

News

Sidevalve

Volume 22 • No 2 • April 2005



Features this month

Taunus History

The Squire & the Escort

Coachbuilt Model Y

Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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Cover photograph: a period shot - Taunus test drive on a Swedish Road (BD Palmer).

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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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 Worcs	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: 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	Raymond MacDonald 01340 831449. <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>

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Editorial

John Porter (Chairman)

As you already know, we are relying on a non-member to edit the club magazine. Until a member comes forward to help with editing, we are very much in the position of having to accept what we are given, in that no one is editing the material that comes into the magazine from many different sources. Teresa is uniquely qualified here as she has a history of old Fords! Yes, we do have proofreaders, but they take care of the inevitable mistakes of grammar, spelling and punctuation and rarely can comment on content, mainly because the magazine is the proof ready to print.

It is also difficult to decide on what material takes precedence when there is too much material for a given month. This can mean that the article that you have painstakingly written, and taken photographs for, does not appear in the next copy of Sidevalve News. Does that "carried over" article then take priority over other recent articles? At the moment, it is difficult to guarantee. If we are short one month then we will obviously use the "bank" of unpublished works. Of course, some articles may be topical and have

a definite shelf life, which does complicate the issue. This is where the active member (and committee member) who is editing the magazine would come into their own. So, if you have written something that has not appeared in Sidevalve News, this is in some way of an explanation.

What does the future hold for the magazine from the point of view of editorship? As I see it, we either continue to pay someone to edit the magazine (if they are prepared to extend their agreed period of tenure), or one or more members of the committee relinquishes other tasks and takes on the role of editor. The latter assumes that someone is happy to do that and that we feel that the editing of the club magazine is more important than other roles on the committee. The FSOC, like most other medium or small classic car clubs, depends on volunteers to function. Lack of active members who are willing to help out does mean that the core of people who carry out the essential running of the club's services are increasingly put under pressure to do more. This is not an uncommon problem, as many clubs report the same problem. I would welcome any feedback from members on any of the above points.

**Will
YOU
be
our Editor?**

A Note About Photographs

If you want to send a digital image to the magazine, can you please check its resolution first? For example: in Paint Shop Pro, click on Image, Image Information and look at the "pixels per inch". If the number is less than 300, the picture is not going to be very clear when reproduced in the magazine. Many thanks.

The Coventry Group at Atherstone last year



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Events

John Porter

Writing this in February, warmer weather does seem a fair way off, but when you read this in mid April, we will all be thinking about dusting the old girl off and getting out and about. Depending on your storage arrangements, the re-awakening won't be too painful for you or your sidevalve. I always look forward to the first run out in the Siva, when there is less of a chance of frostbite now that the sun is here to stay. This is especially so this year, as she has slept in her goatshed since the All Ford Rally last September.

I had a momentary flutter, while on our yearly sojourn to the Algarve in February, when I caught sight of a black upright outside a garage on the N125. This is the road that runs along the coast from Spain to the far south western edge of Portugal. This was a false alarm as the car was a late thirties Hillman Minx and not a Ford. It is no good saying that all cars look the same computer generated blobs nowadays, because they all looked the same in the 30s and 40s - except they were not computer generated.

I hope that we do have FSOC members in Portugal and that the Ford flag is kept flying. If you live in Portugal then send us some details and photographs of you and your car. There are few Fords of any description in this part of Europe except for rickety Fiestas and locally (?) built Transits with the standard timber-sided pickup body that adorns all the trucks in the Algarve. Bryan Baker, the Upright Technical Advisor of past times and now living in Spain, says that Fords are not "cool" down here. Does anyone care to comment on this sweeping Iberian generalisation? I will keep my views about Ford to myself.

Peak Run

This is the last magazine before the club's run over the hills of the Peak District and I would ask that any interested drivers lodge their details with me so that I can get the route details to them in the post when the time comes. The date is Sunday the 12th of June in Ashbourne at 11am - other details are to be confirmed. Why not make a weekend of it, wind your way there on the Saturday and stay over at one of the many B&Bs or hotels?

National Sidevalve Day

National Sidevalve Day will be at the Gloucestershire Steam & Vintage Extravaganza, Kemble Airfield, near Cirencester, Gloucestershire. Easily reached from the Midlands and the West and East, so there are no excuses this year! This very

popular show is on for the weekend - 6th & 7th August, with our day being the Sunday, although a club presence would be good on the Saturday. Peter Williams and Ivor Bryant are our local men who will deal with the fine details on the ground. Any members that live locally are most welcome to help with setting up the stand etc; contact me or Peter (details inside the front cover of this magazine). If you are thinking of a weekend then try this site for B&Bs: <http://www.cotswolds.info/cotswold-bandb.htm> or telephone 01386 853790. Kemble Airfield is the home of the Cotswold Aviation Centre whose website is: <http://www.kemble.com/> and there is a Vintage Aircraft Fly-In over the week-end so we won't be alone!

If you are into trains, then the The Gloucestershire Warwickshire Railway runs along a part of the former Great Western Railway's mainline from Birmingham to Cheltenham, via Stratford-upon-Avon which is not too far away. The line commands wonderful views of the sleepy hamlets and villages, as it runs through the beautiful Cotswold countryside. A short distance away in Swindon, is 'STEAM', the Museum of the Great Western Railway. Set in a restored Grade II listed building, parts of which date back to the 1840s, this brand new museum celebrates the story of the men and women who worked on the GWR for seven generations. Fascinating even to non-steamers like me! So, spend Saturday on the train and Sunday at Sidevalve Day. Please send your details in good time to Peter Williams so that we can enter you and your sidevalve with the organisers.

Other Events

Please let me know of any events that you feel will be of interest to fellow sidevalve owners in your area and whether you would be prepared to help out with a stand to support the FSOC locally.

Events for 2005

1st & 2nd May. The 8th Bedfordshire Classic Car Show, Shuttleworth College, Old Warden, Nr Biggleswade, Beds. Greenwood's details below.

14th & 15th May. Beaulieu Spring MotorMart and Autojumble. Open from 10.00am - 5.00pm and £7.50 entry. There is also a Classic Car Run on the Saturday. For more details phone 01590 612888 or www.beaulieu.co.uk/tickets.

21st May (Saturday). FSOC AGM and Spares 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 pm and close at 4:30 pm. Please do not turn up before 2 pm and please note that membership cards will be checked as we cannot sell to non-members. Details of the agenda were in the February issue or are available from the events co-ordinator.

29th & 30th May. 10th Beale Country Park Classic Motor Show, Lower Basildon, Reading, Berks. Contact Greenwood's.

12th June, FSOC Peak Run. Starting in Ashbourne at 11am. Full details from the events co-ordinator.

18th & 19th June. Welshpool Festival of Transport at the Powys Castle Showground, Welshpool, Powys. Further details from Dennis Duggan on 0797 468 2715 or djduggan@supanet.com

2nd & 3rd July. Hollowell Steam 2005, off the A5199, 8 miles north of Northampton. The Coventry Group have had a stand at this very successful steam fair for some years now. If you are in to heavy horses and steam then this is the place to be. Further details from the website www.hollowellsteam.com or 01604 505422.

10th July. Great Eastern Pageant of Motoring, East of England Showground, Peterborough. Enquiries on 01775 768661 or www.livepromotions.co.uk.

17th July. Sidevalve stand at Newby Hall. Contact Nigel Hilling for details.

7th August. National Sidevalve Day at the Gloucestershire Steam & Vintage Extravaganza, Kemble, Glos. Details from events co-ordinator.

13th & 14th August. Breamore Classic Motor Show, Breamore House, Fordingbridge, Hants. Details from Greenwood's events on 01527 871150 or www.classicmotorshow.com.

From The Archives

Peter Williams

As promised, this month we are delving into the pages of The Ford Times, starting with 1951, at which time it was sold for the princely sum of 9 pence (less than 4p!).

Can it be that wheel balancing had not been thought of in 1951? There is a section for owners to enquire about technical problems; and one who owned a 1949 Pilot which had covered 17,000 miles was complaining of 'excessive wheel wobble and steering column shudder when travelling at 55mph or above'. The reply covered a variety of possible causes, including new perch bolts and steering column support brackets (which seems pretty unlikely at that mileage), but there was no mention of wheel balance.

Ford 10 hp Powered Monoplane

Here's one for Andy Main's Specialist Applications register. It is reported that Hugh Kendall, the chief test pilot for Handley-Page, won the Daily Express south coast air race. He was piloting a Chilton monoplane, powered by a converted Ford 10 hp engine. It was fitted with an aluminium cylinder head and a motorcycle carburettor. The front bearing was modified to take the propeller thrust. It is reported to have been run at 3,900 rpm and achieved an average speed of 129 mph.

Monte Carlo & Tulip Rally Anglia

There is an article about an Anglia that might interest Nigel Hilling and 'Stan the Anglia'. It won its class in the 1950 Tulip Rally and was third in class in the 1951 Monte Carlo rally. This was an unmodified Anglia, PTW 832, rallied by cousins Jack and Peter Reece of Liverpool. The few mods allowed by the rules included a second set of electrically powered wipers pivoting from the top. I could imagine the tangle if both sets were operating at once.

Also installed were special clocks, a speedo calibrated in kmh and a pair of spare wheels already equipped with snow chains. They are reported to have run 760 miles on chains during the Monte. In an attempt to combat the winter conditions, louvres were cut in the back edge of the bonnet to channel hot air to the windscreen to assist the usual accessory of a de-icer bar on the inside.

The mind boggles at doing the Monte in this car, especially when you consider that the start was in Glasgow and the crew were in the car virtually non-stop for three days. Then, after one night's sleep, the special stages in the ice and snow of the local mountains. I've tried

to reproduce a photograph of the pair arriving at Monte Carlo but the original wasn't very clear, so I don't expect crystal quality.

Factory Exchange Parts

An interesting list of factory exchange reconditioned parts compared their price with the equivalent new part. Of interest to me was a set of brake shoes for the E83W at 8 shillings and 6 pence compared to 1 pound, 2 shillings and 9 pence (I wouldn't mind paying either of those prices today). A con rod for the 93A engine was 12 shillings compared to 1 pound, 6 shillings and 6 pence. An exchange distributor could be had for 2 pounds, 7 shillings.

After writing the earlier piece about wheel balancing, I came across a later article that said that Ford dealers have equipment to balance the complete wheel and brake drum on the car. Why was this not mentioned in the earlier article?

EnFo Introduced in 1951

It seems that the EnFo symbol on Ford spares was introduced in 1951. An 'Important Notice' said that 'Genuine Parts and Accessories supplied by Ford Motor Company Limited, Dagenham, for its products will, in future, be marketed under the distinguishing Trade Mark "EnFo". This is of great importance to all Ford and Fordson owners'. Another significant event that occurred in 1952 was that Ford

took full control of Briggs Motor Bodies Ltd. Briggs had supplied virtually all Ford bodies from its factory adjacent to the Dagenham works.

Anti Theft Device

There was an advertisement for an anti-theft device I hadn't come across before. I wonder if any were ever sold? It is an ignition key barrel-lock incorporated into the handle of the traditional Ford umbrella handbrake lever. It points out that although the handbrake can be pulled on harder when locked, it cannot be released.

Ford 8 Challenge

If you are deterred from taking part in a rally or other event due to the mileage from home, consider the case of three people who, in 1952, drove a 1938 Ford 8 continuously for 3,000 miles at an overall average speed of 30.6 mph and an actual driving average of 35 mph. Their route started and finished in Kent, taking in Lands End, John o' Groats, north Wales and virtually anywhere else you can think of. The only stops were for fuel and food. The car is reported to have previously covered 90,000 miles in the hands of a commercial traveller, the last 20,000 on a reconditioned engine which had not yet been decarbonised. This would be an interesting feat to repeat today - anyone got a 1938 Ford 8 to spare?



North London Group

Robin & Jennie Thake

After reading Andy Mains' article on Ford Sidevalve generating sets, it reminded me of my first years at work as an apprentice, when we were rebuilding generating sets which included Ford 8's and 10's. Most sets were ex-military, which were used as lighting sets. We either rebuilt to 230v AC sets for standby use or for DC welding sets.

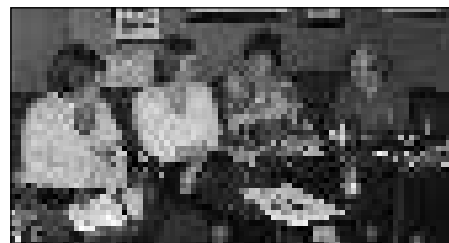
Although the Ford 8's and 10's were in plentiful supply and brand new, our governor would not sell any to his employees at any cost, even though most apprentices had Ford cars at some time or another.

Just recently we had a generator from the 1930s come into the works for repair. Although it was an Austin 10, the customer had phoned my boss to see if "THAT OLD

BOY WHO KNOWS ABOUT SIDEVALVES STILL WORKS THERE?" (someone else must have noticed the grey hair!). These engines have an impulse magneto instead of a distributor, but it doesn't make it any easier to start; after a tune up it's half a turn on the starting handle and away it goes.

While Jen was at the committee meeting in January, I managed to nip off to Didcot Railway Museum and I wandered around the many steam and diesel engines either under restoration or ready for the new season. Amongst the vehicles outside is a Wickham Trolley with Ford Sidevalve running gear. The vehicle is in need of some work; the radiator is missing and parts need repairing; I did manage to stop myself going back to the car and getting my tool kit out! (Thank goodness - Jen).

Among our group members, Terry Tomlin has made good progress with his 100E that



he bought last Summer. It passed its MOT last week and so it will be around the shows this year (see page 29 for a profile). Also, Ian Boyle, one of our newer members, has his 100E running well and managed to buy a sun visor off e-bay to add to the many extras he has and he is also looking into the shows he will be able to attend.

The photo is at our group meeting in March to prove that ladies are most welcome to area meetings and it is not all car talk.

Merseyside Group

Joe Wheatley

Monday 14 March - Club meeting - Bottle & Glass, Rainford

Not much to report as the weather has been too cold to do much fettling. Peter Leicester and Ian Whamond joined us again, though progress remains slow on their E493A and model Y. Dave Broad now has his shop premises up and running and is now ready to finish off his 300E (honest!). Bernard Ellicott has changed the clutch and front strut inserts on his 100E Pop. Ron Taylor is continuing to work on his E83W pick up. Bill Moore is insulating his garage to try and make working on his 105E more comfortable. Chris Toombs is still waiting for me to help him change his gearbox and Frank Wells' Pop keeps going as usual.

A few issues ago I described Dave Broad's method for cleaning out petrol tanks. The picture (right) shows a novel use of a clothes dryer after painting (only to be tried by single men or when t'wife is away!).

Jerry Sandon and Eric Hilton also joined us for the first time for several years. Jerry has a hankering for a 100E again (I gave him several addresses given to me at shows last year) and Eric has a couple of 100Es from which he hopes to get one on the road soon.

Which leads us nicely on to events for the year. As usual, we are building up a good list of events to attend. Please get in touch with me if you would like to join us at any of the following:

24th April - MHVC Spring Road Run. £5 charge - any interest?

Saturday April 30 to Monday May 2 - May Day Steam Fair @ Flixton. Good early steam fair, organiser prefers you to attend all three days. We don't.

Sat 21 and Sun 22 May - Kelsall Steam Rally (not far from Chester). Usual attractions. One of the best steam events. Lots for all the family.

Sat 4 and Sun 5 June - Tatton Park Classic Car Show. The biggest & best. Huge auto jumble. Book early to avoid disappointment.

Sun 12 June - FSOE Peak District Road Run. Give your sidevalve a chance to stretch her legs! Should be a good day I believe, starting in Ashbourne and finishing in Bakewell. John Porter is organising.

Sat 25 and Sun 26 June - Haydock Park Steam Spectacular. At Haydock racecourse, mostly on hard standing, so good if it rains (again!)

Sun 3 July - Shaw & Crompton Vehicle Rally. Small local do, ideal for families.

Sat 9 and Sun 10 July - Cheshire Steam Fair. Usual attractions - One of the best steam events. Lots for all the family.

Sun 17 July - Fiddlers Ferry - Gathering with North West Casual Classics. Small do in a nice spot on the banks of the Mersey. Limited space, so please book early.

Sat 6 and Sun 7 August - Woodvale Rally. Excellent do on airfield near Kirby. Cars, model aircraft, bikes, military vehicles, funfair. Probably the best weekend I had last year.

Sat 13 and Sunday 14 August - Astle Park Steam Fair. Usual attractions - one of the best steam events. Lots for all the family

Sat 20 and Sun 21 August - Tatton Park Classic Car Show. The biggest & best. Huge auto jumble. Book early to avoid disappointment.

Sat 27th, 28th & 29th August - Haigh Vintage Steam & Country Rally, Wigan.

Sun 18 September - All Ford Rally - Blackpool North Promenade. Please bring along some more uprights; Freddy gets a bit lonely amongst all the Escorts, Cortinas, Capris and Granadas!

Sun 25 September - All Ford Rally - Abingdon. Anybody going?



Yorkshire Group

Nigel Hilling

A quiet time of year for most at present, but Spring will soon be here. I intend having a Sidevalve stand at Newby Hall on the 17th July. As entries are sent out individually, can you let me know if you intend to be there, so that I can let the organisers have a rough number. If you haven't been before but would like to, then contact me and I'll get some more entry forms.

Is anyone intending going to the Sherburn Veterans and Vintage Day on the 30th May? We had a stand there last year, but the organisation has changed this year and there is a charge for attending which provokes various points of view. If there is enough interest I will ask for a stand.

A few of us intend taking part in the FSOC club run in Derbyshire on the 12th June - anyone else interested, give me a call.

Classic Trials

Whilst most of you will have been confined to the garage during the cold spell, we are a hardier bunch up here. One member at least uses his car nearly every day, despite having something more modern. This is also the classic trials time of year, so Stan the Anglia and friends have been out and about. The Exeter trial ran in early January on the weekend of the very high winds. Driving down the motorway to the start was an interesting experience, wondering whether the lorry overtaking was going to blow over or whether the car would stay in the correct lane. The weather calmed during the trial and we



Photo 1: Stan the Anglia doing a spot of trialling

were blessed with fine weather for most of the event. The hills were as challenging as ever, but Stan put up an excellent performance to take a silver award for only one fail. One hill did bite back, as we hit the side of some banking after taking off over a bump and dented the rear wing (photo 1 courtesy of Charlie Wooding shows Stan on this very hill).

Late February saw us off to the Northern Trial in the Lake District. Another day with excellent weather, unlike in the East, which was seeing lots of snow. The trial went well both for Stan and David Child's Pop, although we didn't come away with any prizes.

A reminder that come rain, come shine, or snow we are to be found at the Black Bull on the last Tuesday of every month.

Peterborough & Cambridgeshire Group

Brian Cranswick

Wanted - club members cars to attend shows in the Peterborough/Cambridgeshire area this summer. Peterborough has not had an area group for some years now, so with its revival, this is a great opportunity to be out in your Sidevalve.

These shows are all local, so will be very easy to get to. All club members, not just local ones, will be welcome. For more details see the events listing and book in early to ensure a space. I am interested in other local shows to organise more stands, so please contact me if you know of any suitable events. We will have FSOC club stands at the following:

July 10th - Great Eastern Pageant of Motoring, East of England Showground, Peterborough. This is going to be a similar theme to The Bromley Pageant of Motoring and is a brand new event in the area. A show of this size is really good news. The theme for the stand will be the best of Henry's small Fords. More details to follow.

July 23rd & 24th - Wood Green Steam Rally, Wood Green Animal Shelter, Huntingdon. This is a well established show into its 17th year. You can even visit the animals and rescue a new pet. I need cars for both days and there's room for ten or more cars on the stand.

August 27th & 28th - Fenland Vintage Show, March, near Peterborough. We held the national here last year. A great little country show, which can accommodate a large club stand. This will be an Eastern Sidevalve day, with judging and attendance plaques. Again, further details to follow.

If you are interested in attending and displaying your car on the club stands, please send details of your car and a prepaid envelope to:

Brian Cranswick FSOC,
18 Bellmans Grove,
Whittlesey,
Peterborough,
PE7 1TX.

Coventry Area

Mark Bradbury

There's a blizzard outside, it's late February, and it's far too cold to even venture into the garage, let alone do anything when one gets there. It's hard to believe that spring is just around the corner and that the show season won't be far behind it.

Although when you read this it will have long gone, at this time of year the Coventry and Midlands Area is gearing up for what must be one of the best (if not the best) spring autojumbles on the calendar - namely the Spring Restoration Show at the NAC in Stoneleigh. Yes, you did read that right; such was the success of the long-running autumn restoration show a few years ago, the organisers rather shrewdly felt the punters could stand a second and somewhat similar event early in the year. It certainly works a treat, in that all those lovely grubby bits you forgot to buy at the November show can now be purchased at the same show in March - just in time for the start of the season! Be sure to pencil both dates into your calendar for the forthcoming autumn and spring 2006.

If you take a look at John Porter's events listing you'll find lots of other interesting and enjoyable days out in your trusty old steed (so long as you finish off all those winter jobs of course...).

Stablemate

Last time, you may remember, I took the liberty of introducing myself and my cars to you, but, slightly tantalisingly perhaps, left off with my "other" Sidevalve waiting for a mention. The stablemate to my mid-restorative state '56 103E discussed at length in the last issue of Sidevalve News, is a 1951 Special.

This Special started out as an assortment of

ex-Dellow body parts assembled on to a SWB standard Ford chassis - possibly an E04A or E494A Anglia item. By "assortment", in reality it was actually built in around 1951 by Lionel Evans (proprietor of Radpanels, supplier of bodies to Dellow Motors).

The story goes that various superfluous panels were used to build two slightly dissimilar Specials, one of which is mine. Like a "proper" Dellow, the car is built with largely aluminium panels over a tubular steel frame (similar to the "Superleggera" or Super Light form of construction much used by Italian coachbuilders and Aston Martin, as it happens - not that I'm trying to flatter either myself or the car). Unlike a proper Dellow, it does not have the ex-WWII rocket tube chassis - this can actually be an advantage in that the cockpit is not quite as snug as a Dellow, but on the other hand it means the vehicle is less suited to extreme trialling.

When the car was first built, Dellow wouldn't allow these two cars to wear the marque's badge, but in time things have mellowed and the car now proudly wears both a Dellow nosecone and badge, and is accepted by the Dellow register - in the "also ran" category of course!

I've owned the car for around four years; I had it on the road for the first few months of that time and attended a couple of shows in her. It was taken off the road when the clutch failed (and very helpful "fellow" member Mark helped change it for me - ta), it then failed the MOT on a few silly things (cracked tyre walls, a couple of missing split-pins, and so on). Having recently completely rewired it, 12 volt-ised it and rebuilt the brakes, unfortunately it now has to go to make room for something else! I don't want to be accused of taking advantage of my position, but hopefully there's an advert in Pop Shopper! (Ed - there is!)

Still, that's enough of my motors and me. I've a feeling that the weather being a little chilly at the moment means that few of the other members of the group have been able to make much progress with any of their projects. I will strive to get a full report ready for next time - some cars may even have hit the road by then. Watch this space, as they say!

A Proper Event

Don't forget that the first "proper" event of 2005 is the Club's very own AGM; this year it's being held at the village hall in Stevenon, Oxfordshire on May 21st.

Although the committee will naturally be absolutely delighted to see any members who make the effort to attend the AGM, it's always a case of "the more the merrier". It's a bit of a cliché, but remember that it really is your club, so don't just sit around at home grumbling about how things are run, or wondering why we don't remanufacture a batch of giggling pins for your laughing shafts; come along and make your feelings known!

There's a bit of a "dangling carrot" for this year's AGM too; one or two of you may have noticed that the Club's stores at Abingdon are not exactly a million miles from the venue for the AGM. Well, it seems that our hard-working spares people have arranged another Spares Day - it hardly seems a year or two since the last one in 1999.

This year's arrangement means any members who attend the AGM will be able to peruse the club's spares, and feel the width and quality of the goods prior to parting with their well-earned dosh. Remember, there are literally loads of secondhand bits that naturally don't appear on the price lists - those bits alone are well worth a thorough rummage! So, please attend the AGM - it'll be well worth it; you may improve the club (if that were possible) and get your mitts on that elusive part to boot! See you there!

Monthly Meetings

By the way - I nearly forgot - we haven't really settled on a new venue for our group's monthly meetings as such (you may remember our last, rather short-lived spot succumbed to the builders). At the moment we are tending to meet at the "George in the Tree" on the A452 (Kenilworth Road) in Balsall Common. The postcode, incidentally, is CV7 7EX - useful for finding the place using one of the many on-line maps (I don't suppose many Sidevalves were originally fitted with satellite navigation).

We think we've managed to contact all the usual suspects, but if there's anyone who's fallen by the wayside, or hasn't been before, we tend to meet at around 8.30pm on the second Tuesday of the month in the lounge, and, naturally, you'll be extremely welcome!

Mark's "Dellow" Special



Sidevalve in a Freezer

John Porter

They keep turning up from all ends of the country (and worldwide) and in the oddest places. This one has spent the last 30 years in a refrigerated articulated trailer in Surrey.

The whole thing started with a gentleman leaving a note scribbled on a scrap of paper on the club stand at the last Classic Car Show at the NEC last November (2004). This came to my attention and I passed the details on to our local "van man" Mark Fellows, who owns two E494Cs (I think they are anyway). The van briefly described in the note was a 1947 E04C, that had reputedly covered a low mileage before being stored in a dismantled state. The location was deepest Surrey - not the commuter belt, but the original countryside and small towns that make up the real county. Mark and I arranged, eventually, to drive down from the Midlands to see the van with a view to a rescue. Mark had had a number of conversations with the owner and, as usual, a rosy picture was painted that filled us with anticipation. This provided us with plenty to talk about on the trip down, to the extent that we were expecting the classic "barn find" of an unmolested van with a light covering of dust, just waiting to be awakened from her slumbers by our "van man" (probably not with a kiss, though).

So much for fairy tales; we arrived at the gentleman's residence. This was a bungalow well off the beaten track in a rural part of the county, but surrounded by large number

of Citroens in various states of disrepair. After a conducted tour of the premises, we set off for the storage unit where the van lived. This storage was a disused refrigerated articulated trailer body in the grounds of a disused abattoir that the owner's father had run after the second world war ended. Getting into the premises was not so easy as the owner had the wrong keys and we had to wait in the biting cold wind until his wife delivered them. At this point I had this feeling that we were in for a let down . . . all this after 3½ hours on the road, I muttered to myself. As we fiddled with the corroded lock, assisted by a chunk of 4" by 2" to free it off, the two refrigerator doors were levered open to reveal a dripping musty atmosphere . . .

In the Gloom

The trailer body was full of junk just inside the doors. In the gloom at the back of the trailer was the rusty carcass of the van. The front end was missing and we later found most of it in the van body. Various parts that were not with the van were apparently stored elsewhere, along with the headlights and the tyres - not encouraging! Mark leapt into the dark recesses to examine the van, which was not a pretty sight due to the very damp conditions; the roof fabric lay in tatters around the roof aperture and the entire van body was covered in rust inside and out. The mileage was as stated, but it was impossible to gauge much else as to its



Mark examines the van at the back of the trailer

condition due to the fact that we could not get around the van on two of the sides.

Our dreams were somewhat shattered to say the least. Unfortunately the owner of the van had a very different view of the value of the sad remains to ours. Isn't that always the case? We agreed to differ and accepted the fact that the van had stayed in this state because of the owner's dreams of restoring the van. No doubt the poor old thing will stay there in that dripping environment until the sad point of no return from the restoration point of view.

Holland Coachbuilt Model Y

John Porter

This Goven (Scotland) based company produced an exotic commercial based on the Model Y in 1932, from the designs of the owner William Hawthorn Holland. This was the first year of the Model Y and the effect of this streamlined beauty would have been head-turning in the Glasgow streets.

The bakers that commissioned this Youma Malt Bread van must have been amazed when they took delivery. How many loaves of bread would this shapely Y have carried? As may be seen from the photograph, the rear wheels were spatted and the wonderful grille was copper meshed. The wings were obviously longer versions of the originals and the straight bumper was pure "short rad". The Youma sign on the front of the bonnet was designed and made by the General Electric Company. This must have lit up the road at night, but quite how the driver could have seen through the glare I don't know!

The "van" was exhibited at the 1933 Olympia Commercial Vehicle Show in London; being regarded as cutting edge design, it encouraged other coachbuilders to adopt the stream-lined look. The result of this creation

was that other local companies in Glasgow saw the potential and a two ton Ford truck was used by Holland to build another design masterpiece for another baker, Ross's Biscuits.



Letters and E-mails

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

**E-mail:
editor@fsoc.co.uk**

Praise for the Mag

Dear Editor,

Just a quick e-mail to congratulate all involved in the production of the February 2005 issue of SV News, certainly the best for several issues. There seems to be a lot more 'technical' input; I hope it continues to arrive. I always mean to make some comments about various items in each issue, but never get to it before the deadline. I'm determined this time!

"The First Complete Sidevalve Based Kit"? Yes, it does rather look like fun! Few front suspension parts can be seen in the 'exploded' view, but the lower picture shows several items that appear to be standard 100E. The top arms would seem to be track control arms turned upside down: the first type were tubular with the grease points at the bottom (here top, of course). These are held by a standard anti roll bar. I would have thought the TCAs would have been rather long for use as the top member, but I don't know where the inner mounting point is for the rear of the lower wishbone, presumably well inboard. I'm not too sure of the dipping arrangement for the headlights, though, assuming there is one!

"Fuel Injector System for the 100E". The picture doesn't give much away, but this appears to be a replacement carburettor. The open left-hand end seems to be a venturi, complete with choke butterfly, but the purpose of the semi-circular housing behind isn't obvious. Most certainly this is not an early attempt at single point fuel injection!

"100E Front Suspension Tower". While I appreciate that you would wish to be rid of these, I wouldn't recommend their renewal on any 100E. They are a substantial part of the vehicle structure and would require a high level of skill to fit correctly, as they control several critical suspension angles, such as Caster, Camber and KPI. The only person I know who has ever changed one of these is me (actually, a panel beater I worked with, I'm not that daft!) and that was because of very severe accident damage to DFF in 1989 (see SV News, February, April and June 1990). They rarely suffer serious corrosion; that is reserved for the panels E44 and E45-AR-1,

and these are the parts you can see under the bonnet (they are available remanufactured from Ex-pressed Panels), one of which is just edging in to the top right-hand corner of the diagram.

On the same page, there are two types of rear lamp assembly for the Squire (and Escort, 5 cwt and 7 cwt vans - they shared the same basic body shell), the change being made in 10/57. The workshop manual gives instruction on how to fit the early type to a later panel; accident replacements would be the later type so the modification would be needed. So which type do you have, eh?

And the good news is that there is a little more substance to Tales of BOA this time! (Ed: see page 30).

Jim Norman

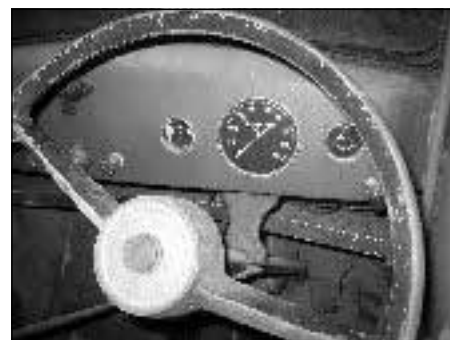
Clee Hill Trial

Dear Editor,

We did the Clee hill trial last Sunday in the snow (with no heater!) and the Exeter Trial on the 5th Jan in gale force winds. Nigel Hilling and Mike Jones did the Exeter as well, Mike retired when the main rear oil seal failed and dumped a sump full of oil on his clutch. Both Nigel and I finished, I was the only Pop on the Clee Hills - I don't think I won anything as I think we were amalgamated with the sports cars (I think we were the only car in our original class to finish!), but we had a good day out and the car ran like clockwork.

I have attached a couple of pictures for you; one of me on the route of the Clee and one of Nigel Hilling on Rocombe on the Exeter.

Cheers
Ken Green



German Pop

Dear John,

Thank you for your help at the moment. Here are some photos of the car.

Has the car got a sunroof, or is this only a fake, because the trim is over the "rubber roof" inside the car?

When it is a little more warm here in Germany I will start to strip the car. When it is possible I will mail you again (I have many questions).

Thanks again and drive safely every time.

Odo

Driving Lessons in a Dual Control Ballamy

Dear Editor,

I read with interest Tony Russell's write up on Leslie Ballamy re dual controls. I took driving lessons and passed my test on a 1952 Ford Prefect fitted with the dual control steering, brakes and clutch. This car was in use by the local motor school for several years.

An hour's lesson was 10 shillings; after six lessons I took my test and passed. The test fee was 15 shillings, with a 5 shilling tip for my instructor. My total outlay came to £4, but then my wage for the week was only about £3 as a farm worker.

John Leigh,
Cheddar, Somerset.

Letters and E-mails



The Life of an E93A

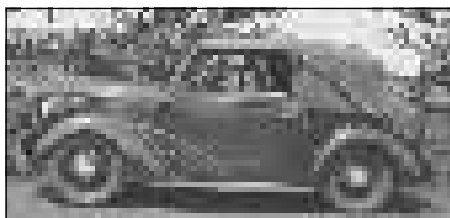
Jodie wrote into the club requesting information about a car that her father owned during WW2. She advised that it was a Ford deluxe model, 2-door soft-top, maroon in colour with 4 maroon leather seats. She sent in these pictures, along with the following story.

GKE 990 was originally purchased new in London by a Mr Schatz, the owner of the Schatz Clock Company, Trieberg, Germany, sometime before the war. Whilst on a trip to London before the war, Mr Schatz was asked for help in clock manufacturing methods by the Enfield Clock Co of London (later to become the Enfield Arms company). A team of German watchmakers were sent to London to work with the Enfield Clock Co. for a short period. My father decided to stay and live in London, so when Mr Schatz returned to Germany in the late 1940's, he gave the car to my father Mr Karl Schmid. I remember my father telling me how hard it was to obtain petrol during the war, as it was so scarce. He used to take the Ford on trips to airfields to collect broken propellers of Gypsy Moths; he then made clocks out of the centres of the broken propellers to sell for money for petrol. Sometimes he would take the top down to carry the ones that were too long to fit inside.

My father, mother, sister and I travelled to southern Germany every second year in the Ford from 1956 to 1962. It never broke down. I also have fond memories of travelling through the Manifold Valley in Derbyshire. There was an old disused railway line with a tunnel that seemed to be miles long (it is more like 1/2 mile) - my sister and I would sit on the boot lid, which was opened before going through the tunnel.

I know my father was always doing work on the head (I think he called it de-coking); he kept it till 1962 and sold it to a friend for £10. I always wished my father had kept the car for when I could drive, but that's life.

Ms Jodie Schmid



A comment on "Paying to Display"

Dear Editor,

Our own local club for historic vehicles (John Roberts is the Chairman) addressed this point some years ago at the AGM of the Club. Whilst we agreed that the final decision would rest with individual members, Club policy would be NOT to support events that made a charge for exhibiting. To provide the wherewithal for the show AND pay for the privilege was too much to expect. As you rightly point out, shows demanding payment, are, therefore, lining their pockets!

For myself, I much prefer the smaller local events where exhibitors are given a cup of tea and a thank you!

You comment that only the bigger, richer clubs would be seen at the large shows in the future. Well, I suppose that would be up to them, but the point remains the same - they should not have to pay to provide the show.

I hope that all this makes sense to you. Please carry on regardless, as I so much enjoy Sidevalve News and fiddling with my two vans - the 1951 E494C and my 1959 300E Thames.

By the way, you will have seen that Doctor Who is making a return, but does that mean another chance to see a Siva on our screens?

All the best,
John Roberts

Richard Hayden's "modified" Pop - amazingly the branch missed the seats and stopped short of the floor!



E83W Battery Clamp Request

Dear Editor,

Could you please put in a request for me for a close up picture or sketch of an original battery holder/clamp for a post war E83W? I think mine is original, but has been adapted with extra bars welded across, for a smaller battery, that I want to cut off. Thanks.

Yours sincerely,
Rodney Marshall.

07860 776809

rodney.marshall@pfm28.fsnet.co.uk

Pop Modification!

Dear Editor,

Here's my Ford Popular 103E with an unusual modification - a cedar tree through the middle of the car! Needless to say, I was devastated to see that my pride and joy had gained a novel antitheft device. However, miraculously, this huge branch had fallen vertically through the fabric roof and wedged between the front seats, stopping just short of the floor. No damage to the seats was a bonus, and I just needed a new headlining and fabric roof, which have now been replaced at the insurance company's expense.

The twist of the story is that my next job on the car, to complete an earlier restoration, was to renew the fabric top and the headlining. So the tree did me a bit of a favour!

Richard Hayden.



Letters and E-mails

Ballamy Book - More Information

On the basis of the write up in SV news I bought a copy of the Les Ballamy story - interesting and full of a lot of information, however I can add some extra information:

Page 37 - this was the Lawrence Cup Trial circa 1938.

Page 34 - this is Park Rash Hill on the MCC Edinburgh Trial circa 1937/8. I have a photograph of my car taken at the same spot when I did the MCC Centenary Trial.

Page 145 - the car is the Buckler BBS and

this picture was taken at the Buckler Works at Crowthorne - see the Buckler DD2 frame in the background. Brian Malin says there is also a Buckler Mk17 frame in the photo. It's on top of the DD2 frame, but it was cropped off.

The middle photo on Page 145 was also taken at Crowthorne and shows Mike Luff (co-director of Bucklers 1962-65) with Rivers Fletcher. The same photo appears in Rivers' own book "More Motor Racing". The full story of the BBS is of course in Brian Malin's book "Bucklers" in the chapter on the single seaters.

Page 110 - the car is a Buckler Mk5 with a Buckler IFS.

Page 57 - as far as I know, Austen May

never drove a V8 Ford pre-war. He drove MG cars including an Ex Works "Cream Cracker". Austen's post war V8 car was the Ex Ken Hutchinson V8 special reg no FDP 673. Austen Mays car used a standard Ford beam axle - nothing to do with Ballamy. This information is in his books "Wheelspin" and "More Wheelspin". I knew Austen and I spoke to him about the car some years ago. I was trying to find out what happened to it so I could possibly track it down and buy it. I am sure the above is correct but I will double check with Austen's son Tony when I see him at the Historic Motorsports show.

Ken Green (Buckler owner)

The Machines Fight Back!

Peter Williams

In the course of recent tinkering with old Fords I have come across two examples of vehicles that did not respond to conventional diagnosis which might save others some head-scratching in the future.

Speedo Conundrum

The first example concerns a model Y van with a non-functioning speedometer. This seemed like an easy one, the cable wasn't connected to the speedo head. But we all know that old Fords are never that simple. Connecting the cable achieved nothing. So let's have a look at the drive gear on the prop shaft. The model Y must have the most inaccessible speedo drive gear of all the old Fords, but it eventually came off to reveal no apparent problems and was re-fitted. Poking a small screwdriver in the back of the speedo and twiddling furiously showed that the speedo head appeared to function, so with the back axle jacked up, the car was driven and the top end of the cable was observed to rotate and it couldn't be stopped by holding with fingers. This was the head-scratching phase, what else was there to try? It was then that realisation struck, the cable was rotating in the wrong direction! It was presumably left disconnected to prevent it slowly winding the total mileage back to zero.

Never having come across this before I pondered the theory of whether fitting the drive gear the opposite way round on the prop-shaft would cure the problem. You must remember that I am an E83W man and its speedo drive gear will only go on one way. Still not sure of the theory, the only way was to suck it and see. It seemed a bit unlikely, because this would also mean re-routing the cable along the other side of the car. But all you model Y owners will already know (if only I had a workshop manual) the cable does leave the prop shaft on the right hand side. So

now all is well, speedo working and mileage increasing rather than decreasing. I don't know who did the restoration on this vehicle but I wonder how long he spent on this problem before giving up and leaving the cable disconnected.

Broken Throttle Return Spring

The second example concerned a problem with Noddy, my E83W pick-up. It all started innocently enough with a broken throttle return spring. Being away from base at the time and with no tools, I managed to roughly reform a hook at the end of the spring and drive home. At home I made a proper job of shaping the spring and hooked it back on the throttle linkage but didn't, at that stage, restart the engine.

The next morning I had great difficulty starting the engine and, once running, it sounded awful and wouldn't pull your hat off. This was totally unexpected, as Noddy had been running particularly well of late. The process of diagnosis began. The carb was cleaned and jets blown out, plugs and points cleaned, even the compressions were checked. No improvement. I was visualising all the things that might go wrong between switching off at night and re-starting the next day.

Running out of new theories, I was beginning to think that the head would have to come off, but one last possibility was the choke mechanism on the 100E carburettor (Noddy has been uprated to 100E power). Unfortunately, with the restricted space under the bonnet of an E83W, it is not possible to get at the screws holding the choke block without removing my patent inspection plate on the inner wing. So wheel off, inspection plate off and the manifold side of the engine is revealed. There it was, staring me in the face - a half-inch diameter open-ended vacuum pipe from



Peter and his E83W "Noddy"

the inlet manifold.

Noddy was long ago converted to electric wipers and on all the various engines he has enjoyed over the years, the vacuum pipe stub has always been blocked off by a short length of suitable diameter plastic pipe with a bolt in the end of it. This has been known to get displaced before, but on the E93A engine the pipe is much smaller diameter and the degree of rough running was not disastrous and was something I normally recognised immediately it happened. The much bigger pipe on the 100E has a much bigger effect. With hindsight, I had inadvertently displaced the plastic bunging pipe while working on the throttle return spring in the very restricted area around the manifold on the E83W and, being plastic, it didn't go clonk when it hit the floor.

On reflection I probably got off pretty lightly this time - just think how embarrassed I would have been if I had got as far as removing the cylinder head!



April 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).....	£6.95
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	
2004 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

100E and 107E Spares List

Front Brakes

100E - 2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£25.25
100E - 2018 - C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£25.25
100E - 2035	Front shoe return spring kit.....	£3.70
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.....	£12.50
100E - 2062 - A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E - 2062 - B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E - 2061		
/ 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A - 2078	Hydraulic flexi hose.....	£13.25
100E - 2140	Master cylinder.....	£72.00
E66 - Z - 1	Master cylinder repair kit.....	£7.50
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

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

Exhaust

100E-5250 /5225/5255	Stainless steel exhaust system, 100E only.....	£125.00
	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 *)	£30.00
100E - 7657	Rear oil seal.....	£7.00
100E - 7569	Clutch pressure plate, 100E only (exchange £10 surcharge *)	£44.50
100E-17286	Ring speedo gear retainer	£1.00

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E	£3.60
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)	£5.95
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.....	£15.25
E6AJ - 1	Prefect boot script	£15.25
100E - 16606	Prefect bonnet	£15.25
E5AJ - 1	Anglia boot script.....	£15.25
100E - 16606	Anglia bonnet	£15.25
100E - 16606 - G	Popular bonnet	£15.25
100E -7042514	Popular boot script	£15.25
100E - 16850	Bonnet 'V' motif.....	£35.50
	Deluxe boot script.....	£15.25

Miscellaneous

E40GB1	Gear lever gaiter.....	£20.25
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.....	£130.00
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).....	£6.95
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).....	£66.00
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.....	£4.95
7W - 2035	Spring (brake retracting) (set of four) not E83W.....	£18.50
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).....	£0.06

Steering and Suspension

E83W - 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE - 3290 - E }	Track Rod Ends (pair) all saloons and 5cwt vans.....	£62.50
E93A - 3290		
	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).....	£4.95
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).....	£7.25
E93A - 4607	Pin (Drive Shaft).....	£2.05
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).....	£14.25

Exhaust Systems

Y - 5230	Model Y stainless steel exhaust system.....	£80.00
E04C - 5230-A	5cwt van stainless steel exhaust system (all 5cwt vans).....	£85.00
E83W - 5230-A	E83W stainless steel exhaust system.....	£85.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£115.00
	E93A-5255-C	
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system.....	£115.00
	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).....	£7.99
E98T - 18672		
Y - 6038	Front Engine Mounting (exchange £10 surcharge - remove rubber from mount).....	£7.99
	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
Y - 6513	Valve Springs (set of eight) (fits all engines).....	£10.50
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).....	£0.75
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
	10hp manifold gasket.....	£7.25
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
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).....	£70.00

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, except E83W (exchange £10 surcharge)	£25.00
7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge)	£59.50
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge)	£65.00
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)	£5.95
E493AFS - 8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.95

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	£12.60
7W - 9080	7W / E93A /E493A Petrol Filler Grommet	£10.45
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)	£7.95
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75

Rubber Grommets and Seals

E68 - AD - 1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W - 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.55
	E83W Bonnet Corner Pads (Full set)	£12.65
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	£18.95
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).....	£11.50
7W - 940502	Opening windscreen rubber for Prefect and 5cwt van	£15.50
7Y - 940502-B	Front screen rubber for 103E/E494A/E04A	£13.25
7W - 941480 / 1	Weatherstrip door bottom (per ft) All saloons 1937 onwards.....	£2.75
7W - 970700	Roof weatherstrip (per foot) All models except Y and C	£1.99
103E - 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£13.25

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

7Y model partially restored, 2 spare engines, can be restored or broken, shown in Sidevalve Aug 1995, £650 ONO. Telephone: Kevin Waters 01276 507710, Camberley, Surrey.
E-mail: kevwaters@hotmail.co.uk

Model Y, 1936, 2 door, complete car with all bodywork refurbished, engine complete, pictures at <http://homepage.ntlworld.com/andywithers>
Telephone: Andy Withers 023 92828142, Petersfield, Hampshire.
E-mail: awithers@oceanfree.net

Post-War Upright for Sale

Prefect, 1953, fully restored and good running order, although fuel pump needs reconditioning or replacing, £2,500 o.n.o., pictures available on request. Telephone: Gwen Jordan 01489 877797 Hampshire.
E-mail: sales@paintedleathers.com

103E, 1953, Pop, no rust, put away 1958, 12,000 miles, need space, needs a good home, £200, buyer collects or swap for Sunseeker/Jetranger. Telephone: Sir Monty Witherspoon 0118 9401262, Berkshire.
E-mail: sirmonty@sirmonty.com

103E, 1958, popular, in same family from new, original log book and reg no, V5, garage stored last 28 years, needs restoring, ideal project, £750. Telephone: Malcolm Gale 01329-515285, Hampshire.

E493A, 1952, Prefect, restored in 1988, shipped to the USA, black with tan interior, does anyone know of it? I would like to sell, or trade on a UTE or E83W or ?, car runs excellent, been in several rod mags in background.
Telephone: Mike Wahl 515-981-4928 evenings, C.S.T Norwalk Iowa U.S.A.
E-mail: wahl4m@aol.com.

Prefect, 1949, green, last taxed in 1961 & garaged ever since, in need of restoration, but complete & original, bodywork dent free, spare grille, Telephone: Francis Graeser 01258 860084, Dorset.

100E/107E for Sale

107E, Prefect, 1959, white, with original number for full restoration, 2 previous owners, complete with documents, open for offers. Telephone: Simon Topham 01623 871476 Mansfield, Nottingham.
E-mail: leetopham@hotmail.com

100E, 1962, Popular, see SV news August 2004, possible last 100E?, due to house move and other commitments this original and complete vehicle for sale to willing restorer, £200, Telephone: John Rolinson 01621 8158439 Colchester.
E-mail: Therolinsons@btinternet.com

100E, Anglia, 1959, respray and re-chromed, I also have a new head gasket set, sump gasket for the car and a new radiator, also the seats have been re-trimmed, I am looking for about £1,000. Dave Kinsley, Basildon, Essex.
E-mail: david@kinsley4.wanadoo.co.uk

100E, 1961, Pop, 59,000 miles, Good condition, runs beautifully, all original, full service history, 2 owners, reg 3976 DD, many new spares inc exhaust system.
Telephone: Philip Linley 01598 74127, South West.
E-mail: g.linley@virgin.net

Prefect, 1958, grey, ideal project, body shell needs attention, good interior, lots of new chrome, bargain price, offers, buyer collects. Telephone: Frank Smith 01234 826549 or 07889 429273, Bedford.
E-mail: frank@fsentertainments.co.uk

100E Popular, 1959, white, professionally restored in 1996, concours condition, MOT and Tax, 46,000 miles from new, ready for immediate use.
£2000 ono, including some spares. Tel: John Williams 01422 823356, West Yorkshire.
E-mail: 1871williams@tiscali.co.uk.

107E, 1960, prefect, genuine 19,000 miles from new, immaculate, original condition inside and out, excellent mechanics, stainless exhaust, taxed and tested, pompadour blue bodywork, one of the best, £2,750 OVNO
Telephone: Stephen Bigg 01883 716641, Surrey.

100E, Popular, registered 1955, blue, new tyres fitted, MOT till March 21st 2005, needs some interior work, good all round general condition.
Telephone: Karen Redsell 01258 454427, Blandford Forum, Dorset.
E-mail: KRedsell@phonecoop.coop

100E, 1962, Pop, complete, ideal restoration project, off road since 1990, stored in garage. Telephone: Keith chambers 01212 416284, Birmingham.

Commercial for Sale

Fordson, E04C, 5Cwt Van, 1945, blue/black, partly sign written, original number plate and buff log book, previously restored approx 10 years ago, recently serviced, MOT 1 year, runs very well, £4,995. Telephone: 01733 253182, Peterborough.
E-mail jeff.lawrence2@btinternet.com

Thames, 300E, 5 cwt van, early 1954, possibly oldest surviving example on register, much work done, history, receipts, buff log book, MOT 1 year period accessories, good condition, runs beautifully. Telephone: 01733 253182, Peterborough.
E-mail: jeff.lawrence2@btinternet.com

Specials for Sale

1951 Ford Special, aluminium over tube coach-built Dellow body in Old English White on SWB Ford chassis (one of two built in early '50s by Lionel Evans, owner of Radpanels and supplier of bodies to Dellow). Badged as a Dellow and recognised by the Dellow register. 10 hp, twin SUs, Aquaplane manifolds, Andre Hartford dampers, panhard rod, etc. Many new parts: clutch, brakes, rewired (12 volts, period indicators, electric fan, etc.) and history (original log book, photos, etc.). Runs well, nicely trimmed and a very pretty car, photos available, £3,950 ono. Tel: Mark Bradbury 0121 745 1027 (please leave message if no reply), Solihull, West Midlands.
Email: mark@markbradbury.wanadoo.co.uk.



Wanted

Wanted - 103E or E494A, must be running and have an MOT, scruffy but sound is OK and must be reasonably priced, cash waiting for right car, willing to travel. Telephone: Pete Worby 07731 822568, Bedfordshire.
E-mail: peterworby@yahoo.co.uk

Has anyone got a grille for an E04A Anglia in absolutely any condition, however rotted or bent to make a copy? Telephone: Graham Bunter 01963 220028, Somerset.
E-mail: graham@remous.com

Wanted - parts to convert 100E engine to remote oil filter.
Telephone: Glenn Burnage 01256 335389, 07966 284689, Basingstoke.
E-mail: barbara_klammer@hotmail.com

Wanted - Ford Squire side trim for 1956 model, wood type. Telephone: John Gumble 07949 248537 or 01992 632486, Hertfordshire.
E-mail: www.john@gumble.freemove.co.uk

Wanted - 100E, 1959, Popular manifolds, carb and sump pan. Telephone: Norman Cansdale 01638 500327.
E-mail: norman.cansdale@tiscali.co.uk

E83W - wanted, any unusual rear body that fits this chassis, e.g. beer barrel etc. Other parts wanted - see www.e83w.co.uk
Telephone: Rick Jones 01270 781330
Cheshire,
E-mail: dodgenut@4onthefloor.co.uk

Spares for Sale

Lots of pre 1962 SV spares for sale at a reasonable price, due to retirement after 40+ years in the motor business. Including: (all new) steering columns, road spring, track rod ends, exhaust mounting brackets, E93A UJ, prop shaft, brake linings, 100E con rods, bearing caps & assemblies, king pin set for E83W, oils seals & lock washers. Also a complete secondhand 100E gearbox circa 1955, 100E spare wheel & tyre. Telephone: B Baker 01892 654248 (between 6-7 pm), Crowborough, near Tunbridge Wells.

2 headlamps for Ford V8 Pilot, mint condition. Telephone: Mrs A O'Donovan 07989 869 285.
E-mail: ann.odonovan@redbridge.gov.uk

1959 Ford Prefect, 4 door saloon, complete car, immaculate interior, last MOT 2 years ago, could be restored, as too good to break. £ Offers. Telephone: Alan Webb 01442 235508, Hertfordshire.
E-mail: webbys.workshop@virgin.net

100E, 1959, Escort for spares, unfortunately too far gone for sensible rebuild, but complete car for spares, losing garage so need to sell, any offer considered. Telephone: Andrew Middleton 07719 964669, Norfolk (East Coast).
E-mail: amiddl5555@aol.com

103E door glass, 103E window regulator N/S, 7Y/7W dynamo, starter switch, 8/10 engine recon distributor, petrol tank, carb. Telephone: Tim Brandon 01449 711837, Suffolk.

Selection of road wheels for small Fords from 1937 to 1967, in diameters of 13" to 18". Telephone: Tony Etheridge 01923-231699.

Brand new set of "dimple" hub caps £75 incl. inland p&p, also a set for 107E/Mk1 Cortina type, same price. Telephone: Steve Waldenberg 0113 226 7497.
E-mail: cpsairedale@ntlworld.com

Back seat for 1959 Pop £60, Prefect base, good condition, £40, axle stands £5 each, car ramps £30 and £20, bottle jack £20, Pre-war 2 gallon petrol can £10. Telephone: M.Capps 01945464892, Peterborough.

Numerous used parts for 2-door 100E, including 4 doors and front wings, 2 bonnets, boot-lids, front panels, also mechanical and interior parts, £150. Telephone: Ian Lee 0151 677 6824, North Wales.
E-mail: lees@smartserv.net

Miscellaneous

Brian James, A series, galvanised, 4 wheel braked, car transporter trailer. Bed 12' long, 5' 07" wide. Gross capacity 1,750 kg, load capacity 1,250 kg. Manual 1 ton winch. Manufactured in 1999 at a cost of £1,509- 88. With a complete accessory kit: forward centre decking with fitted collapsible box, locking wheel nuts, spare wheel lock, security wheel clamp, wheel brace, spare bulb kit, pair of ratchet wheel securing straps. The trailer is in excellent working order and very low mileage. Trailer £900, plus accessories £100. Total cost £1,000.
Telephone: John Keenan 01424 424323, Hastings, Sussex.
E-mail: john@elvabeach.freemove.co.uk





Sidevalve News

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

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

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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 _____

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You may photocopy this page if you prefer.

E83W Register

Glenn Bubb

I have once again been going through my slide collection and unearthed a number of shots of well known E83W's taken some time ago and which their current owners will certainly have never seen before.

RNX 123

The first (photo 1) is RNX 123, now owned by Rodney Marshall from Luton, but this shot was taken at Chilli Farm near Dover in August 1999 when still in the ownership of Spains Vehicle Hire and fitted with PA equipment to publicise the Chilli Farm Vintage weekend. I don't think the framework is still on the roof, but this picture may explain some bolt holes if they are still there.

OOW 590

The second and third photographs (photos 2 and 3) are of that well-known prize winner OOW 590, now owned by John and Susan Costello. These two pictures were taken on what was the A604 at Bar Hill near Cambridge, of a very dilapidated E83W pick up obviously just barn rescued. I have never before put this set of pictures together with John's



Photo 4

restored example. As a member in Newmarket previously owned OOW, I would assume that this is the day John collected it. Perhaps he remembers two mad men taking pictures from the car and the roadside.

KCR 503

The final shot (photo 4) is of KCR 503,

which was taken at Beaulieu Autojumble in September 1994, which is when Neville Peakall from the Isle of Wight bought it. KCR was registered in July 1952 and had been stored for approximately 20 years before being offered for sale in the Motor Mart at Beaulieu. I understand that Malcolm Wells, my predecessor, helped Neville to retain the registration on the vehicle, but unfortunately I have no further information.

So there we have it, a delve in to the slide box has come up with some photographs of vehicles in slightly earlier times.

Photo 1



Photos 2 & 3: John & Susan Costello's van pre-restoration.



100E & 107E Register

Tony Lloyd

Vans, Estates and Psuedo Estates

The 100E estate cars and the 300E vans are among the most sought after of the 100E variants. They are basically the same vehicle and it is fact that many vans were converted into an estate car look-alike by the addition of side windows. There was an after market kit available to the discerning van owner to do this. Many were persuaded to do so because you did not need to pay purchase tax on a van, making it by far and away the cheapest way of getting a new car. The easiest way to tell the difference between a converted van and an original estate car is to look at the rear doors, which were normally left alone when conversion took place. On a van they are split vertically, so that one half opens to the left and one to the right. On the factory produced estate car they are split horizontally, so that one half opens up and one down. So next time you see that Escort or Squire for sale, look at the rear doors first - it has been known for a converted van to have been misrepresented!

The 300E van appeared first, being manufactured from July 1954. It was a basic vehicle, being a 100E saloon front end married to a completely new van rear. The cargo floor was wooden. It was available first as a 5 cwt vehicle and later a 7 cwt was produced. The only difference was in the rear suspension. The 5 cwt was the same as the saloon cars with telescopic shock absorbers, but the 7 cwt had an extra leaf on the rear springs and lever arm shock absorbers. In time the 5 cwt gained the extra leaf to its rear springs. When production finished in April 1961, almost 196,000 vans had been produced.

Somebody in the Ford Motor Company had a bright idea. "What if we took a 300E van, put some windows in the sides and a folding seat in the rear and made an estate car?" "Great idea! Let's do it!" came the answer.

I do not know if this is how it happened, but the result was two versions of the estate car. The Squire and the real mark one Escort. Both were introduced in September 1955. Basically, the Escort and Squire mirrored the Anglia and Prefect in their levels of trim. When introduced, the Squire had wooden trim along the sides to emphasise that here was a true station wagon. The wooden decoration

did not last long; as part of the 1957 facelift it was replaced with the more conventional waistline metal strips. Neither version sold in any great numbers, and in 1959 the Squire was discontinued in favour of an upgraded Escort, which soldiered on until April 1961. In total 33,131 Escorts and 17,812 Squires were produced.

When introduced, the Escort and Squire cost £622 and £669 respectively. Compare that to the cost of a 5 cwt van at £366 and you will see why converting a van was popular, even if you did have to pay for the conversion kit and rig up a rear seat for the kids.

The popularity of these models is due quite simply to rarity. A run-of-the-mill van would have a hard working life and an early demise at the hands of the scrap merchant. As a result not many survive. There were, comparatively, not many estate cars to start with and they have become progressively fewer as the years have passed.

Escort Estate

It is strange, but over the few days that I have been writing this, I have been told about no less than 4 estate cars. The first of these came with a register form from Darren Lloyd-Smith of Leigh on Sea. This is a Vulcan Grey Escort, chassis number 100E-849791, which was manufactured during April 1960. The registration number is 1192 FH, which is one of a series that was issued in Gloucestershire from January 1960. All of this ties in nicely with the first registration date of 5th May 1960. Darren says that he purchased his Escort at the All Ford Rally last September and that it was repainted 11 years ago. He also has all the history for the last 11 years and he believes that it has spent all of its life in the Gloucester area.

Squire Estate

The second estate is a 1956 Squire owned by Dennis Little of Hadleigh. Early Squires



are perhaps the rarest of the estate cars and this one had been stored in a damp garage in Plumstead, SE London. This car has had a few aliases over the years. Chassis number 100E-220171, it was manufactured sometime around February 1956. The first registration was 772 GTW, which is an Essex registration and from a series that began to be issued in May 1956. The second alias came about in 1985 when that original number was either sold or transferred to another vehicle and the Escort became KGU 258A. It remained like this for ten years, when the registration number was changed to 1313 VX. It will soon have another alias, because the previous owner wants to keep 1313 VX. This car is complete, but as a result of its storage in a damp lockup is a restoration project.

Two More Squires

The third and fourth cars are both Squires - a 1956 and a 1957. I heard about them as a result of a phone call from a chap who was after some 300E van doors. During the conversation he mentioned that as well as the van he has these two Squires. I have no details of them yet but I hope to see them in the near future.

By the way, if you have a pair of van doors that you want to dispose of, I can put you in touch with the person who needs them!

Stranger Than Fiction!

If you have seen the film "Christine" you will know that cars can be possessed, but are they able to hear and feel anything? Over the years a couple of strange things have happened when I have been working on 100Es.

The first concerns my own car. One of the rear brakes needed attention, so I proposed to remove the rear hub. As you will know, this involves the use of a hub puller. On this occasion no amount of cajoling would remove the hub. Exhausted and out of ideas, I left the puller in place and I sat on the ground next to the car. My wife brought me out a cup of tea and sympathy. In exasperation I said out loud "Come on, give us a break!" and with that there was an almighty bang and the hub separated from the axle on its own!

100E & 107E Register



The second occasion was a few weeks ago, when I and Mick Williams went to help Dennis Little pick up his Squire. When we first viewed the car, both nearside wheels were locked up. We pushed and we pulled, but the car stayed put in the garage. Nothing would make those wheels go round, they were locked

solid. Armed with this knowledge, when we arrived to actually take the car away, we came equipped with hub puller, hammers, spanners etc. We knew we had a fight on our hands and would have to spend an hour or so freeing off the offending wheels. In the event we needed none of this, as the wheels had miraculously freed themselves off and the Squire came out of the garage without a whimper! There are obviously rational explanations for these events, or are there? I leave you to draw your own conclusions.

Fifteen Years On

Any news about a 107E is cause for celebration these days. I get so few letters from owners that I sometimes wonder if there are still any out there!

Imagine my surprise when a letter popped

through the letterbox from my old mate, Dave Wilson, with an update on the 107E that he purchased last September.

Dave's Prefect is chassis number 105E-224888, registration number ALB 114A. It was first registered on the 1st January 1961 and is Imperial Maroon in colour. It has obviously had a number change and its original number was 8948 MP. This was from a series that began to be issued in London, in March 1960. The car was featured in Sidevalve News in the June 1990 edition, where its story was related by the then owner David Hoffman.

Since buying the car Dave has had it repainted and it now looks the part and belies its mileage of well over 100,000 miles. Dave is now in the process of obtaining an age related number to replace the dreaded "A" plate.

Spares Update

John Porter

Last month I mentioned that as well as bumpers for the upright range, I was exploring the possibility of new over-riders (in chrome obviously). I will let you know what prices are likely to be next issue, but these will not be cheap as they will be new and top grade chromium finish. It is likely that they will be in the region of £130 each.

New Bumpers

Since I reported on the likely prices of those new bumpers last issue, I have had just two expressions of interest registered by members. As the quantity planned is 50 pairs then I have to assume that there is insufficient need for these bumpers to be re-manufactured in the near future. The club is not in a position to buy the bumpers for stock on the off chance that they will be sold over the next few years. This is mainly because we have to concentrate on MOT and roadworthiness items for both the uprights and the 100E.

Smaller Parts

The smaller decorative parts are quite a lot cheaper to get made and therefore less of an outlay to keep in stock. They are also more attractive purchases for the owner, as there is less money in one go, as it were. The chrome badges and scripts, for instance, show

a steady turnover all year. Rubber parts such as blanking grommets are another example. We have a vast array of the correct size and, most importantly, constituency for the upright range. One massive hole in your sidevalve is the gearlever area where the upright gains its sole source of heating (albeit with oil fumes to accompany the heat), is a case in point - some reproduced covers don't actually fit! In fact, any hole in your upright Ford that Henry put there we can fill! So there is no excuse for 'wind in the willows' this spring, as you and your sidevalve venture out blinking in 2005's bright new world for another classic season.

Rubber Parts

On the subject of rubber parts, our re-manufacturing men, Peter Ketchell and Neil Patton, go to great lengths to ensure that the rubber parts are soft enough to flex as the manufacturer intended. These of course are not grommets, but the engine mountings and brake cable covers that do have to move every time something happens at the flight-deck and is transferred elsewhere aboard the vehicle. Every time that you adjust the helm heading on your upright, the front wheels follow your command (more or less) and the rubber covers on the front back plates can be asked to flex by a fair degree. Poor quality reproductions have

a short life and end up dangling on the front brake crossways cables. There is no stopping the dust and water from entering the small and delicate parts of your upright's brake actuators.

Engine & Gearbox Mountings

The engine mountings for both ranges don't just hold the engines in, they prevent the vibration from the lusty sidevalve from shaking your fillings out. This also applies to the 100E rear gearbox mounting, where an age-hardened mounting will give cause to the conviction that the rear axle as well as the gearbox are working toward total mechanical failure.

Tie Bar Modification

While on the subject of vibration, as we were, it has often surprised me that the upright engine tie-bars are bolted to the block and to the front member, so negating the isolation provided by the engine and gearbox mountings. One member re-made these tie-bars to accommodate rubber cushions, so smoothing out the noise and vibrations being transmitted by the engine and transmission on his E93A Prefect. Has anyone else done this successfully? I might try this on the Siva and see what improvement it makes.

Anglia, Prefect & Popular Register

Andy Main

Whilst travelling down by train with Yvon Precieux for the January committee meeting, I mentioned that the 103E Popular Register (as originally called), was twenty five years old this year. Yvon informed me that the first idea for the Register predated the 3rd September 1979 club visit to Dagenham. The first idea for the Register was discussed by three club members, the prospective Registrar, Yvon, and another 103E owner, at a car rally held in Epsom, Surrey in July 1979. The 1981 Southern Sidevalve Day was held in the grounds of the RAC Country Club at Epsom. I had recently purchased an E494C 5cwt van, so took it along. During the day the weather turned to heavy rain, which stayed with me all the way back to Kent. It was during this day that I discovered that the roof leaked and with the need to get fresh air inside to avoid having totally steamed up windows, I got rather wet on the journey home.

Even Earlier

I expect we have by now received the year's rally application forms and filled in the appropriate sections whilst hoping for good, but not tropical weather on the day. I have made mention in past editions of some of the restrictions placed on exhibitors over the years and I have quite strong views of giving the paying public value for money by not allowing exhibitors to turn up at 11am and push off at 2pm. One rally form I received will not accept arrivals after 9am and no leaving before 5.30pm. With a journey time of one hour without any hold ups, it would require a 7.30am start (to avoid unnecessary confrontation at the rally entrance for arriving late) and a 7 pm arrival home. Could this be the start of more lawn cutting days?

Tyres - How Old?

A UK Tyre Industry Council (TIC) press release on the dangers of using old tyres is a warning that tyres have a shelf life and don't just need replacing when down to the minimum tread depth. The TIC recommended that tyres be replaced if they are 10 years old from their date of manufacture. They also recommended that tyres 6 years old or older that have not been used should NOT be placed in service. Tyre components dry out with age and can separate and anti-aging chemicals added are only active when the tyre is in use. Tyres fitted to spare wheels, caravans and trailers are particularly at risk to premature ageing brought on by ozone degradation and static sitting for lengthy periods of time. The TIC quotes the case of a car that was stored on blocks and rarely used, with eleven year old tyres. After approximately 4,000 miles in service, catastrophic tread separation occurred, leading to loss of control and rollover.

DVLA

The following article is reproduced from the Federation of British Historic Vehicle Clubs, Newsletter, no 1 2005, of which the FSOC is a member.

"We have been asked to advise applicants submitting V765 (registration mark reclaims) forms to refrain from laminating their original documents. DVLA considers that examination of an original document, or indeed any certified copy, is an important part of their anti-fraud procedures and that this is made impossible when the item has been laminated in a plastic sheath. Would applicants and club signatories please note this, as DVLA will reject any applications relying on laminated documents. Club signatories should return any documentation so submitted for rectification by the applicant. While we have some sympathy for owners who seek to preserve original documentation in pristine or good condition, we recommend that they do not use lamination until any official procedures have been completed".

As Registrar I have received original documentation in many conditions, depending on storage and handling by previous owners. Some are in such poor condition that without very careful handling they may totally disintegrate. Whilst we recommend that all documentation is sent recorded delivery, there is no 100% guarantee that it will arrive safely or to the correct address. It is not unknown for recorded delivery mail to be delivered without being signed for, or mail going to the wrong address. Recently a member's dog got to the post before he did and damaged a letter I had sent him. In this case the letter could be replaced, but irreplaceable documentation damaged/destroyed would be very serious and could cause the loss of a registration claim.

The club now recommends that, initially, photocopies of original documentation are sent with the application forms. If the claim is considered valid, the original documentation

will be examined when the vehicle is inspected, which, as mentioned in a previous article, is now a DVLA requirement.

South Acton Station 1965

In July 1965 someone parked a very smart 103E Popular outside South Acton Station in West London, between the station entrance and yard. Parked to the left a Vauxhall Victor. 144 APC is a Surrey registration series introduced in January 1956. The Popular therefore was built not in East London, but up north in Doncaster. The passenger has the luxury of a clear view, with a wiper worked by a rod off the driver's wiper arm. Roof mounted flashing indicators are fitted. Looking well kept and polished and with spares available from Ford garages, it may have survived. Regretfully, 144 APC is unknown to the Register. Is it slumbering under a dust sheet in a suburban garage awaiting re-discovery, or has it joined the Vauxhall in the great car park in the sky?

The Vauxhall cars from the 1950/60's had a reputation for rusting badly at a very early age, so whilst no more details are known about the Victor, the chances are it arrived at that great car park first. I believe that the photograph was taken in All Saints Road. The station yard was constructed of cobbles; semaphore signals controlled the railway lines and the GPO ran the red telephone boxes. This photograph is re-produced with the kind permission of Chris Hawkins of Irwell Press, Clophill, Bedfordshire. The photograph appears in *The North London Railway 1846-2001* by Dennis Lovett, Irwell Press 2001, ISBN 1-903266-12-2. Irwell Press is well known for the very high quality of photographic reproduction in their publications.

Many thanks also to Ian Maddams for initially making contact and bringing the book and photograph to my attention. If you spot a post-war upright, including the 5cwt van, in a publication please let me know with as much detail as possible.

South Acton Station 1965



Pre War Register

Yvon Precieux

Registrar's Comments:

A word of warning via the British Insurance Brokers Association. Motor insurers are withdrawing the traditional 14 days grace period, which previously provided drivers with temporary cover while their policy was being renewed. You must now renew your insurance before it expires, or you will be driving without proper protection. The temporary cover notes previously issued were to protect drivers during the interim period of renewal, where once upon a time companies took a few weeks to provide the full schedule of insurance. Some drivers took this as a freeby and regrettably the system was abused to obtain free insurance for more specific periods. This new stance by the insurance companies is due to the ease of issue of driver's documents brought about by computers, the process being so fast that a cover note is not necessary.

Scottish Model Y

Being this far north, maybe some of you would like to note that yes, there are pre-war Ford sidevalves motoring around here in Scotland besides myself. Here's a photo of a Model Y taken by the Scottish Thoroughbred Vehicle Society, to which I belong, at a place called Culcreuch castle in Perthshire (photo 1).

Jim Coutts Story

Taken from the Press and Journal (a Scottish paper), I noted an article on the exploits of a hill farmer by name of Jim Coutts, who, in building an AC Cobra styled kit car, gave reference to a Model Y in his youth. A call to the journalist Mike Anderson provided the necessary permissions to cobble an article for this register from the said piece and also resulted in a request from him to visit, photograph and write about the Cheetah and my other old sidevalve Fords. So, at long last you may finally have my mugshot in the magazine next issue!

Jim Coutts started riding bikes when he was 16, but when two friends were killed, his father asked him to turn to cars. The Model Y was old even then, but the thought of using the Y as a basis for one of the more sporting looking fibreglass bodies advertised at the time was as logical as today's youngsters yearnings for good looking cars. A 1932 Ford Model Y was purchased and stripped of its bodywork. The Austin 7 radiator necessitated the bodywork to be much lower than the original Y and a new wooden frame was constructed and clad with aluminium to provide for a 2 seater open topped sportscar.

This was the 1950's and driving was



Photo 1: Culcreuch Castle

different. Then being young and wild, Jim would drive every Saturday up to a dance at Aviemore with a friend. Coming home Jim often carried two extra. But once a fifth lad asked him for a lift as he had missed the bus. The only way Jim could accommodate him was for the lad to lie along the area of bodywork between the windscreen and the steering wheel. The others had to hold him when they went round corners to stop him from sliding off and he had to tuck his head in when Jim overtook. Not surprisingly the lad screamed from the first corner to the last and not surprisingly never asked for a lift again.

The car proved so versatile with its Ford Y mechanics that it ran for miles and even survived a crash. The road running past the farm had just been tarred. Country roads could be quite trying then and a smooth road was one that had to be tested. That night the car was put through its paces. All was going well until Jim rounded the bend and there, parked and unlit, was the Council's road roller called "Cock of the North". He managed to swerve round it, hit the grass verge and rolled down the bank. The car was righted and apart from a few dents and scratches, both car and driver managed to make it home.

Contact has been made with Jim, who now lives on a farm, south of Forres and hopefully he will be able to locate a photo of this car which was once a 1932 Model Y Ford.

DVLA Applications

Just two in progress at present. The first from John Ball from Preston, with his restored 7Y, who hopefully by now should have an age related plate. Originally supplied with ELD 698, the logbook was unable to be found by the widow of the owner who sold the car to the first buyer of the car. After a further owner, the car was purchased by John.

The next application is from John Z Miller who lives in Jersey. The vehicle is a two door 7W, registered LMN 571, an Isle of Man registration, on the 18th October 1949. However, its previous UK registration appears to be ARV 439. Here, the original buff logbook appears to be available and by the time you read this, John should be on the way

to receiving permission to use the original number by the DVLA. The vehicle is at present in Scotland and according to John is painted with the incorrect colour blue. Hopefully we should be receiving further information on the car in a future issue.

The Ford Taunus

There are certainly now quite a number of books on the small sidevalve Fords. Most are fully identifiable with the Model Y, C, 7Y and 7W and identical European pre-war equivalents. One model which should merit mention does seem to have been left out and attention is drawn to the very versatile and remarkable German made model known as the Taunus, at a time when both the Prefect E93A and E04A Anglia were taken to be extremely modern vehicles for their day.

These German made Taunus cars looked, felt and were far more futuristic than any small Ford available in this country. Introduced in April 1939, regrettably the war intervened, although any sizeable import probably would have posed major problems to our Ford car manufacturing base at Dagenham (actually, one vehicle was manufactured, probably the prototype in 1938).

This newcomer from Germany, designated G93A, was, as with the Model Koln Y and Eifel C range from this country, again unmistakably a Ford product. From the start it adopted a very modern styling compared to the Eifel 10 hp, which was still in production up to 1940; the Taunus being supplied with a slightly longer wheelbase and wider track to accommodate the all enveloping bodywork, which was built on a more modern unitary body-cum-chassis with hydraulic brakes accompaniment. Outwardly it did not look unlike a scaled-down version of the 1939 edition of the Ford V8 model 91A. It was powered by the 1.2 litre engine known to us as the Ford 10, 1172 cc engine. It was produced in relatively small quantities of production - 7100 until 1942, but by this time World War Two had started and the Company renamed Ford-Werke AG on the 21st July 1939 had already switched over from car production to truck production. The table overleaf provides

Pre War Register



Photo 2: Taunus G93A on the production line

vehicle production details.

Year	Cars	Trucks	Employees
1939	18,219	17,142	3847
1940	4,834	12,723	3871
1941	927	15,316	3476
1942	41	14,951	4650
1943	-	17,472	5711
1944	-	13,015	5134
1945	-	2,846	2745

The few cars produced at the Cologne factory during the period were the Taunus and V8 models. A 1.5 litre engined edition of the Taunus (model GOBA) was made, but remained only as a prototype at this stage. In addition, the company's Berlin branch built a total of 1,901 heavy cross country car chassis for the Wehr-macht during 1939 to 1940. The cars were known as (wait for it) "schwere gelandegangige Einheits Personenkraftwagen" (EPKW for short).

The end of the war came to Cologne on the 6th March 1945, when the city was taken and occupied by the Americans. Although damaged by artillery shelling, the factory had not suffered serious damage and within two months the factory was producing trucks under the general management of a Mr Erhard Vitger. Here I trust I am not intruding too much into the era of Andy Main's register, as the Taunus name was to continue well into the 1960's. Due mainly to the loss of important component supply firms now entrenched in the Soviet-occupied zone, passenger car production was not able to make headway until 1948. What production there was concentrated on trucks, as well as large quantities of replacement engines for existing models. The post war Taunus, designated the G73A, came into production commencing October 1948, with the car being officially launched on November 23rd. In July 1949, a less austere

version made its debut, known as the Taunus Spezial. Six months later exports were resumed. On the 10th May 1950, a large press invitation was organised on the Nurburgring for the launch of a face lifted version of the Taunus Spezial, which featured a revised frontal appearance, with lower and wider radiator air intake and other small modifications.

In January 1951, the last of the "beetle backs", the Taunus De-Luxe appeared, a more luxurious edition, as depicted by its name. It differed from the Spezial by having a one piece screen, swivelling front quarter lights in the door windows, direction indicator flashers below the headlights and other refinements. 1951 brought in the steering column change and in addition to the 2 door Buckel-Taunus (buckel = hump), the factory offered 2 and 4 seat cabriolet (bodies via Deutsch), estate car and van variants. The latter accounting for 11,300 of the 74,128 units produced during 1948-1952. Other body styles became available via coachbuilt companies - 2 and 4 window convertible coupes by Deutsch, Drauz, Drews and Migo, with six seat, 4 door taxicabs (elongated saloons) by Wilhelm and Witty & Bruckl.

Big changes were made on the 8th January 1952, with a completely restyled Taunus 12M, works designated as the G13. It featured full width slab construction (unitary body to chassis construction), with independent coil spring front suspension (the original McPherson strut) and 13" wheels. The engine was the equivalent of the 100E, the well proven 1.2 litre, 10 hp, 1172cc unit, the power output similarly up by 4 bhp to 38 bhp at 4250 revs. (Eifel previously being 34 bhp, there being a difference of 4 in the way the British and Germans calculated power output). Handling, comfort, interior and luggage room were a great improvement over the previous model, often referred to as the 10M, and sold extremely well, with the

25,000th coming off the production line on the 31st October and the 50,000th on the 21st July. In 1953 it was joined by the Kombi estate car and van derivatives. Between 1953-55, a very basic economy version Taunus was marketed known as the Taunus 12.

By 1955 the larger engine 1.5 litre Taunus 15M (G4B) had started to push into the marketplace, with a 1.7 litre (17M) coming on strong in 1957. In May 1961 the 1 millionth German built Ford came off the production line and in October that year, with Ford of Cologne having been fully expanded, the first stone was laid for a factory in Genk in Belgium where all Taunus cars were finally produced. One further parallel with the British 100E was that production ended in July 1962, after which Cologne went further away from Dagenham. Front wheel drive was adopted on the 12M known as the Cardinal. See photo 2 (left) and photo 3 (on the front cover!). For our purposes under the pre-war category, a summary of production for the 993 and 1172 vehicles is reproduced:

Model	Name	Engine	Period	No. Made
19Y	Koln	993	33-35	11121
20C	Eifel	1172	35-39	61496
G93A	Taunus	1172	39-42	7100
G73A	Taunus	1172	48-52	74128
G13	Tau.12M	1172	52-59	n/a
G13	Tau.12M	1172	59-62	435925

Model C Tourers

I may be courting controversy, but Ford did not strictly speaking manufacture C tourers. They had frowned upon the use of the Model Y chassis for special sporting bodies, on the basis that the chassis in its basic form was not strong enough to take the rigours and stresses of the excess speeds that sporting cars offered over the less and more sedate capability of the standard saloon models marketed. Certainly, from a Ford marketing profit point of view, it was well worth while inviting specialist body builders into their portfolio of vehicles to sell via their agents, but not officially. Similarly, this same argument had to be contended with when the C tourer was nurtured by Briggs Motor bodies. As a body building company in their own right, they had seen the popularity of a Y tourer to compliment the saloons, but



Pre War Register

with the Y saloon products being required purposely to save the Ford Motor company, the introduction of a third model at this stage on the production line at Dagenham was just too precarious and could have tipped the balance both for Ford of Great Britain and Briggs. The company built just one as an example. However, due to the success of the Model Y in all its sporting guises both in Britain and other countries, together with the versatility of the new 10 hp engine for speed handicap races and rallies; the idea for a tourer being made available alongside the saloon models became viable, this time officially under the Dagenham banner. This time Ford gave sway to Briggs Motor Bodies, with permission for them to purposely construct a tourer body, the chassis being provided with additional strengthening pieces and, although marketed as being a Ford motor company product, the model C tourer, strictly speaking, was a Briggs venture.

Winter Motoring

The recent winter reminded me what winters used to be like. As a child I remember my neighbours using starting handles on their cars and hoping the buses could not cope so that I could take a day off school! Nowadays, few people really know how to drive in the snow, even with very reliable cars and excellent roads. The roads some forty years ago were quite galling, with no lighting, no gritting, ditches at the side and no heater in the car. We were hardy then. With the foglight set low and directed to the nearside, the emergency kit consisted of a torch, a large newspaper and masking tape for the windscreen, a large dry cloth for under the bonnet, a screen heater element to take the mist off the screen, a tyre gauge for when the rear tyres were deflated (5-6 psi to cope with the snow) and inflated when the surface was back to normal. Sunglasses were useful with the windscreen open, with an old sack or rug for use under a spinning wheel. Today, driving an old Ford in snow should still be relatively easy, providing one's speed is relative to the dangers. Because the pull of the snow is against the rear wheels, the gearbox can be used quite freely - you drop down as soon as you feel a drag. Old Fords have the advantage of the 5.5 axle and good weight on those thin 17" wheels and can still beat those 4X4's where it counts.

Technical Tips 1: Horn Not Working

Round this time of the year, if you have stored your vehicle over the winter, you may find your horn does not work. Peter Benton phoned me with this query on his model Tudor Y. Funnily enough this had happened to me a few weeks earlier when I had not used the C van for a few weeks. The remedy is simple enough - take a spanner and loosen the large nut in the centre of the horn. Squirt a few doses of WD40 inside and press the horn - you will



Photo 4

probably be met with a muffled squawk. Tune the horn by tightening and it will work until next winter.

Technical Tips 2: Tickover Speeds

These are fine according to the manual, but sometimes even after checking for air leaks, engine condition and fine-tuning, it may still be seemingly impossible to get the engine to idle according to the manual. With our carbs being of the fixed choke type with fixed jets, it is noticeable that, unlike similar carbs of this type, the Zenith does not have a top gasket, petrol being permitted to spill over, with the tell tale marks being very clear to see. In tuning air mixture the float level is critical on these carbs, more so when they leak the way ours do. With wear at the valve they can and do upset the mixture setting. I have had to use

two thin washers instead of the one under the float valve and my carb idles sweetly without any leaks. Float valves, when sold as a spare, were usually supplied with two, sometimes three, varying sized washers. Because the float level is critical and can affect performance, care should be taken to fully test performance after any correction is made in this area.

Where are They Now? (7Ys With a Difference)

FLU 455, a unique gown van, purchased in May 1990 by Kenneth Page. A chassis up restoration was in progress, but how far did it get? (see photo 4).

DWM 671 - photo via Jim Norman, seen at a number of shows in the 1980's (photo 5).

Photo 5



Specials Register

Rob Daniels

Ashley Laminates

1955 saw the emergence of a number of fiberglass car body makers, and one that would stay in the business right up until the beginning of the 1970's was Ashley Laminates.

Formed by Peter Pellandine and his friend Keith Waddington in late 1955, after the two friends had designed and built their first car using the new medium called fibreglass to construct the bodyshell. The two set up a small factory at the Robin Hood roundabout at Loughton in Essex and started to produce shells in January 1956. The first shell, later to be called the Ashley 750, was based on the short wheelbase 6'3" Austin Seven chassis, although before the end of the year it could also be purchased for the longer 6'9" wheelbase chassis. The price of these two shells was £78 for the shell plus £25 for the hard top. Incidentally, the early hardtops had gullwing doors and it is thought that only one is in existence. There was a Pathe newsreel shot at the time that shows some great footage of the Ashley 750 being built up from a rotten Austin Ruby. Although being filmed at the Robin Hood Island Ashley works, the two people in the film are Laurie Salmon and Sam Pinnock who worked for Falcon! The film is available as a free download from the British Pathe website.

Ashley Sports Racer

Shortly after the 750, Ashley introduced their next shell, the Sports Racer, which, at £90, was made to accommodate wheelbases from 6'11"-7'3". Peter Pellandine was to take with him the mould for this shell and also the mould for the short wheelbase 750 when he was to leave Ashley to form Falcon before the end of 1956. The Sports racer shell was later adapted by Pellandine while at Falcon to fit the larger 7'6" wheelbase. Many of these 7'6" wheelbase shells were fitted to Ford 8-10 chassis, as this was the Special builder's favorite chassis and running gear and they were easy to maintain and cheap to purchase. But not all wore the Ford chassis. At a price of now £85, these shells were bought to replace aging Morris eight bodies etc, and to clothe many of the new space frames made by Buckler, Lotus, Elva and Cooper.

Ford Ten chassised Ashley 750 with stretched bodywork



Ashley 1172

It wasn't until August 1958 that Keith was able to launch his next shell, the 1172. Designed initially as a roadster with detachable hard top for the Ford 8 and 10hp chassis of 7'6" wheelbase, for which there was now a large market. Also in '58, Ashley advertised the Regent chassis. I think this was only available for a few months and I believe that it was a product of another company rather than an Ashley product. I would be grateful for any further information on this chassis.

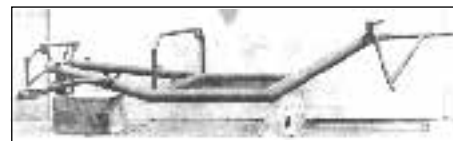
From early 1959, a fixed head coupe shell was available and from January 1960 the 1172 was also available for the 7'10" Ford Prefect chassis and of course any chassis of similar dimensions.



Sportiva Announced

In November 1960 Ashley announced what was to be their last new body shell - the Sportiva. Initially an 1172 with a new front, later Sportivas had a revised rear and a longer wheelbase of eight feet to accommodate the new MkVI chassis. The Sportiva was also available in roadster form. Body shells were only advertised until 1962. The 1172 body was used by Reliant for their Sabra and Sabre cars (also using a messed up LMB chassis) and the Sportiva was used by Morgan to clothe one of their chassis at the Geneva Motor Show in 1961. Ashley carried on selling their vast range of bonnets and hardtops until the company was finally wound up in 1972, strangely enough by a manager of Falcon Shells, Sam Pinnock.

Ashley Sportiva



Convair ladder chassis for Ford E93A components

Convair Developments

Another of the newcomers for 1955 were Convair Developments. Originally operating from 1A Type Street, London, E2; the Wrenn brothers, Clive and Terry, started Convair developments probably around the same time as Ashley in late 1955, as the first adverts appeared in early 1956 advertising parts initially, like many others, for Austin Seven specials.

By 1957 they were offering their series 'S' chassis to accept Morris Minor, Ford 100E and MGA engines, priced at £65. This was soon dropped in favour of a multi tube ladder chassis "of Italian design" to take Ford E93A components. This could be purchased for as little as £40 and had a cunning resemblance to the Victory chassis advertised a year earlier. An IFS unit was also available to bolt to this chassis for £17.10s

Also offered was their Mk1 shell - £68 for the bare shell; £88 if bought with mounting tubes and brackets, fitted doors, bonnet and boot, or with wheel arches and bulkheads for £108. Le Mans type headlamp covers could also be fitted for an extra £12. The 'V' screen for £12.10s and a hardtop with gullwing doors for £35.

In 1958 they moved to 177 Cathall Road and their price list for December that year quotes that the body was now available complete with fibreglass floor, dashboard with glovebox, shelf for tools, header tank and battery etc, as well as everything mentioned above to fit the Ford 7'6" chassis, only priced at £100. Also available now was a one-piece curved windscreen with laminated glass for £21.

Sometime in 1959 the Mk1 shell was developed into the GT. It appears that only five of these cars were built and amazingly three survive. The two brothers then parted company, Clive staying at Cathall Street producing the Nordec and Terry moving to Newark, Nott's, producing the exact same shell as Clive but named the TWM.

Convair Roadster



Specials Register



Jeremy Pierson's 1958 Convair

Early specials advert

Geoff Butcher emailed me with this advert from the Dec 1954 edition of 'Motor Racing' and writes "The name means nothing to me, not that I have any great knowledge of '50's specials. Do you know if any were built? Not exactly cheap in 1954, I wouldn't have thought! A quick search shows that a Lionel Leonard shared a car at the Nurburgring with David Blakely - presumably he who was murdered by Ruth Ellis. There must be a story here somewhere!"

Can anyone provide any information on Mr. Leonard and what the fiberglass shells were that he was advertising in 1954?

BUILD
FOR ONLY £750
USE
LIONEL LEONARD
1 HILL ST. LONDON, W.1

Another Special for the Midlands

Most of you will know that I own a Falcon Mk2; I've had it for around twenty years and it's still not on the road. For about fifteen of those years, a certain person asked if I would sell it to him. I always refused of course. Very recently a fairly complete Mk2 came up for sale, so I quickly got on to Pete and told him about it. So, on the 20th March, we went down to Hants to pick up what I think is the only surviving Watling chassis that is complete with a Falcon Mk2 body. I can see me doing more work on this Falcon than on my own this year and I'm certain Pete will have his on the road before mine. Pete lives about a mile from JP and two miles from me, so expect to see even more specials around the Midlands this summer.

I look forward to seeing some of you at the AGM and spares day next month. Don't forget your shopping list.



Member's Profile

Terry Tomlin is from Enfield in Middlesex. His 100E Ford Popular was advertised in the February 2004 issue of SV News. Robin Thake passed the mag on to Terry and pointed the ad out just after he had joined the club.

368 DYY was first registered in Tottenham, north London, on July 19th 1962. It had been regularly serviced by Victoria Garage, Edmonton, north London, from 1962 to 1980, and then by various other garages, due to changes of ownership.

In August 1968, at a mileage of approx. 27,800, the engine was de-coked and the valves were reground. In September 1970, at a mileage of 33,800, a new speedo head and cable were fitted, which means that the mileage was then shown as zero. In August 1975, at a mileage of 8,466, the engine was overhauled and in September 1978 a new gearbox was fitted. The last owner bought this car on 24th January 1990 and had kept it regularly serviced. The last MOT certificate was issued in July 1993, showing a mileage of

34,124. When I bought it in March 2004, it showed a mileage of 34,889; so it had only done 765 miles in 10 or so years. Taking into account the changed speedo head, the true total mileage would be 68,689.

So what have I done since I bought it? Some restoration work has been done and there is still some to do, but so far all the wheels and various brackets and the radiator have been cleaned and resprayed. The carburettor has been cleaned and fitted with a new gasket, the engine has been cleaned and painted with HT black paint, all sump bolts retightened and oil and filter replaced. The engine runs well and sounds OK - no knocking or rumbles!

A new battery and new HT leads have been fitted, all wiring checked and repaired where necessary. Front spot lights and a rear fog light have been added.

A leaking rear nearside brake cylinder and all of the front brake cylinders, which had seized up, have been replaced then all of the hydraulics were flushed with methylated

sprits and refilled with brake fluid and the brakes bled.

Underneath, two steering bearings and the drag link have been replaced and all of the bodywork has been cleaned up and sprayed with stone chip guard.

New rubbers have been fitted to the front and rear windscreens and the two rear side windows. At the same time the roof liner was replaced. I have given it a general clean up inside and under the bonnet.

It passed its MOT in February and is now being booked in for some shows.



Tales of BOA

Jim Norman

A persistent problem with the Prefect has been that the heater radiator leaked very slightly; not enough to fill the car with steam, but to mist up the screen, give a lingering sickly sweet aroma of anti-freeze and make everything sticky. By the use of a couple of tins of Radweld and the avoidance of anti-freeze, the leak almost vanished, so for the last two winters BOA has not had the benefit of anti-freeze in the cooling system.

This is not as dangerous as it sounds, even in the dead of winter: the car has good runs and gets thoroughly warm at each end of the day, but last October saw the situation rectified. This was because the heater had ceased to produce warmth due, I thought, to the Radweld blocking the matrix, so it had to come out anyway. I had a spare radiator repaired at a specialist in Widnes; it was an excellent job for reasonable cost. It became obvious on removal that the lack of heat was nothing to do with the radiator. The 107E heater has a lid with an oblong intake in the back; the mesh covering this was simply blocked with dust and dirt, preventing air going through, so the old radiator was sent for repair, to be used as a spare, and the mesh thoroughly cleaned.

BOA Takes Snow in her Stride

The reinvigorated heater proved useful over the third weekend of the New Year. A committee meeting of the Stanier Mogul Fund at Kidderminster saw us staying the nights of 21st and 22nd January at our favourite B&B near Cleobury Mortimer. The Saturday morning was bright but bitterly cold, but the afternoon turned increasingly threatening. That evening, we left the B&B for the restaurant in a terrific snowstorm, with huge flakes falling thickly and settling on the road. The effect of these in the headlights was somewhat akin to a firework display: very pretty but also rather worrying. BOA took it all in her stride and her Firestone radials coped very well. Fears that the following day's return home to Wigan might be troublesome evaporated as there was no further snow overnight. The car, as usual, performed faultlessly, but there was no trace of the thorough wash and polish she had received on the Friday prior to departure!

A view from a B&B window on a bright but freezing January morning in Cleobury Mortimer.



Seized Rear Brake Adjusters

The rear brake adjusters decided to seize up giving longer brake pedal and handbrake movement than I like, so eventually the half-shafts were whipped out (they make most brake parts inaccessible on the 107E, so this is the easiest way to get to them) and the adjusters removed. One freed off but the other simply stripped its threads so I fitted a spare (yes, I do have a spare of almost everything!), which also needed freeing off, liberally coating everything in Copperslip on reassembly. I tried to source a replacement for the spare locally but no one could supply. Unfortunately, the Club spares list does not include them either, so it seems they might be unavailable. I would suggest to all 100E/107E owners that they fully wind out their rear adjusters, wire brush the threads then coat with Copperslip or similar. Keep them free and you won't need the replacements you can't get.

Worn Starter Bushes

BOA almost blotted her copybook on Wednesday this week (23/2). After arriving home, I found the starter wouldn't work; removal showing the brushes worn right out. I did have a spare, but it was in work. Worse, the car was at the bottom of the drive, which includes a climb of about 1 in 7 up to the road for some twelve feet; you certainly can't push it up there, and without the car, I cannot get to work. The problem was solved by removing the spark plugs, engaging reverse gear, and with a ratchet and 5/8" AF socket on the crankshaft pulley bolt, I wound the car up the incline. The plugs were replaced, the handbrake released and second gear selected, then as she rolled back down the slope the clutch was released and the engine started. She was then driven more conventionally out of the drive and parked in the road, ready for a push start the following morning. Although this method of extraction worked, it isn't one

I'd choose for regular use! In work I collected the spare starters. One was an old type with screw-on collar to retain the pinion, but it was brand new and unused. Unfortunately, it was from a 100E, so had mounting holes pitched at 5" centres. I had considered the possibility of elongating these, but amazingly found a similar but unserviceable starter belonging to the college, but with the correct 4½" pitch. It was the work of moments to swap the end plates, and BOA now has a brand new starter.

A Sticky Needle Valve

Another intermittent problem has been a tendency for the engine to flood when stopping, though only when very hot, due to the needle valve in the Nikki carburettor sticking. It was a nuisance, as the engine would stall. It would reluctantly restart, but run very roughly, the resultant shaking apparently freeing the needle valve and normality would return. It thus took three weeks before I made the time to remove the carburettor, clean out the needle valve assembly and reset the float to the correct height. It was much too high, which was probably the root cause of the trouble.

All Mod Cons!

One final job needs to be mentioned, mostly for the benefit of one of our former Editors, Laurie Menear. Some years ago he made some issue of the fact that I had a CD player in DFF, the Prefect I was then using. In defence, I explained it was a Walkman with an in-car kit, and didn't normally stay in the car. Well Laurie, BOA now has the genuine article, and Chuck Berry, Little Richard, Jerry Lee Lewis and Eddie Cochran all sound great!

With the exception of these minor problems, BOA has continued to earn her keep. She still returns a healthy 34 mpg, and with a round trip of 40 miles to work each day, does so quite economically.

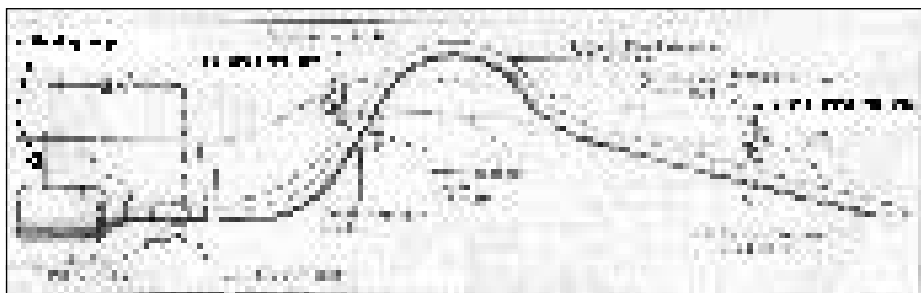
Exhausting Times

John Porter

Boring things exhausts. They just sit there getting the products of your thrifty and efficient sidevalve engine out into the environment. It is all very well until the thing breaks in half or leaks at the manifold/downpipe joint. Fortunately, the exhaust systems on our cars are not too complicated and they hang underneath the floor except where they pass over the back axle. The club sells complete systems for all of the sidevalves including the 107E.

In general, fitting is obvious, as you will have had an enjoyable time getting the remains of the old one off. As the new FSO systems are all stainless steel then this might be the last time that you have to do the job, unless maintenance access is needed. One essential is to fit new exhaust mountings and hangers to prevent your investment from making sparks on the road. These are readily available at most exhaust centres or motor factors, although few cars these days have one and an eighth inch clamps as used on the tailpipe of the uprights! Both the 100E and upright ranges use the same manifold clamp, which is the same as the old Marina with the B series engine and many other cars of the time. It is worth searching these out, as the old clamp is a frequent cause of blowing. If you see one at an autojumble then buy it and keep it for that rainy day or make the time to fit it to the exhaust system before it is necessary (such as a time when you are 50 miles from home).

When fitting the exhaust to any sidevalve, loosely fit the whole system into place to check alignment and clearance before tightening up



all of the clamps. When I worked for a British Leyland agent, we tried to prevent the frequent exhaust fractures and breakages at the manifold clamp. This afflicted all the A and B series in-line engines in the Morris Minor, Marina and A35 & 40 to name just a few. The problem with all of them, and our Fords as well, was that the exhaust has no support from the manifold back to the first exhaust hanger. What we used in the BL garages was a support bracket secured onto an adjacent bell-housing bolt and u-bolted to the exhaust front-pipe that passes close by. These were specifically produced by Unipart for the Morris Marina, which had the softest of engine mounts and the "jerkier" of clutches. If you can't find one at your friendly Rover dealer then they are easy enough to fabricate from a strip of mild steel. I remember the slogan for Unipart: "Yes! Now what is the question?" I am afraid it wasn't always quite like that when we went to the BL stores at the dealership. It was more a case of: "No! Now, what is the question?"

One point about the uprights' mountings is

that they do not insulate the vibration from the exhaust, and hence the engine, in standard form. It is well worth investigating a more modern method such as the "cotton reel" mounting at the back and a "metallastic" mount in the middle.

Back in the sixties when I was not as cynical as I am now, I imagined that cars would become really fuel efficient or run on something else like electricity or water! Cars of the new millennium would be compact in size and not go wrong. They would have on-board computers to steer them. No brave new world, just incremental steps that don't really improve the pollution problem. At least our sidevalves are so slow and uncomfortable that we don't try to cover long distances.

Now there is an idea to cut pollution - if modern cars became hard to control over 45mph with unpredictable handling in the wet and a high centre of gravity (sounds like 4x4s and MPVs have cornered the market) and also had no heaters, we would all travel by bus and train!

UNICEF Rally 2005

UNICEF are calling upon car enthusiasts throughout the UK to be part of a truly magnificent motoring event this summer. Titled 'Destination Nurburgring', the event will see cars winding their way over to Geneva, through the Alps, on to Zurich, Munich, Berlin, with 6 laps round the Nurburgring and finishing in Antwerp. All this will be over the course of 6 days from Wednesday June 8th to Monday June 13th 2005. Clubs and individuals are invited to take part in what will be a motorist's dream holiday.

To some, the image of 250 classic and modern day sports cars making the same scenic journey at the same time is mere fantasy, but this event will be making it a reality and all in the name of charity. Historically, the Nurburgring is the most revered and respected race circuit in the world, offering 13.5

miles of tarmac turns and tenacity. Drivers and co-drivers respectively will have to successfully navigate the demanding course to claim their sponsorship money.

Overall though, there is a serious message. The event is being run to raise funds for children in need of UNICEF's support in the U.K and beyond. Chris Wynn, UNICEF Regional Fundraising Manager said: "This event is a first for UNICEF and we hope it will capture the imagination of motoring fans old and new and inspire them to rise to the challenge."

Places are already being booked and with only 250 car spaces available for 2 people per car, the advice from UNICEF is to be fast, not furious! Anyone wishing to receive a sponsorship and application pack, or to make an enquiry, should do so via www.destinationnurburgring.com.



The event costs £1,250 per car containing 2 people. This includes:

- Breakdown cover and event support team
- 6 laps round the Nurburgring.
- Return Eurotunnel travel.

Participants will be asked to raise a minimum of £100 prior to the start date. A prize will be presented to the team raising the most money for UNICEF.

Additional information regarding UNICEF can be viewed at www.unicef.org.uk, or by contacting Mrs. Chris Wynn: Regional Fundraising Manager. You can email her on chrisw@unicef.org.uk.

Monte Carlo or Bust!

John Porter

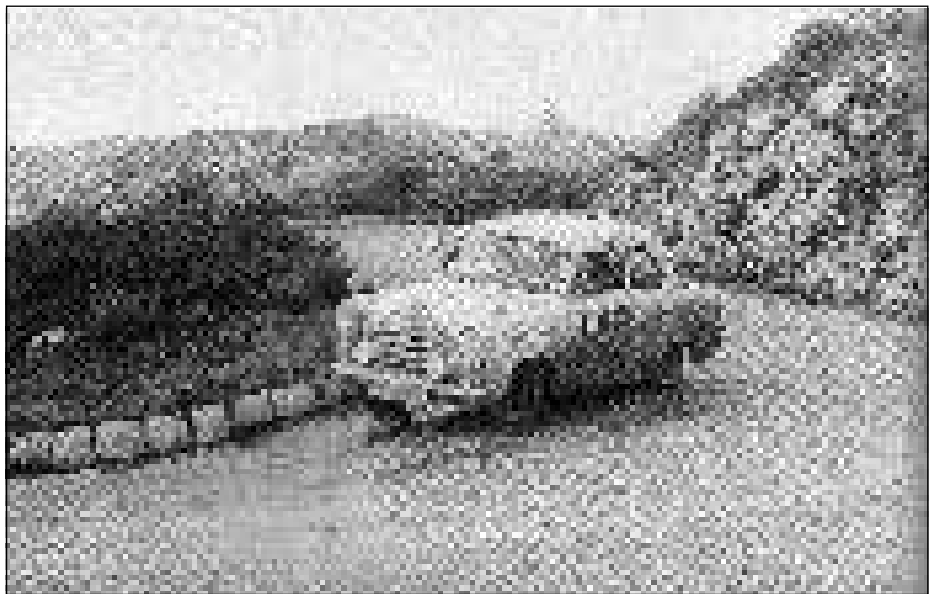
As a rule, we don't expect the 100E saloon to show a competition history, due in no small part to the three speed gearbox that hampers the gutsy performance of the sidevalve engine.

Nearly fifty years ago, in 1956, a Ford Anglia 100E was entered for the Monte Carlo Rally by John Young, who encouraged his fellow racing driver friends Roy Salvadori and John Coombs. Salvadori was a professional racing driver, having driven Maseratis, Ferraris and Connaughts in the early fifties before joining the Aston Martin racing team in 1953. John Coombs, as you may know, was a Jaguar dealer based in Guildford, who raced Jaguar saloons and produced special "Coombs" modified Jaguars for the road.

Coombs and Salvadori had no intention of going any further than Paris and Young told the press that he would be driving the Anglia with the two racers as "observers". The 100E was a standard Anglia from Ford with a few modifications done free of charge. Exactly what these modifications were is not recorded - a four speed gearbox would have been top of my list!

Overtaken by a Bread Van!

The UK leg of the rally started in Glasgow in icy conditions, which necessitated some caution to the extent that a local bread van passed the 100E rally car! The crew crossed from Dover and passed Paris before the timed stage near Grenoble. Salvadori did in fact get behind the wheel at this point and drove with all of the verve of a professional race driver.... Arriving in Monaco, the team were informed that they were in the top 90! Coombs thought that they were in 60th position. The cars were locked away over night, which meant that no adjustments could be made, so in the morning the brakes were just as worn down as they were the day before. By this time the cars had covered at least 2600 miles of driving.



Left Behind

The intrepid rally crew had a jolly night and two of them arrived at the "parc ferme" at 9:00am to find that the other crews had left at 7:30am! The lack of numbers meant that the crew could not leave until they were all present. That was the end of the challenge and the team ended up as 88th overall, despite not finishing the final stage. In fact, the team felt

that they were better off not having attempted the "Select 90"; this was a 150 mile dash against the clock and the mountain elements along the Nice-Monaco coast and up into the mountains - that three speed gearbox again! The trio felt that just getting to Monte Carlo was an achievement, but also getting into the top 90 was as good as winning for John Young. Not quite the same as the exploits of the legendary Mini-Coopers a few years later, but there again not the same factory support from Ford either!

Young also competed in the arduous Monte Carlo Rally three times in the 1950s. The other two times were: in 1955 he drove a Ford Prefect with Bill Lambert and in 1958 a Riley 1.5 with multiple World-Champion-to-be, Graham Hill.

(Adapted from local newspaper article found at an autojumble - source unknown).

Photographer Required

Although the Club has a wealth of photographs in its archives, none of them are really suitable for use within the magazine, and especially on the front cover. The Committee is therefore interested in having a number of professional photographs taken of a variety of vehicles so that it has a good image library in stock for magazines and articles. If anyone in the Club would be interested in doing this for the Club, then please contact Shirley Wood.