulator (push on terminals).....	£28.00
E0A - 10505 - D	Voltage regulator (screw terminals)	£28.00
100E - 11001 - C	Starter motor (exchange £10 surcharge *).....	£43.00
105E - 11057	Brush set starter motor	£33.00
204E - 13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
EOA - 13011	Headlight unit (Wipac, Lucas equivalent)	£22.50
E0A - 13480	Brake light switch.....	£6.50
E1050 - NC - 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
100E - 134641 - C	includes fixing screws.....	£15.75
50563 - S	Pair of rear red tail light lamp lenses	£26.50

Badges

100E - 16185 / 9	Triangular wing motif.....	£15.00
E6AJ - 1	Prefect boot script	£15.00
100E - 16606	Prefect bonnet	£15.00
E5AJ - 1	Anglia boot script.....	£15.00
100E - 16606	Anglia bonnet	£15.00
100E - 16606 - G	Popular bonnet	£15.00
100E -7042514	Popular boot script	£15.00
100E - 16850	Bonnet 'V' motif	£35.00
	Deluxe boot script.....	£15.00

Miscellaneous

E40GB1	Gear lever gaiter.....	£20.00
100E - 17262	Speedo cable	£17.50
100E - 9627A	Air cleaner rubber, 107E only.....	£3.50
100E - 964280	Window winder handle	£5.15
100E - 7010128	Right hand side door sill	£35.00
100E - 7010129	Left hand side door sill	£35.00
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)	£1.95
100E - 7303110	Front screen rubber - deluxe only.....	£29.95
EOA - 732003-B	Floor grommets - per set of four.....	£5.15
100E - 7322610	Interior door handle.....	£8.75

Please note that all our prices

include VAT, postage and packing!

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E - 4676B	Pinion oil seal, 107E only.....	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£125.00
105E - 9448	Manifold gasket, 107E only.....	£2.00
E258 - GD1	Clutch slave cylinder, 107E only.....	£25.00
E72 - Z1	Clutch slave cylinder kit, 107E only.....	£4.00
105E - 7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£26.00
105E - 7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
107E - 8260	Top radiator hose, 107E only.....	£6.00
107E - 8286B	Bottom radiator hose, 107E only.....	£6.00
105E - 8501	Water pump, 107E only.....	£40.00
105E - 8620	Fan belt, 107E only.....	£3.00
105E - 12116	Distributor cap (round type).....	£14.75
EOTA - 12199-C	Contact set (round type distributor only).....	£6.50
105E - 12300 - A	Condenser (round type distributor only).....	£6.50
105E - 10043	Brush set.....	£3.20
105E - 11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£6.85
B-1175	Rear Wheel Retainer (fits E83W).....	£6.85
48-1190-A	Retainer (front wheel grease) assembly.....	£5.75
7W-1225-B	Rear Hub Bearing (fits all models except Models Y,C and E83W).....	£28.00
	Rear Wheel Bearing Repair Kit (fits all models except E83W).....	£150.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only).....	£65.00
YE - 2019A } CE - 2019B }	Brake Shoes (set of 4 - all models – exchange £10 surcharge).....	£45.00
7W - 2019 }		
7W - 2035	Spring (brake retracting) not E83W.....	£4.90
7W - 2035	Spring (brake retracting) (set of four) not E83W.....	£18.00
E83W - 2035	Spring (brake retracting) E83W only.....	£5.50
E83W - 2035	Spring (brake retracting) (set of four) E83W only.....	£19.95
7W - 2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
7W - 2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£9.55
E93A - 2248	Rear axle brake plate securing bolts, long (each).....	£5.00
7W - 2249	Rear axle brake plate securing bolts, short (each).....	£5.00
Y - 2454	Brake Pedal (exchange £10 surcharge - remove rubber from old pedal).....	£9.95
	Brake pedal return spring.....	£5.00
E83W - 2498A/B	Rear Brake Cables (Pair E83W).....	£61.40
E83W - 2580/1B	Front Brake Cables (Pair E83W).....	£20.25
7W - 2580/1/4/5	Set of Brake Cables (not E83W).....	£59.95
YE - 2793	Spring (handbrake lever pawl).....	£0.75
7W - 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£15.75
E83W - 2853B	Hand Brake Cable (fits E83W).....	£13.95
119276 - ES2	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.05

Steering and Suspension

E83W - 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE - 3290 - E } E93A - 3290	Track Rod Ends (pair) all saloons and 5cwt vans.....	£60.00
	Track Rod Ends (pair) E83W.....	£60.00
YE - 3304C	Draglink (Y model).....	£69.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models).....	£1.65
YE - 33111	King Pin Set, complete (Model Y).....	£65.00
CE - 33111	King Pin Set, complete (Model C).....	£65.00
7W - 33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£51.50
E83W - 33111	King Pin Set, complete (E83W).....	£59.00
Y - 3446	Front axle A-frame Bush (fits all models).....	£4.90
YE - 3616B	Horn Button and Nut (Y model).....	£5.25

E93A - 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease).....	£7.00
E93A - 4607	Pin (Drive Shaft).....	£2.00
Y - 4636	Lock Washer (pinion bearing nut) all models except E83W.....	£1.95
Y - 4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.50
	Shock Absorber – except Models Y and C (exchange £20 surcharge).....	£55.00
	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
	Front Shock Absorber Link to fit E83W.....	£25.00
	Rear Shock Absorber Link to fit E83W.....	£25.00
	Front wheel bearings (wheel).....	£32.00
	Front wheel bearings (per axle set).....	£60.00
	Suspension Buffer (fits all models except Model Y).....	£14.00

Exhaust Systems

Y - 5230	Model Y stainless steel exhaust system.....	£75.00
CE-5230/	Model C stainless steel exhaust system.....	£85.00
	CE-5255B	
E04C - 5230-A	5cwt van stainless steel exhaust system (all 5cwt vans).....	£80.00
E83W - 5230-A	E83W stainless steel exhaust system.....	£80.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£90.00
	E93A-5255-C	
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system.....	£95.00
	E04A-5255-B	

Engine Parts

E493A - 18666-A	Pipe (cleaner outlet) assembly and	
E493A - 18666-B	Pipe (cleaner inlet) assembly.....	£44.70
E93A - 18670 }	Oil Filter Unions (pair) (fits all engines).....	£7.95
E98T - 18672		
Y - 6038	Front Engine Mounting (exchange £10 surcharge - remove rubber from mount).....	£7.95
	Front Engine Mounting bolt.....	£0.95
E93A - 6250A	Camshaft (Chain Driven).....	£59.50
E93A - 6258	Retainer (camshaft sprocket) chain driven camshaft.....	£2.65
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.....	£1.85
E93A - 6319	Starting Dog (fits all engines).....	£4.50
Y - 6384	Starter Ring Gear (fits all engines).....	£45.95
CE - 6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A - 6505F	Long Exhaust Valve (Can also be used as inlet).....	£14.50
E93A - 6510B	Valve Guides (per set of eight).....	£94.95
Y - 6513	Valve Springs (set of eight) (fits all engines).....	£9.95
Y - 6520	Valve Cover (fits all engines).....	£5.85
Y - 6560	Drive Bush (oil pump and distributor) (fits all engines).....	£4.50
Y - 6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£3.95
Y - 6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.00
Y - 23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.70
Y - 6610B	Oil Pump Gear (fits all engines).....	£4.50
YE - 6623	Oil Pump Screen (fits all engines).....	£2.65
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines).....	£50.00
	Pre-War Piston Sets (8hp and 10hp).....	£35.00
	E93A 10hp Piston Set (std, +0.010", +0.020", +0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040").....	£36.00
	3 - Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34).....	£27.50
	8hp decoke gasket set (1935 - 1953).....	£35.00
	8hp manifold gasket.....	£7.50
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
YE-6051-B	8hp cylinder head gasket.....	£15.00
	10hp cylinder head gasket.....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£29.95
	Used engines suitable for rebuilding available (collection only).....	£60.00

Clutch and Gearbox Parts

Y - 7015	Main Drive Gear (8hp).....	£32.75
YE - 7015	Main Drive Gear (10hp).....	£38.00
7W - 7050	Retainer (main drive gear bearing).....	£7.50
7W - 7052	Seal (main drive gear bearing oil) assembly.....	£2.95
YE - 7059B	Mainshaft and Bush.....	£35.50
E04A - 7070	Retaining Ring (snap ring).....	£0.99

E93A - 7085	Rear Bearing Retainer.....	£17.00
Y-7090	Universal Joint	£30.00
103E - 7114	Counter Gear (10hp)	£45.95
Y - 7119	Washer (Counter shaft gear thrust)	£6.25
CE - 7141	Reverse Gear	£24.50
YE - 7222	Selector Housing.....	£19.05
Y - 7523	Clutch return spring	£5.00
7W - 7533	Clutch linkage clevis pin.....	£2.00
Y - 7550	Clutch Plate - All models (exchange £10 surcharge)	£20.00
7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge)	£59.00
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge)	£59.00
E74 - 7580A	Clutch release bearing - All models.....	£10.00
E70 - 7600 - A	Clutch Pilot Bearing.....	£4.50
C - 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W - 943070	E83W Gear Lever Gaiter	£19.95
	Complete Clutch Assembly – All models (exchange £20 surcharge)	£85.00
Y - 2454	Clutch Pedal (exchange £10 surcharge – remove rubber from old pedal)	£9.95
Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£29.50
	Large selection of used gearboxes available (collection only).....	£30.00

Cooling System

E0A - 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.60
Y - 8109	Radiator cap (brass screw type).....	£5.50
Y - 8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom).....	£4.25
	Radiator Hose (moulded - state top/bottom, type of radiator cap and model).....	£9.95
YE - 8606B	Fan Blade (11")	£5.90
E93A - 8610C	Pulley (fan and generator 3.12" O.D.)	£5.90
E494A - 8610	Pulley (fan and generator 4.12" O.D.)	£5.50
E93A - 8620 - A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.75
E493AFS - 8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.75

Fuel System

	Fuel Pump repair kit	£26.50
E493A - 9030	Locking Petrol Cap (fits all models including 100E).....	£22.50
E04A - 9080	103E/E494A Petrol Filler Grommet	£12.50
7W - 9080	7W / E93A /E493A Petrol Filler Grommet	£10.25
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.00
YE - 9355	Fuel Pump Cover (all models).....	£1.50
YE - 9365	Fuel Pump Cover Screen (all models).....	£0.75
7W - 9425	Inlet Manifold (10hp).....	£17.00
YE - 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.95
YE - 9555	Carburettor Float (all models).....	£3.50
	Carburettor Gasket Kit.....	£5.05
YE - 9660	Connector (Starter Valve) Assembly)	£2.00
48 - 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.55
	Fuel pump (no primer).....	£36.50

Ignition System

E83W 12024A	6V Ignition Coil (All models - not original)	£38.50
YE - 12116B	Distributor Cap (All models 1935 onwards).....	£12.50
YE - 12135B	Oiler (screw-in type) All models 1935 - 1955.....	£1.35
YE - 12185B	Toggle (All models 1935 onwards)	£0.55
YE - 12199B	Contact Set (All models 1935 onwards).....	£6.50
YE - 12200C	Rotor (All models 1935 onwards)	£3.00
YE - 12300B	Condenser (All models 1935 onwards)	£7.90
52 - 12405A	Spark Plug, L86C (All models also 100E).....	£2.50

Electrical System

E494A - 10001	Dynamo - 3 brush, early type only (exchange £10 surcharge)	£110.00
E494A - 10001	Dynamo - 3 brush, late type only (exchange £10 surcharge)	£87.50
YE - 10160	Felt (dynamo drive end bearing).....	£0.55
E93A - 11001	10hp Starter Motor (exchange).....	P.O.A.
YE - 11001C	8hp starter motor (exchange £10 surcharge)	P.O.A.
7W - 11359	Spring (starter pinion retaining).....	£0.50
BE - 11450	Starter Switch.....	£17.00
E493A - 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A - 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.75
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models.....	£12.20
7V - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.50
CE - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.50

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).....	£0.55
CE - 13101	Spring (headlamp focussing)	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) ...	£7.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E - 13408B	103E Plate (Rear Lamp Base), please specify nearside / offside	£21.25
103E - 13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E - 13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.00
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.95
ET6-13465	103E Complete Rear Lamp Unit including bulb (pair)	£82.00
	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.20
40E-13466	Panel bulb 6V 3W	£0.95
78E - 13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only)	£0.75
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£0.75
E83W - 13550B	Popular no. plate lamp (E83W and 103E only).....	£19.50
CE - 13740A	Toggle Switch (panel lamp).....	£2.50
38193-57	Headlamp mounting bolts plus nuts (each)	£7.80
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.50

Rubber Grommets and Seals

E68 - AD - 1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.95
7W - 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.25
	E83W Bonnet Corner Pads (Pair)	£8.45
	E83W Bonnet Corner Pads (Full set)	£12.45
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.....	£3.65
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ..	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A - 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W - 111172	Opening windscreen rubber for E83W	£18.25
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£0.30
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.35
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.10
100E - 7043531	Boot T Handle Escutcheon rubber seal	£1.95
62E - 731942	E83W Door Rubber seal (enough for both doors).....	£11.00
7W - 940502	Opening windscreen rubber for Prefect and 5cwt van	£14.60
7Y - 940502-B	Front screen rubber for 103E/E494A/E04A	£12.95
7W - 941480 / 1	Weatherstrip door bottom (per ft) All saloons 1937 onwards.....	£2.65
7W - 970700	Roof weatherstrip (per foot) All models except Y and C	£1.95
103E - 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£12.95

Miscellaneous Body Fittings

E03CF/A - 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E - 8213-A	Ford Popular Grille Badge (103E Popular).....	£9.10
E494A - 8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W - 8215 - A	E83W Grille Badge Mount.....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE - 16750B	Bonnet Clip (Y model).....	£5.85
103E-17261 / 2-B	Speedo Cable (state model)	£18.50
C46412AR	Dovetail (female)	£4.00
CE - 17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included)	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A - 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£29.95
E493A - 7022401	E493A Prefect Non Locking Door Handle complete	£16.90
E93A - 7043500	Locking Boot Handle, chrome plated, with keys	£11.60
C - 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£11.50
BE - 964280 - H	Window Winder Handle.....	£4.65
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).....	£14.25
	E83W wing mirror	£15.00
	Reconditioned window regulator (please return old unit with order)	£45.00
	Radiator Muffs (E93A Prefect only).....	£26.60

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

Model Y, 2 door, 1936, part restored, all underneath completed & sprayed, just needs to be put back together & sprayed etc. Telephone: Tom Gibbons 01202 600422, Dorset.

Post-War Upright for Sale

E494A Anglia, 1954, HRV 297, green, sound body, stainless exhaust, spare engine, gearbox, wheels, starters, box of bits, cover needs finishing, £900. Telephone Merv Small 01484 891877, Hants.

Grey Pop RSU 917, as pictured on page 12 of this issue. It is converted to 12v and also has had a new roof and small motorbike indicators fitted for safety, since the photo was taken, a fog light has been fitted, it is taxed, for sale at £1,750. Telephone: Brian Matthews 01664 561927, Melton Mowbray.

103E Popular, 1954, unfinished project, hard work done, needs paint and reassembling, engine rebuilt, front and rear axles rebuilt, everything there, panels all good, ideal winter project, £750 ONO. Telephone: John Martin 01622 200514.

E493A Prefect, 1948, plus spares, good restorer, virtually no rust, straight panels, needs good home \$1,500 ONO (must sell), please help this old car. Telephone: Robert Lee 0351 222842, Gippsland
E-mail: patriot01@sympac.com.au

E494A Anglia, 1952, 11 months MOT, good standard condition, original registration plate (value £1,400), 12 volts, black, semaphores. £1,800. Telephone: Paul Wilson 01507 463098, Skegness.
E-mail: plwlsn3@aol.com

E493A Prefect, 1953, black, August 2005 MOT, 12v conversion, otherwise very original, used regularly, lots of spares, £1800 ONO. Telephone: Suzanne Sewell 0115 9216596, Notts.

103E Popular, 1954, 10hp, black and red interior, 12 months MOT, 59k, excellent condition and loads of history, always garaged, £2,495.00
Telephone: Terry Dickinson 01582 621569 or 0795 8920248, Hertfordshire.
E-mail: monkey_stumpy@yahoo.co.uk

E494A Anglia, in very good condition, £1,750 ONO with spares and ideal for restoration. Telephone: Harrun R Degia 020 8857 2217, Lewisham, London.
E-mail: falaisaislam@aol.com

E494A Anglia, 1949, good original condition, lot of original paperwork, dry stored for 32 years, moving house forces sale £1,750. Telephone: G. Daniel 01554 752281

103E Popular, 1952, very low mileage, last used in 60s, then put away, ply floors need replacing, but no rust, a small contribution to its storage will secure it for an enthusiast! Telephone: Chris Cornford 07710 131010, Berks.

100E/107E for Sale

100E Prefect, in need of restoration, perfect car for enthusiast, beige, low mileage, has been stored inside for last 20 odd years. Telephone: Andrew Gibson 07840 691589, Kent.
E-mail: andrew_gibson_666@hotmail.com

REGRETTABLY FOR SALE, 1961 Pop, WTP 782, 80k, restored in 1996, naively tarted up to two tone and prefect grille, but otherwise all original, few rust patches, interior in good condition, just had new points, sparks and comes with loads of spares, but sadly I am in no position to keep this beauty on the road, good running order but needs a little know how, open to offers, 11 months MOT & exempted tax. Telephone: Jill 01348 874548 or 07814 346675.
E-mail: eggslady@hotmail.com.

101E Anglia (LHD), May 1955, chassis/body 100E109239, runner and complete, but body requires attention (very restorable, but tired - too good to break), grey, located in eastern Switzerland near St Gall, km around 50,000, offers around GBP 300. Enquiries via
E-mail: robert.copson@ihsenergy.com.

100E Anglia 1959, good original condition, black with rebuilt engine, garaged with solid body, £650 ONO. Telephone: Peter Seatherton 01603 8900154, after 6pm, Norwich.

100E Popular, 1961, dark blue, MOT June 05, very solid and original, recent rebuilt engine, new clutch, brake cylinders, £950 ONO. Telephone: D Wilson 01992 710787, Essex.

107E Prefect, 1960, one owner till Sept 04, on 'A' plate, professional respray original maroon, reconditioned steering box, looks and runs very well, MOT Dec 05, various spares £1,200. Telephone D Wilson 01992 710787, Essex.

100E Prefect, 1959, restored, US model sold new in Denver, Colorado, very nice, 32,000 miles, asking \$4800US, OBO. Telephone: Charles Peterson 701-225-1003, North Dakota, USA.
E-mail: peterson@goesp.com

100E Prefect, 1954, in need of total restoration, small back window model, open to offers, can email photos. Telephone: Graham Carr 01827 717187 or 07764 973916, Warwickshire.
E-mail: jaguarmkii@aol.com

100E Prefect, 1957, 41,000m, two owners from new, all original, reasonable condition, stored for 6 years, non runner, original plate TOW 344, sensible offers. Telephone: Stuart Bromley 01483 202404, Guildford.
E-mail: Stuart.bromley1@btopenworld.com

107E Prefect, 1959, saloon in white, 2 previous owners with current V5 on original registration, requires full restoration, consider offers. Telephone: Simon Topham 07880 561848 Mansfield/Newark/Notts.
E-mail: simon.topham@btbroadband.com

100E Anglia, 1957, immaculate, with tax, no MOT, as far as I know there is nothing wrong, drives & starts fine with loads of history, cream with red interior, £1,000 Telephone: Leigh Thurston 07862 253833.
E-mail: leight@bromley.ac.uk

Specials for Sale

Ford Siva Tourer, 1172 cc, 1957, registered as historic vehicle on 20-02-1998, taxed & MOTed until April 2005, excellent condition, a much loved & admired "Dr Who" type car, extensive work carried out including: reconditioned engine, conversion to electric fuel pump, electric indicators, re-upholstered seats, new hood frame, £3,300, "Bessie" is 100% real fun. Telephone: Marc Squillari 0208 516 0550, London.
E-Mail: gascoynepeter@hotmail.com



Commercial for Sale

E83W Thames 10cwt, 1954, blue and black, good condition with some spares, has been resting for a year but must let her go now. Telephone: Jenny before 10, 01456 450 402, Inverness.

E83W Van, 1948, fully restored, original registration number, superb condition inside and out, great for company promotion, ring for more information, £4,750 ONO. Telephone: Peter Whittaker 01535 633108 daytime, Keithley.
E-mail pawbaxterwood@aol.com

300E Thames, 1960, in need of total restoration, has been stripped to bare shell, 95% of parts to rebuild, offers. Telephone: Graham Carr 01827 717187 or 07764 973916 Warwickshire.
E-mail jaguarmkii@aol.com

Wanted

Metal sun visor for Popular 100E 1959. Telephone: George Lee 01243 820098.

E83W, Fordson, 1946, pair of front wings, front grille, bonnet centre hinge, doors, windscreen with surround, pair of headlights. E93A engine complete. Telephone David Aldridge 01538 308062, Staffs.

Urgently wanted - a set of hubcaps to fit my LMB 15" wheels. Telephone: Tony Russell 01737 221578.
E-mail at fat_rabbit54@hotmail.com

107E Prefect, mint original or properly restored, with original registration number please, pastel or unusual colours preferred. Good price paid for right car. Telephone: Paul Hawksley 01262 470230, East Yorkshire.
E-mail: gentleman@hawksley.fsworld.co.uk

100E engine, restored if possible, but any condition considered, Telephone Richard Shirley 0208 941 3034, Surrey.
E-mail: richardshirley_@hotmail.com

Electrical parts for an E494A Anglia 6V. Telephone: Geoff on 02476 334201.

Spares for Sale

103E semi restored/rodded, been stored 10 years, rolling shell, or break for original parts, open to offers. Telephone: Ashley Shepley 01892 782623, Portsmouth.
E-mail: ashshepley@aol.com

100E parts for sale, can't list all of them, 4 door and 2 door items and chromes, ring or email for details and prices. Telephone: Lynton Brown 0771 563 4475 South London.
E-mail: Brownrus81@aol.com

100E, complete body shell (rotten) with all glass and fittings (except headlight), free of charge, please collect before it is scrapped. Telephone: Michael Whitley 01844 290791, Bucks.

Two 100E front steel wings, excellent condition and a few other bits of trim, £150 for pair or may split. Telephone: Gary Sweetman 01676 542751, Coventry.
E-mail: gsweetma@jaguar.com

Headlamps for Ford V8 Pilot - Mint Condition - £150 each. Telephone: Ann O'Donovan 07989 869 285, London.
E-mail: ann.odonovan@redbridge.gov.uk

Excellent 103E chassis, now surplus to requirements, space needed, £40.00. Telephone: Andrew Collins 01202 471421, Christchurch, Dorset.
E-mail drewup@thefairmile.wanadoo.co.uk

Pre-war 10HP engine, gearbox, starter motor, manifolds etc. £150 Telephone Alan 01689 821663 days, eve and weekends or 01959 522911, Kent.

Breaking 1957 100E Prefect, lots of parts for sale, 2 engines, gear boxes, panels, trim, dash and extras etc. Telephone: Stuart Petheram 01245 462088, Essex.

E-mail amandaskinner51@hotmail.com

2 x 100E Anglia engines, 2 x 100E Anglia gearboxes and 1 x 100E Anglia rear axles, 1 engine and 1 gearbox can be seen and heard in use. £150

Telephone: Matt Newman 01344 457956 or 07859 926905, Bracknell, Berks. E-mail: matt.newman20@ntlworld.com

Clutch Plate BRAND NEW BOXED for the Anglia/Prefect 103E '53 to '59 & Pop 100E '54 to '59, QH C358s £25 plus carriage. Telephone: M England 07768 604429, Oxfordshire.
E-mail: malc_england@yahoo.co.uk

Upright Popular, 1959, back seat £60, 1953 looks like leather back seat £60, upright Prefect base £30, upright Popular base £30, 103E radiator £30, engine painted but needs reconditioning £100. Telephone: M.Capps 01945 464892.

Driver's side door bakelite for sit up and beg pop. Not broken, in very good condition, one screw hole has a chip but not noticeable when fitted. £25. Telephone: Jeff Oakley 01454 323817, Bristol.
E-mail: jeff.oakley@tesco.net

I have an upright rolling shell for sale, comes with Bakelite dash, door panels, some re-chromed parts, open to offers. Telephone: Lynton Brown 0771 563 4475 South London.
E-mail: Brownrus81@aol.com

Miscellaneous

Club livery, 21st birthday 5 cwt model van, as advertised in Sidevalve news Feb 1990. Telephone: Mark Fellows 01922 451619, Staffs.

Registration Plate for sale, JFJ 100E, valued at £845, Open to offers if interested. This plate is currently on my car. Telephone: Paul Webb 07939 597932, Woking.

Repair Manual. Anglia Prefect 1953 -1959, includes Escort & Esquire, Thames 5cwt van (1954 Onwards) and Thames 7cwt van, very good original Ford manual - currently on ebay. Keith Leathers 07775 642995 Watford/Harrow.
E-mail: keithleathershome@yahoo.co.uk



Sidevalve News

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

Please email your adverts to hammond.geoff@virgin.net or use the advert page on the web www.fsoc.co.uk or post this form to:

Geoff Hammond
103 Shorncliff Road
Counden
Coventry
Warwickshire

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.

100E & 107E Register

Tony Lloyd

Modifications and All That

The Anglia of 1957-59 is perhaps the definitive 100E, for this model incorporates all the modifications and upgrades that were deemed necessary once the car was in production. When the 100E was first introduced in 1953, there were several shortcomings that needed attention over the next four years. Some were needed because of new safety legislation, and some because of owner pressure.

The first major change came in January 1955 and was the increase in the size of the brakes from seven inches to eight. This was done to counter the brake fade that was being encountered in export countries where the demands on the braking system were sterner than in the home market.

The next major change was the lowering of the first and second gear ratios in mid 1955. This was done to answer adverse criticism of the 3-speed gearbox and the lack of first gear synchromesh. This modification gave greater low speed flexibility when in second gear and almost dispensed with the need to double declutch into first gear when crawling along in traffic. It did, however, put the 100E at a further disadvantage to four speed gearbox equipped cars at speeds above 25-30 mph. This was the quick fix, the real answer would have been to design and fit a 4-speed all synchromesh gearbox as standard.

October 1955, and the rear lamp clusters were modified for the first time to incorporate separate amber lenses for the flashing indicators.

October 1957 and the rear screen was enlarged to give better all round vision. For owners of the standard cars, the redesigned instrument cluster meant that the maligned and fiddly combined ignition and lighting switch was consigned to history. The third design of rear light cluster was unveiled and the much loved three bar grille was dispensed with, in favour of a simpler and probably cheaper 'cheese grater' design.

Come 1959 and the Anglia morphed into the Popular, albeit with a fourth version of the rear light cluster and a slight de-trim. The Prefect, on the other hand, was introduced in December 1953 and continued in production until March 1961. It incorporated all the modifications that were made to the Anglia, but in addition 1959 saw it fitted with a new engine and four speed gearbox that transformed the car. The model number changed to 107E, but it was still basically the same car with a new engine and carpets. Ford made a lot of the new ohv engine:

'...a sensational new engine, four cylinder, water cooled, 997 c.c., extra large overhead valves and a more extreme stroke/bore ratio than any other passenger car.'

'...pistons: exceptionally large area and with the short stroke a lower piston speed resulting in less wear.'

'....a test drive will reveal its power, smoothness and silence.'

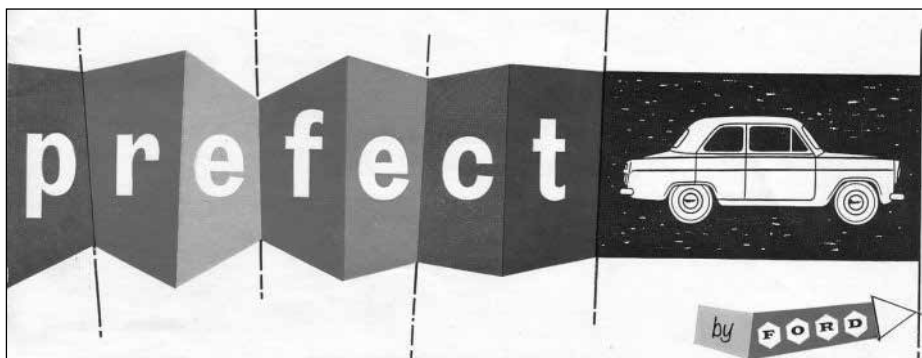


Photo 1: SLR 495

Not so much was made of the four speed gearbox, but it was this and the carpets that contributed a lot to the smoothness and silence. No more revving the guts out of the engine in first and second gear; the extra gear meant that you could change up earlier and still accelerate smartly. Lower revs and piston speed meant less wear and tear and this in turn meant longevity of the engine.

New Discovery

Another 100E Anglia has come to light after being in storage for many a long year (photo 1). The last time that this car was on the road was in August 1976. Bearing chassis number 100E 255061 it is a 1956 standard Anglia. It is in need of total restoration, but owner Terry Allen of Essex is enthusiastic about embarking on the project and is already collecting the parts needed. The registration is SLR 495, which means that it started life in London and the club is helping Terry to retain this registration.



"They're in their twenties, with two lively small boys. They wanted a car that was easy on the pocket, they have to budget carefully. They thought a long time about the Prefect, and they don't regret their choice. He's pleased at the low running costs - excellent fuel economy and the savings that come from regular service at low fixed charges. He's thrilled with the renowned handling and roadholding qualities of the Prefect - plus the vividly exciting new performance put up by the 997cc O.H.V engine with its four speed box.

She's delighted with the Prefect's graceful line, flattering two-tone colour schemes, bright interior furnishing. She admits she's surprised to find all these in a low-priced car! She adores the easy manoeuvrability, the parkability, the comfort and the roominess; the generous boot for all the family luggage, the large, lockable glove compartment for shopping and odds and ends. She takes her husband to the station, the boys to school, does all the shopping in a fraction of the time it used to take. And the picnic spots are further from home each time!"



Left & Above: Original 107E advertising brochure

Anglia, Prefect & Popular Register

Andy Main

A quarter of a century, or twenty-five 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, Fords best selling model was the Escort (not the sidevalve model) and Britain's first woman Prime Minister, Margaret Thatcher, led the Conservative Government. On the 2nd of January, the day after the launch of the 103E Register, Peter Sutcliffe, the Yorkshire Ripper, was arrested.

During a club visit to the Ford Motor Company plant at Dagenham on Monday 3rd September 1979 and whilst 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.

Things moved fast as the formation of the 103E Register was announced in the December 1979 edition of Sidevalve. Within the four line introduction to the membership was "At long last a register of 103E models is being compiled". At the same time the Specials Register was launched and the Model Y and C Register was looking for a new Registrar. The 103E Popular Register later became the Anglia, Prefect and Popular Register, a better name to reflect the range of models covered, and the Model Y and C Register became the Pre-War Register.

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, 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, attended by the Registrar (who had by now been co-opted onto the club committee), the 103E Spares Officer (as then designated) and Yvon Precieux. Yvon and myself joined the committee at the meeting held on Saturday 15th November. Yvon (now Pre-War Registrar) and myself are the only surviving club committee members from 1980 and longest serving in the history of the club. It is pleasing to know that Officers and Area Group Organisers from 1980 are still club members including Gordon Cowley who is still the contact in Australia.

From that January launch the biggest announcement was parts re-manufactured. The initial priority as stated was rubber items such

as fan belts, radiator hoses, gear lever gaiter, and engine mountings. In the longer term we considered valves, rubber bumper and filler cap grommets, bakelite interior window surrounds, carpets, drag links, brake dust covers, clutch return springs and window winder gear wheels. We were also going to produce a car badge and probably tee-shirts/sweat shirts and bumper slogans and asked for suggestions for (clean) slogans. We were able to achieve most of these re-manufactured items and over the years many more re-manufactured parts have been added, as listed on the parts list. At the time I did not fully realise that I would end up getting involved more and more in re-manufacture and getting boxes hand made by a very good retired friend to post out the smaller rubber and breakable items. Over the years I had twenty five panhard rods stored in the back of the sidevalve before the orders rolled in and did not buy one for my sidevalve.

The biggest undertaking was the re-manufacture of steel wings, sills, running boards and boot lids for the Anglia, Prefect and Popular in 1982. After years of repairing rusty originals or obtaining fibreglass replacements, the members ordered several hundred items, which were delivered direct from the manufacturer. Regrettably the manufacturer caused the committee and myself many problems and on completion of orders, the original parts used as patterns were returned to the owners, and no further orders were ever placed. Recently I received a letter from Ted Corbin that his re-manufactured wings had just been taken out of the loft as his Popular is 50 years old in April 2005 and he aims to get it back on the road by then. I wonder how many more wings, sills, running boards and boot lids are still in store?

After sowing the seeds to re-manufacture and with the changes in the spares organisation over the years and more knowledgeable club officials, I have been Registrar since December 1985, a twentieth anniversary later this year.

The next 103E Popular Register pages appeared in the summer 1980 Club News. How many members were on the register and what was I selling? Details in a future edition.

Gumdrop's Restoration

Marcus Dain from Fyfield, Essex purchased his black E493A Prefect on 3rd September 1981 after seeing it for sale in a garden in Brentwood and bought it on impulse for £450, after just having moved house and having just enough money left over to afford it. GHJ 335 was first licenced on 20th December 1952 in Southend, Marcus becoming the seventh owner.

The reason for its purchase was principally in order that his two boys then aged 4 and 2, could grow up knowing what it was like

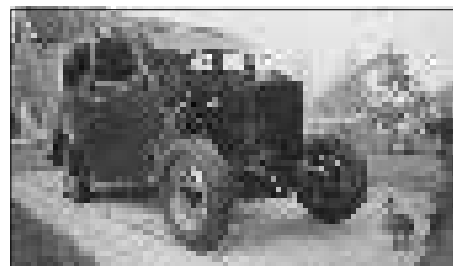


Photo 1: Gumdrop starting restoration

to drive around the country lanes in a car less sophisticated than the average driver. For the first six years, Gumdrop, as the boys instantly christened it, lived outside and was used regularly to go horse riding, picking up manure, and any other village activity which called for decent transport. During heavy snow, it proved itself far more of a survivor than the Cortina; its large wheels and low gearing allowing it to "winch" itself out of trouble. Following the building of a large extension, which included a bigger garage Gumdrop moved inside and Marcus started restoring her (photo 1). The duck strolling around the driveway inspects the restoration so far!

Marcus spent the following two years overhauling all the mechanics except the original engine, including making his own wiring loom, which he did not test prior to installation and worked perfectly. A new headlining, rechroming and respray completed the restoration, but then a house move meant Gumdrop did not turn a wheel until 2004 when Marcus made contact again with me and a July photograph (photo 2), but where are the running boards? Now retired, Marcus decided to start playing with his toy again. Now that those two little boys are in their mid-twenties, are they still interested in Gumdrop?

Norway Addition Update

After featuring Haakon Oeverlands E93A Prefect in the last edition, I was pleased to receive the first progress report in early January. Haakon has now started to disassemble the Prefect - bonnet, side panels and grille are in surprisingly good condition. The wings and running boards need a bit of welding. This is not one of Haakon's skills, so he is going to buy some welding equipment and start on a training course.

The main challenge of this restoration is the chassis. It is terribly rotten, particularly on the left hand side, but not beyond reconstruction. It will require a great deal of patience to complete this part of the job. The radiator was taken out and sent for repair, the same for the dynamo and starter motor. The fuel tank is also out and needs repairing too.

The front axle brake system is disassembled and seems to be in fairly good condition, age considering. One problem has been one of the king pins, which has obviously been forced into place and may have damaged the hole in the front axle.

Anglia, Prefect & Popular Register

The observant reader may have seen that the Prefect wheels were not original, but Volkswagen and have now been disposed of. Luckily, five original wheels were included, the rims now sandblasted and primed. Four new tyres have been purchased.

Haakon has answered my question on what are John Winsjauseu's other two sidevalves - a 1938 Ford Ten and a 1950 E493A Prefect. The Prefect has recently been advertised for sale.

Age Related Registrations

We are used to seeing Scottish registrations used as age-related registrations and whilst they are not all used up yet, XG, originally a Middlesborough issue, is also now being used.

Snail Mail

Members have enquired if I can be contacted by e-mail, sorry, snail mail only.



Photo 2: Gumdrop as at July 2004 (minus running boards)

Specialist Applications Register

Andy Main

Following Mick Crouch's article on the Pattisson Tractor, Mick has produced another article, for which I am again most grateful.

Sidevalve Powered Search Light Generator

It was acquired in a very poor condition in 1997 with a seized engine (see photo 1). Believed to be built in the 1940's according to the engine number. It does have a WD. B121 plate on it, but no date.

It has an 8hp sidevalve engine fitted with a Scintilla magneto alleviating the use of a battery. A mechanical governor is fitted in place of the dynamo, driven by the fan belt and multi bladed fan to assist the cooling system. A heat exchanger fitted around the inlet manifold and a drain tap on the carburettor



bowl suggests that it could run on paraffin after first being started on petrol. Unfortunately the fuel tank was missing so it cannot be certain that it had a double fuel tank.

The generator details are as follows: -

**NORVALL GENERATING SET
SINGLE PHASE 230 VOLTS 1.5 KVA
MOTOR PLATE
ELECTRO DYNAMIC
CONSTRUCTION CO LTD
LONDON
NO: 15642G**

Although the generator is in good condition, the auxiliary equipment is in a very poor state, with some parts missing. One day I may get around to putting it in working order. There is, therefore, no night time aeroplane spotting at the moment!

Mick exhibited it at the 2003 Ardingly rally, where I took photos 2 & 3.

Two other sidevalve powered search light generators are known to survive and again are not in working order. No further information is known at the present time, but can you supply any more details?

Do You Own a Specialist Vehicle?

If you own a mechanical elephant, boat, aeroplane, machinery, pump, roller, Wickham trolley, tractor or whatever, that is 8 or 10hp sidevalve powered, then please drop me a line (enclosing a sae) and I will send you a register application form for it. If you see anything in a museum etc. then again, please let me know.



Photo 1



Photo 3

Pre War Register

Yvon Precieux

Registrar's Comments

2005, and another year is added to the age of our old Fords. In the case of the Model Y and C that now means pensionable age. However, as the old proverbial saying goes "Old Fords never die", so with the New Year's festivities well behind us, the work of getting the old Stan, sorry, Ford, ready for another season is just another part of the annual ritual for the intending summer months.

Here in Scotland we are very efficient on the old rally scene front and have been so for a fair number of years. Prior to the season starting, each enthusiast is given a booklet for the year. This lists the majority, if not all the events scheduled for Scotland, with dates of closing entries and persons to contact. Very neat, as one can plan the year well in advance. Last year was again a very busy period for me and I was only able to get to two events, although the van is used to and from Wemyss Bay to Greenock and beyond. The first outing was to Pitlochry, with the C van being the only humble Ford, albeit commercial, rubbing noses with the likes of Rolls Royces and Aston Martins etc. I was pleasantly surprised to be asked twice by other organisers at the rally to come to some of the smaller events to show the van to a very appreciative audience. The second outing was a purely commercial event, with vehicles akin to the London commercial vehicle run to Brighton. The run took place in Ayr through the town centre

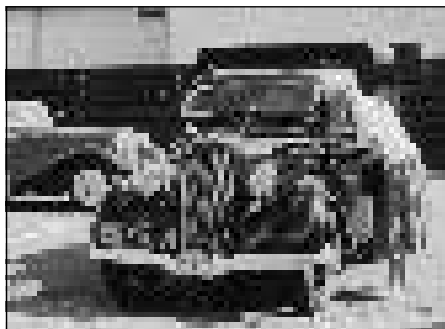


Photo 2

and onwards via Port Patrick to Stranraer. To prove that your registrar does go places sometimes, photos 1 & 2 show Christine and I, with attendant referees, on our journey to Pitlochry.

Technical Developments

With the Model Y and C past production and with the new Dagenham designed 7W and 7Y on the market, endeavours to improve further more engine reliability, and maintenance schedules to reduce manufacturing costs was still paramount on the minds of vehicle manufacturers. Although the Ford Motor company was somewhat backward in not keeping pace with some of the very innovative suspension and transmission system ideas emanating from the European plants, their well tried and indeed sound yet archaic mechanics, such as the 3 speed gearbox and transverse suspension on our old Fords, soldiered on for more than twenty years before being changed. However, even as early as 1935 they had the foresight to recognise the advantages of the use of renewable engine bearings and the

new and lighter alloys coming from foundries and casting works. The latter was interesting from a cost effectiveness point of view, as reductions in hauling, transport costs and ease of fabrication were important criteria in running car manufacturing factories. Ford were one of the first to go over to shell main bearings for the engine. As owners of the very early pre-war engines may well know, the bearings were directly babbitted in the engine block, necessitating the engine to be dismantled, cleansed and re-metalled prior to the new bearings being line bored; a somewhat tedious, dirty and expensive business. Ford brought out their first new renewable main bearing in 1935-6 on the last of the three C engines made during 1934-1935. This engine incorporated a larger flange for the use of the big starter motor and was the first of the type now universally known, but not quite correct, as the E93A. The main bearing caps used at this time incorporated a rounded raised portion, so that as it was placed back in position with its renewable shell bearing, it recessed into a corresponding circular groove in the engine block.

With Dagenham casting their own engines, a facility for identifying casting defects and raw materials had to be available. Here the American automobile industry, even in its infancy, had been quick off the mark, for a method had been quickly initiated to source the problem when defects in castings were encountered that were not readily explainable. The method was simple. When defects were first encountered in castings, they were entered onto a definitive record detailing materials used, furnace temperatures etc. Over the years a wealth of information was available and by continuous correlation of the occurrences of such defects, all variables could be identified, referred back to any combination of material or method and rectified.

One of the areas where you, the members, can see the benefits of the use of alloys in your old Ford is in the steering gearbox (lower end of steering box, post 1937). The particular lightweight alloy used was known as LM10W, a magnesium/aluminium mix. This provided a high proof stress, high tensile strength, good durability, with exceptional resistance to shock and corrosion. Over the years I have seen a number of steering boxes which I have had to dismantle to make up a good one and I must admit, against the much heavier pre-war unit, it is effortless to remove and surprisingly robust in the years of abuse these components take. The only time I have known one to fail was a dramatic description of one splitting in a very, very early issue of Sidevalve, An E83W owner I seem to recollect.



Photo 1



Photo 3

Members Profile

To start off this year, the car is a 7Y, the model type standard. The owner is Nick Green from Warboys, Cambridgeshire. The photos were taken in 1989 when the vehicle was first acquired via Nick's father, from our E83W registrar Glen Bubb. Nick's father dismantled the car, resprayed it, but never put it back together. Hence the rather late date for the 7Y being restored (rings a bell in the register pages, last issue). Nick has completed the car, with seats re-upholstered, new door and rear interior trim panels, replacement of roof



Photo 4

canvas and new interior head lining. The engine was stripped and cleaned, particularly as it had not run since 1971 and successfully started in September 2004. As with most good owners and restorers, the gearbox, steering box and back axle were replenished as a matter of fact. It's a fact that after a rebuild, quite a number of owners forget to do at least one of these jobs. I give mention to Kevin, who



Photo 5



Photo 6

would probably like to remain anonymous, who ventured out, strangely enough, in his 7Y deluxe, only to find to his horror the gearbox parting from the engine, as mate Steve had forgotten to tighten up the bolts on a London to Brighton and the frantic call on his beautifully restored EO4A (certainly not anonymous now), when his axle made some funny noises and it was found devoid of any oil. It's easily done - even your Pre-war Registrar has made some boobs. For those interested in the spec for Nick's 7Y, the car is painted green and has the chassis number 204804 (photos 3 - 6).

Where are they now?

Purchased by G Gold in a chassis-up restoration, the chassis is being prepared with its ancillary components while the body awaits to be reunited with its running gear (photo 7).

Photo 7



Tales of BOA

Jim Norman

Unfortunately - or not, depending on your point of view - there is little to report on BOA this issue. No epic journeys were undertaken; no maintenance was needed or carried out. Personally I find this very satisfactory.

But things will change on the maintenance front at Easter: this is the car's fifth winter since she was put into everyday use in October 2000, and these and the 75,000 miles covered since are taking their toll of the bodywork. The driver's side in particular is showing signs of wear and new inner and outer sills will be needed by then, together with some repairs to the floor. Other areas will also benefit from the odd patch or two.

But that is in the future; for now I'll stay by the fire and read past issues of Sidevalve News for inspiration!

(Ed: Jim might not have had much to report this month, but he sent me this wonderful book cover - I think it should be called "Model Y in trouble", not trains!)



Specials Register

Rob Daniels

I trust everyone had a great Christmas and a merry New Year and that Santa bought you all the Sidevalve spares that you had on your list. I had a computer crash Christmas night and this put the dampeners on what was a very enjoyable day. I had the terrible feeling that I had lost a lot of my files, having not backed anything up for six months. After a week I was able to restore it back to its former glory with no damage done, no files lost and a lesson learnt. This of course put me behind with all the correspondence that had built up, so apologies for that.

As I write, we are in the middle of what is so far the warmest January ever recorded, which is great for all my palm trees and other exotic plants, but remember that winter started with a vengeance in the middle of February last year. That said, we are already planning for the summer and the dates have been set for the main specials events of the year.

The first is the **Buckler Day** in Long Lawford, nr Rugby and this has been set for 26th June 2005. For those who haven't been to this event, it is a road run around the Warwickshire and Northamptonshire countryside, with a stop at a pub for lunch and a shandy. What more could you ask for? Lots of Sidevalves, a sunny day and a pub! This event is open to all Sidevalve powered cars, either specials or saloons. Details can be found on my website.

The next is **National Sidevalve Day** on 7th August, details of which can be found elsewhere in this magazine. Please try to attend this event this year, as we only had two specials at the national last year which is pretty poor considering we have a few hundred in the club.

Historic Specials Day, 14th August, Cotswold Wildlife Park, Burford, Oxon. Now in what must be its 15th year, this event must not be missed at any cost and I am already getting letters from people telling me they are going to attend (thanks Andrew). Maybe we will see the Chairman's Nickri make its first appearance there for fifteen years when it appeared as a newly discovered bodyshell.



Photo 1

Interesting Pre War Special

This month's correspondence included an email from Derek Stringer who has this interesting pre war special (photos 1 & 2)

Hi,

I was told about this club by a guy I have just purchased a car from. It is a special, based on a model Y chassis and running gear, with a 1132 sidevalve with aquaplane manifolds and twin S.U. carbs. It is definitely an ex-competition vehicle, the bodywork seems to be mostly hand fabricated, in steel. It is in need of extensive repair, mostly to the bodywork, as it is rotten, but the chassis, running gear, and engine seem to be in good condition. I write to you with a view to joining the club (if it will help me in the restoration of this vehicle) and also regarding a problem I have with it, which I was told the club would be able to help me with. It was obviously road registered during its life as a special, as it has lights, horn etc. and even number plate mounts. Unfortunately the number plates are now missing, and I don't know where to find the chassis no. (if indeed it has one). I was told by the previous owner you/the club would be able to verify the age of the vehicle, and the type, so it would be possible for me to re-register it with the DVLA on an appropriate plate for the age of the car?? Any help gratefully received yours

Derrick Stringer.

Photo 2



The only photos I have are the one I have taken of its 'before' condition. The bodywork, all of which appears to be specially fabricated, is in very poor condition. I spent all day today cutting it off and making cardboard templates of it so it can all be replicated in fresh steel. So, today I am left with the rolling chassis and a few parts. The chassis does need some repairs too, it looks as though I may need to remove the main chassis rails to allow me to repair them adequately! I have included a couple of photos, and it also had some aluminium front mudguards fitted originally, these were cut off by the previous owner. I do have them but they are in poor condition. I have been informed the grille shell and radiator are Morris Oxford items, but I am still at a loss to where the windscreen and frame were taken from, it appears to be from some kind of sport-tourer?



Photo 3

Czechoslovakian Special

I get many emails from abroad, but I think this is the first I have had from Czechoslovakia.

Rob,

I would like to ask you for your help again. Please, could you try to answer me these questions? Naturally when you'll have a time. Thank you for the information you send me, I am very grateful for your help. Herewith I send you photos of "Cheetah" I had buy. I have problem to find chassis number, do you know where chassis number is mentioned? (Papers I had receive have no informations about chassis number.) It is somewhere on the car maybe?

- Do you know from which type of Ford the engine and gear was?

- Do you know how dashboard and steering-wheel looked?

When I read your Internet pages there's title "Watford sports". Could you explain me what Watford sports is?

My best regards,
Libor Jelínek

Libor,

Thank you for the pictures of your car (photos 3 & 4). I see that it is the one from Southend in England. As far as I know there is no number on these chassis. Your car has the wrong engine fitted. It should be a Ford E93A engine and gearbox, also, it looks like the diff has been changed to accommodate an open prop shaft. The whole car is based on the E93A type Ford, not to be confused with the 100E's, which were later sidevalve powered Fords. If you take a look through my website, most of the cars are based on the E93A Fords. The dashboard can be whatever you want and so can the steering wheel. It was not a production car and people fitted whatever they wanted. My advice is, as always, to keep it period. Also you should join the Ford Sidevalve Owners Club. Watford Sports Cars Ltd was the name of the company that made the Cheetah.

Photo 4





Photo 5

Ashley 750

Not a Ford this time, but a short wheelbase Austin Seven bodied Ashley 750 and some great old photos (5 & 6).

Hi Bob,

Took a while to get some old pictures together. Construction took place in the back yard, worked like a dog 1955, Colin Chapman just down the street in Rays Ave. Edmonton north London. Got rid of the hardtop as too confining, I was broke anyway due to the purchase of hydraulic brakes from Devon (Bowden conversion, Rob) I believe, better to stop than to keep dry.

Spent 2 years in the army 1958-1960, moved to Swindon, used the car for about another year. The last picture of it with my small daughter (she is 45 years old now) was taken in 1961? Anyway, thanks for taking the time, I'm intrigued with your web site, maybe one of those old Ashley or Falcons will be looking for a new home one of these days.

Regards, Alan Stevens.

Top: Photo 6
Bottom: Photo 8



Radford Special

Dear Robert,

I bought this vehicle in October 2004 and am busy restoring it to its former glory. Have you ever seen anything like it? It was built by a gentleman named Harold Radford in 1953 and based on a Ford chassis powered by a 4 cylinder 1172cc sidevalve engine with twin carbs and a 3 speed gearbox. The wheels and running gear resemble an early Ford Popular or similar, it also resembles one of the early Jowetts in body style.

Any information will be most appreciated and may help me to find photographs for an in-depth restoration. I would also like some info on joining your car club.

Many thanks,
Trev (York).

I have no information on this car, so if anyone can help Trevor please send details to me and I will pass them on (photo 7).



Photo 7

Nickri Spyder

As mentioned in the last edition of SV News. I have had correspondence from Tony Shaw, who was deputy editor of Vauxhall's in house magazine throughout the 1960's.

Hi Robert,

I thought you might be interested to see a Ford special with Nickri Spyder body that I put together in the early sixties (photos 8 - 10). I bought it as an incomplete project for £75, and this included a clapped out Ford 10 engine and rear axle, but decent suspension, front axle, steering gear, gearbox and wheels/tyres. Best of all was the new boxed-in chassis. Cheap at half the price! I managed to source a reconditioned Ford 8 engine locally and a new crown wheel and pinion (can't remember the ratio) from one of the many tuning equipment companies. The blue gel coat finish of the body was quite good and did not need painting, but Nickri's moulding of the floor panel left a lot to be desired - it was about 4in. out at the rear and I had to build a special frame in wood to take up the difference. Maybe it was an early shell - I just hoped my landlord would never notice the hole in his fence!

Since I worked at Vauxhall's Luton factory, I was able to buy sections of unwanted trim and carpets from the by-products department, and I managed to build a fairly smart cockpit for just a couple of pounds. There were holes



Photo 9

for the headlights at the bottom of the front-end of the body, but this seemed a bit impractical to me and I'm sure not approved by Construction and Use. I opted for two ex-Rover headlamps, mounted on top of the bodywork something like the current (at the time) 'frogeye' Sprite. In fact I think my car was more 'frogeye' than the Sprite! I mounted spotlights in the holes. The complete nose tilted forwards to allow access to the engine. To hold the nose down I used two cycle wheel fly nuts and to stop the glass fibre cracking at these points I made up two huge cushion washers consisting of those miniature Firestone tyres you could get round ashtrays and with the centres filled by Bedford Drivers Club circular plastic badges. Special builders have be resourceful!

Being 6ft. 6in. tall, my head was stuck out in the slipstream above the windscreen, so to come down out of the cold I used square-section rubber strip in layers to raise the screen. Alloy strips covered the face of the rubber.

I had lots of fun with this car. For some strange reason it preferred to go up hills in reverse. This caused a lot of interest round Luton, but no one seemed to mind. The roads were quieter then. One embarrassing thing was that truck drivers were always waving me to overtake, not knowing I only had a Ford 8 under the bonnet. I used to hum "Row, row, row your boat..." as I crawled past.

Keep It Coming!

As always, a varied bag of vehicles and some interesting stories, which I hope you enjoyed reading about. Please keep the emails coming and if you send pictures with them, please send them at a high resolution, as low res pictures do not reproduce very well when they are published in the magazine.



Photo 10

Glenn Bubb

Firstly as this is the first magazine of 2005 I would like to start off by wishing all members a happy new year.

E83W's on Film

Over the last couple of months I have noticed a number of E83W appearing on various television programmes. A dark coloured van, probably blue or black appeared a number of times in an episode of the wartime Police drama "Foyle's War". Unfortunately I did not see what the registration number was, so could not identify whether it was a van belonging to a member or not (although I did receive some photographs from Mick Blackburn, custodian of the Bluebell Railways van, of an E83W which appeared to be used exclusively for film work and would fit this description). The discerning E83W aficionado will have noted that this was not a prewar van, as it featured Ford product bonnet badges and flared rear wings, however to 99% of the viewers it was a pre-war van.

A blue wooden bodied pick up also appeared in the new versions of Agatha Christie's Miss Marple stories, which were shown on ITV over the Christmas period. The pick up could only be seen for a matter of seconds through a shop doorway and I was convinced that it would appear again, as film companies have a habit of using the same vehicles throughout a production. However I watched the whole programme and it did not appear again. This vehicle looked very much like TKK 40, which was owned by Dave Leeves of Tonbridge and attended many rallies all over the South East in the livery of



Photo 1

B.Odgit and S.Cram. I am not sure if Dave still owns it and I might be completely wrong with my identification.

The third sighting on TV that I have made recently was in an advert. This obviously had a lasting effect on me, as I can't remember what it was for and only that it appeared in the background of a piece of period newsreel which was being used as part of the advert.

With regards to vehicles being of the right period for a film or television production, the film companies are, probably quite rightly, only interested in creating a period feel and as long as a vehicle looks the part, will be happy with that. In most cases they are led by an agent or action vehicle company that supplies vehicles to their specification. Suffice to say, if an agent sent a Transit for a 1950's film

they would probably lose the business and the owner would get sent away with a flea in his ear, but a 1953 E83W for a wartime film "looks the part".

In the dim and distant past we have undertaken a number of film jobs with PKP 404 and the first we did, a film called 'Hanover Street' required it to masquerade as a wartime vehicle (see photo 1). We did a number of days on this film and at the time the money was excellent, although the days were usually very long and you always have to watch that the film crews don't do anything that is likely to damage the vehicle.

If you have been involved in making a film with your E83W, or have seen a film in which an E83W is shown, whether a modern film or an old one, why not drop me a line so that other E83W fans can look out for them.

Photo 2



High Top Van

Finally for this issue, I have included a picture of GXW 956, which is a 1944 London reserved mark. I found this photo on a stall at a recent event at the Manchester Museum of Transport, and whilst the picture is not attributed, it has all the hallmarks of that well known transport photographer and author, Arthur Ingram. This Mobile Office is not quite what it appears to be at first glance. It would seem to be based on the bottom half of an early van (no flares on the rear wings). However, on closer inspection, there are what appear to be 16" wheels, which would point to the base being a chassis cab. There is also a continuation of the lower panel pressing behind the wheel arch. It would seem that someone has gone to a lot of trouble to ensure the bottom half follows the lines of a standard van. It is also interesting to note the small, (probably original) headlight on the nearside, and the centre overrider. It just goes to show that it's worth giving a photo a second look.

Introducing the New 8 & 10hp Technical Adviser - John Pole

"As the new technical advisor I welcome your questions on upright Fords."

I have a non technical background and bought a Popular "project" as a work stress reliever. Very little of the original car was left, as it had been gutted and badly hot rodded; it was, however, very cheap and just what I wanted. Six years

later, after a lot of help, I had it on the road. I found the whole process addictive and so I am now restoring a Prefect.

I believe that most of the problems you may encounter I have experienced and hopefully I will be able to advise you or suggest where you can get assistance.

I look forward to hearing from you".

You can contact John by writing to him at:

**82 Fruitlands,
Malvern,
Worcs.
WR14 4XB**

Ballamy Scoop!

Tony Russell

One of the rewards of being the author of the biography of Leslie Ballamy, as reviewed in the October 2004 issue of Sidevalve News, is that unique and important items appear after the book has gone to print!

Ken Roberts, who was LMB's chief draughtsman up to about 1946, has kindly sent me this remarkable photograph. It is the only known picture of the LMB overdrive gearbox conversion for 8 and 10 HP Fords, and Ken has given permission for it to be published in our magazine.

Note the mating flange for a Hardy-Spicer prop shaft that replaces the standard torque tube and drive shaft. It is quite probable that a number of experiments took place to use either a shortened torque tube, suitably anchored, or

a fully open prop shaft with the rear axle held in place with redesigned radius rods. The unit was certainly fitted to the LMB works E04A "Hack", ERO 895 with spectacular results!

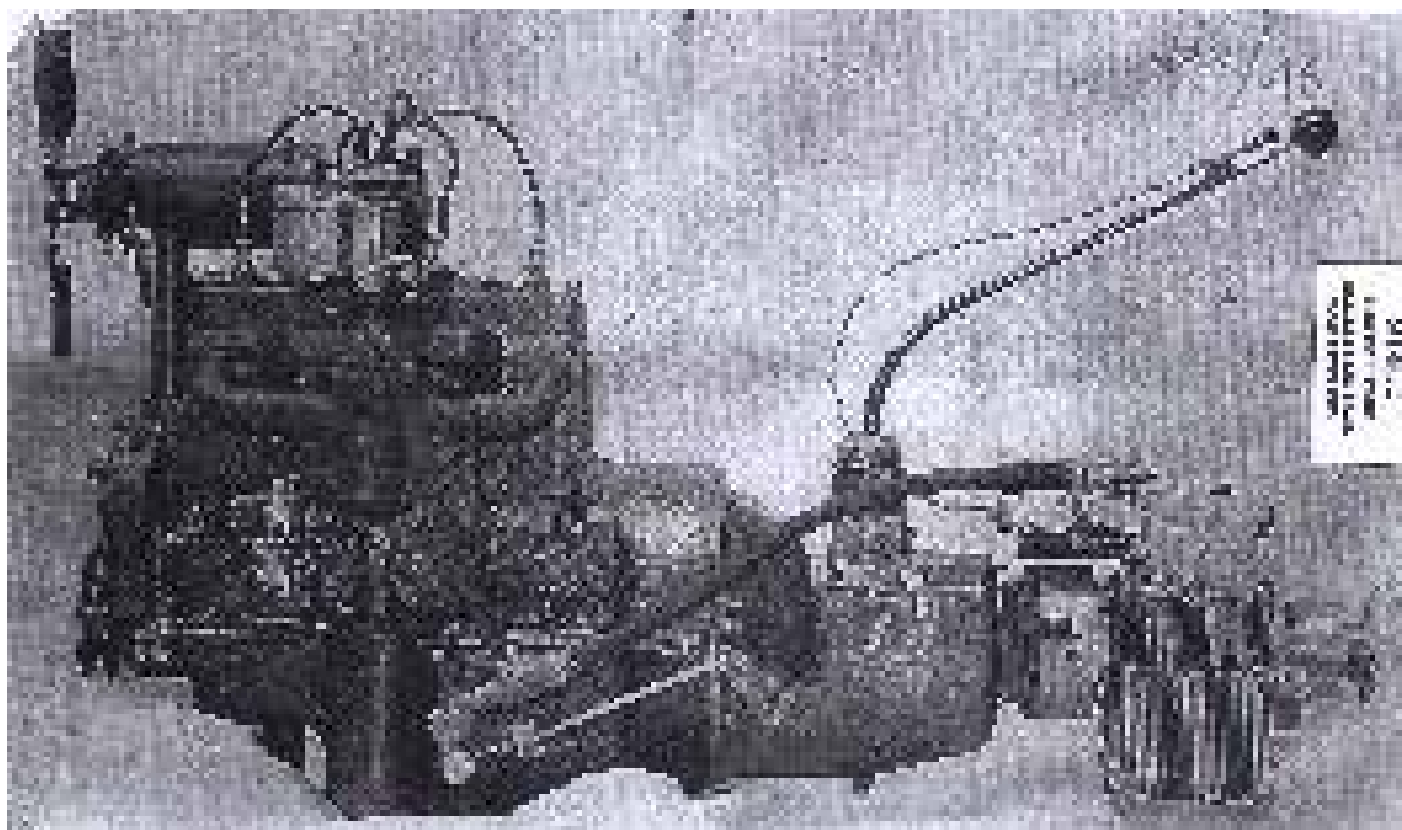
Note with interest the pneumatic actuating mechanism connected to the clutch cross shaft and the vacuum tapping into the inlet manifold - one wonders how the windscreen wipers were operated!

The clutch operating shaft on the left hand side of the bellhousing has a short extension that was standard of Ford gearboxes, this was utilised by LMB to mount the operating lever. Ballamy put this extension to other uses too. He designed and built a dual control for the small sidevalves, so that an instructor could maintain control of the car should a learner driver be at the wheel.

A second clutch pedal was mounted on the shaft extension for use by the instructor's right

foot when stricken by abject terror at the antics of his pupil! An extra steering wheel could be mounted on the nearside, connected to the original on the offside by sprockets and an endless chain. Instructor braking was effected by either moving the umbrella handbrake to the passenger side, or by installing an additional brake pedal to the nearside chassis member with extra linkages to the existing system. Presumably the instructor had two right feet, or quickly became adept at left foot braking! I recall, through the mists of time, seeing a picture of this conversion many years ago in an early copy of Sidevalve News, but had no idea that the dual control unit was designed by the fertile mind of Leslie Ballamy.

If you would like to know how the overdrive box worked and study an engineers drawing of its internals, you'll just have to buy a copy of "Out In Front"!



Special Economy Tips for Your Pop or Prefect

John Porter

Running an economy car like the Popular in 1959 was a skill in itself. Here are twenty period tips for your enjoyment and some are as good as the day they were written.



Picture 2: Carb Adjustment (no. 16)

1. In cold weather take the fan blades off the car. This will give you another 4 mpg, more power and quicker warm up. There is no danger of overheating and on long runs you can blank off the bottom half of the radiator as well.

2. Shaky plugs are petrol-burners, so test yours at a garage. A K.L.G. F.50 is the replacement and, if you can manage it, try the platinum-pointed PF-50s (try finding these nowadays!). They cost three times as much but last three times as long and are more economical on petrol.

3. Don't hold on to top gear to save petrol - it doesn't work. Keep the engine buzzing lightly and on a gradient do not select top much before 25mph.

4. The Popular does not like 4s. 3d petrol overmuch, but if you retard the ignition one notch at a time until the pinking stops you will be able to use commercial fuel. This will make starting easier too, but remember one degree at time and don't overdo it (have you tried Super Unleaded with additive?).

5. Severe shuddering of the car from take off is invariably caused by badly adjusted engine tie rod fastenings to the front cross-member (gear-box cross-member on pre-war models). Tighten the adjustment nuts a little at a time until the transmission becomes smooth.



Picture 1: Steering adjustment (no. 6).

6. Steering adjustment is made by tightening the small bolt in the middle of the steering box. Jack up the front wheels and tighten the bolt a fraction at a time till all the play has been taken up. Take care not to over tighten - this can be felt as binding when the steering wheel is turned (picture1).

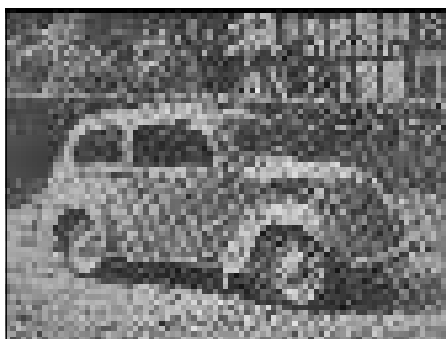
7. If your engine doesn't burn oil, fill the sump with Castrolite in winter. This will result in easier starting and better fuel economy.

8. Binding brakes will soak up petrol and glaze the linings. Make sure that the adjuster is backed off one notch from brake rubbing on drum (picture 3).

9. Check tyre pressures every time you take on petrol and keep them at the 28 psi mark. Under-inflated tyres wear very rapidly and are more susceptible to punctures.

10. When checking the road springs, remember the U-bolts must be tightened down hard and pump plenty of lubricant through the central greaser. Gear oil is best for this job.

11. Once every other month, inspect the rubber engine mountings at the front of the car - particularly the nearside one which suffers from oil being spilled on it. Tighten the mountings, until the rubber just begins to bulge.

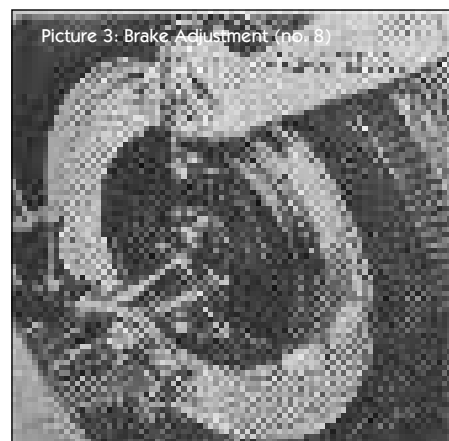


12. When checking the clutch clearance, adjust so that the gears can just be engaged without crunching them. Too much movement on the clutch can result in the springs becoming jammed - too little will result in a burnt out clutch.

13. The kingpins need greasing. When you do this job jack the front of the car up, so that the grease can get between the thrust washers.

14. Do you want your battery to last four years or more? If so, make sure that the electrolyte level is kept up to the mark, the battery is not flogged to death - and every night it is connected to a trickle charger.

15. To get the best from your gallon of petrol your throttle must be s-m-o-o-t-h. Put a few drops of light oil on every linkage under the bonnet and make sure that there is no slack in the system.



Picture 3: Brake Adjustment (no. 8)

16. Many Populars suffer from an over rich slow running mixture. When your engine is hot, leave it running and slacken off the screw on top of the carburettor half a turn. Test on a short run and slacken back until the engine begins to stall (picture 2).

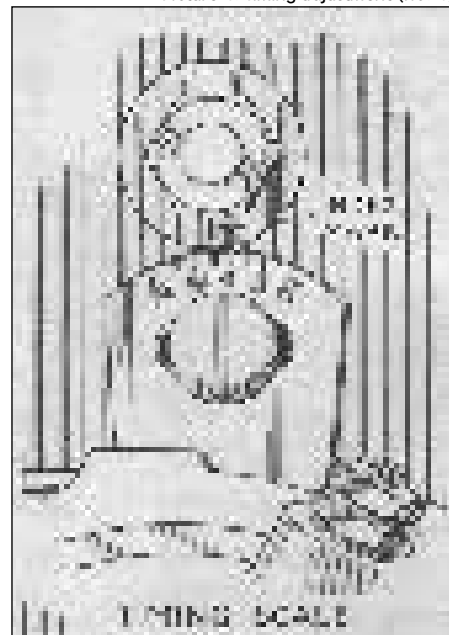
17. One quarter of a turn back on the throttle stop can save you quite a lot of petrol - especially if you do a lot of traffic work.

18. If you have a garage do not apply the handbrake - use chocks under the wheels instead. This stops any chance of the brake drums becoming oval. It is against the law to leave the brake off while the car is on the road.

19. Don't try to double-declutch on the Popular. It serves no useful purpose at all and may damage the synchromesh cones.

20. Do not leave your engine running on the choke to warm up. Instead, drive off reasonably slowly and push the choke in as soon as possible. This saves petrol and cuts down on engine wear.

Picture 4: Timing adjustment (no. 4)



One, Then Two and Now Three

Geoff Hammond

In the early days up to 1953, most vehicles had one rear and stop light. Then the Road Traffic Act of 1953 came into force, which required all vehicles to have 2 side and stop lights, mounted on the rear wings so the size of the vehicle could be judged. Unusually for many Road Traffic Acts, this applied retrospectively to all cars, irrespective of their age.

Ford applied the new regulations to its current range of Sidevalves, namely, the E493A Prefect and the new 103E Popular. It also offered a "Dual rear lamp conversion kit" for the older Sidevalves.

The kit comprised:

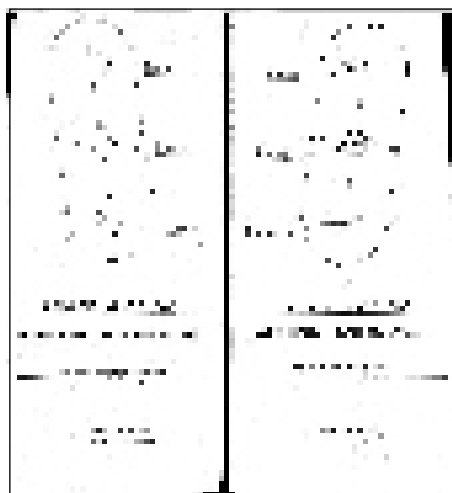
Two combined rear and stop lamps with reflectors and embodied in the housings each with twin filament bulb and outlet wiring.

Extension wiring harnesses.

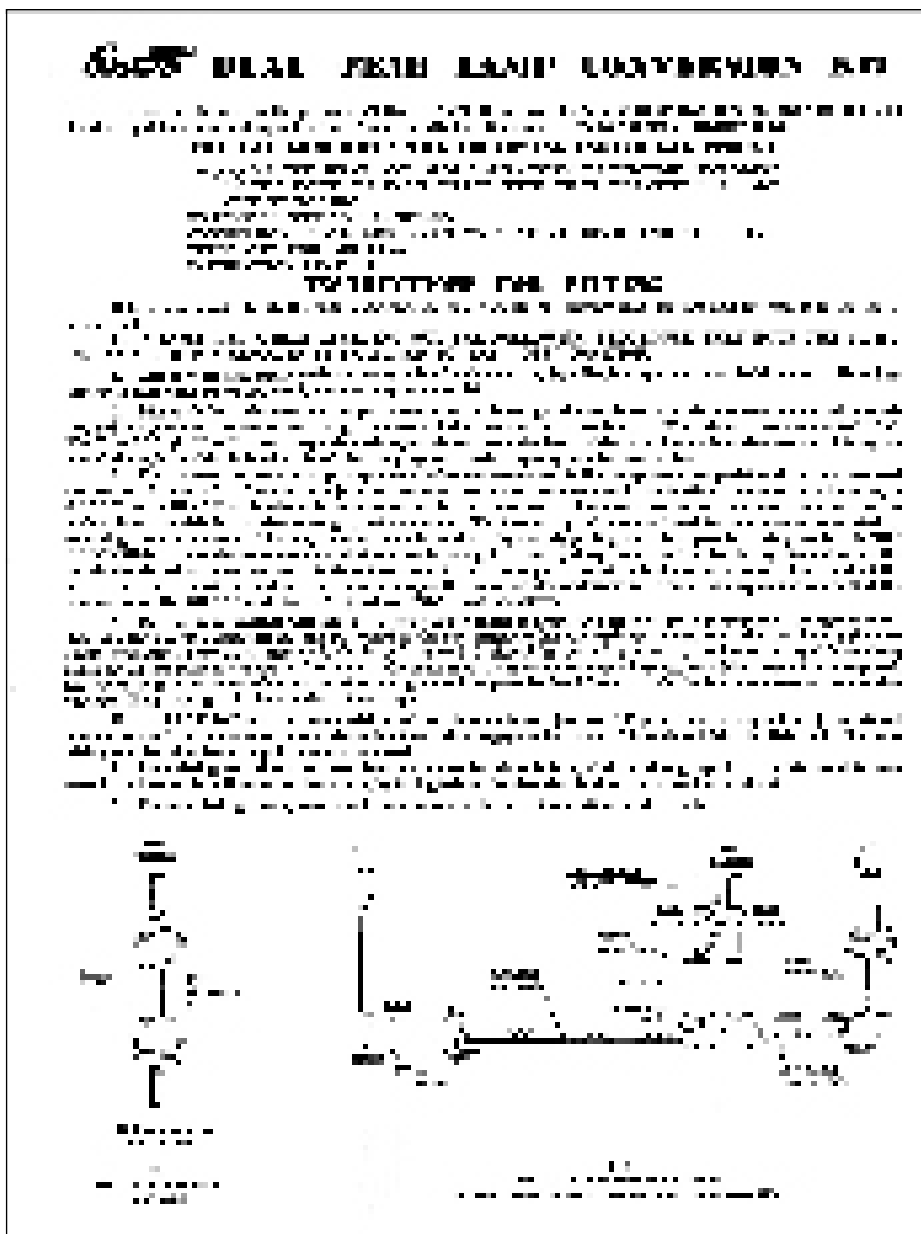
Conversion plate for external central rear and stop lamp.

Templates for drilling.

Instruction leaflet.



Drilling Template



Fitting Instructions

The conversion kit described how to fit the new rear lamp units and wiring in a step-by-step process. As part of the process the existing stop lamp was disconnected. The kit also included a blanking plate, which could be used on the oblong type rear units to convert them to number plate illumination only.

In 2000, to meet new European "type approval" regulations, all new cars must have fitted a high-level brake light.

This time the requirement was not applied retrospectively. The original stop light could now be used as a high level brake light. It can be re-instated by removing the blanking plate and reconnecting the green wire from the number plate light harness to the extension harness.

It appears the early car manufacturers with the single but high-level stoplight were not too far wrong. So I merrily travel forth in full knowledge that my 1953 Anglia goes some way to meeting the requirements of a 2000 Regulation.



1 stop lamp



2 stop lamps



3 stop lamps

Member's Profile - 1959 103E Popular

Mark Gregory

As a new member of this club I thought I would take this opportunity to show you some pictures of my car, a 1959 Ford Popular 103E (see attached) and hope that you might be able to show them in your excellent journal Sidevalve News.

Having always been a great admirer of the "Sit-up-and-beg" style Pop since my early teens, I thought I would finally go out and actually buy one as a late 40th birthday present and boy, what great fun it is!

In my spare time I am Club Chairman of the Jaguar XK8/XKR Enthusiasts Club which involves me driving quite a few of these modern day icons. Comparing the two very different driving experiences, it is surprising that the Pop seems to attract a lot more attention than the modern day Jag. The Jag obviously has all the modern day luxuries that one could ask for, but there is no mistaking the nostalgic driving of a sidevalve, e.g.: three gears, vacuum wipers; hey, those were the days! I even took the Pop to one of my club events a few months ago and it was amazing how much attention it attracted. Wherever I drive the Pop (which is most weekends - weather permitting), I constantly get people asking me questions about it and I even had someone follow me recently who eventually pulled me over to simply say that he had one of these as his first ever car and how glad he was to have seen such a immaculate conditioned car on the road all these years later - how proud was I...?

I must say that I am lucky in that the car, just before I bought it, underwent an extensive restoration at a cost of £6,500; including



refurbishment of the chassis, full body strip-down, floor replaced, headlining renewed, repaint etc., so all the hard work has been done. With the work complete, the car has, I believe, a genuine 47,000+ mileage on the odometer. The condition of the saloon body and Ludlow Green paintwork is described as exceptional and the tan interior as good, in fact it only now needs the seats re-doing. The sidevalve motor and 3-speed gearbox, as well

as the electrical equipment, all seem to be in good working order. All I need to do now is simply drive and maintain her the best way I can.

The car unfortunately came with no history when I bought it, so I have been doing some of my own investigations and have now accumulated quite a bit from previous owners, DVLA etc. However, I would very much appreciate news from any of your readers who may have known the car in the past and could perhaps provide any details? The current Registration No is VAS 664 but it was previously known as TFW 139.

Finally I must congratulate you on your club journal. Having now purchased a large number of back issues I have found them informative, interesting and very useful to me as a new classic car owner.

I also attended your National Day at Peterborough (sadly not in the Pop), and was pleased to have the opportunity to talk/seek advice from fellow members/FSOC staff and see an amazing array of vehicles on show. Keep up the good work.



Our thanks to Mark for his contribution to the magazine and his comments on the Club, it's always good to get some positive feedback! Mark's photos are very well done and show off his car superbly.