

# Sidevalve News



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**Features this issue**

A Salutory Tale

Big Brother, Little Brother

Questions & Answers



# Sidevalve News

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<b>E83W</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
<b>Anglia, Prefect, Popular</b>	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
<b>Specialist Applications</b>	Rob Daniels, 66, Kingsbridge Road, Weddington, Nuneaton, Warks, CV10 0BZ E-mail: robert.daniels@ntlworld.com
<b>Specials</b>	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB
<b>100E/107E</b>	

## 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.

<b>Bristol and South West</b>	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
<b>Cambridgeshire</b>	Brian Cranswick 01733 203776. <i>Please ring for details.</i>
<b>Coventry and Midlands</b>	Position vacant. <i>2nd Tuesday at the Griffin Inn, Bedworth off the A444. Contact John Porter on Sv1172@aol.com.</i>
<b>Devon and Cornwall</b>	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
<b>Essex</b>	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
<b>Glos, Hereford and Wores</b>	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
<b>Hampshire</b>	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
<b>London North</b>	Robin Thake 01279 659245. <i>1st Monday: The Speckled Hen, Hatfield Road, St. Albans, Herts. 8.00pm.</i>
<b>London South East</b>	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
<b>Merseyside</b>	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>
<b>Northamptonshire</b>	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
<b>Norfolk</b>	Colin Read 07957 557793 or norviccol@yahoo.co.uk
<b>Central Scotland</b>	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
<b>Sussex</b>	David Taylor 01435 813665. <i>3rd Wednesday: Barley Mow, Selveston, A27. 7.30pm.</i>
<b>Surrey</b>	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
<b>Yorkshire</b>	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

## International Contacts:

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# Guest Editorial

Ivor Bryant

## What is a club?

**In the first article in the last edition of *Sidevalve News* our chairman, John Porter asks for local group members to encourage more Sidevalve owners to join the club. This applies to all members, not just those in area groups. If you don't have a local group, then your need is even greater to gather a few likeminded souls.**

I was recently contacted to meet to discuss what the committee could do for the regions. I personally don't think the regions need much more from the central committee who manage the running of the club. I think the regions need more support from the local members.

What does the club do for you? I can get new parts from the club when I need them, usually within two weeks; I can get the same parts from other sources; some parts neither can supply and I need to search elsewhere. Having sourced my parts the club can provide technical help and, for those who need it, assistance with obtaining registration numbers.

So what's a club ... A collection of people with the same interest? What more does a member want?

We arrange club stands at shows, invite members to attend and join in. We arrange road runs, invite members to join in. For the restoration show at Shepton Mallet in November I received one volunteer to provide a car to exhibit (a new volunteer) and at the time of writing two volunteers to assist on the

stand. I need to phone around to get enough cars and members to make it work. We have built up to a six car stand for the January/February event, in years past only having space for one car and a garden chair!

It would be a great help if someone more local to the showground would take on this event as it's almost 40 miles from home for me, 50 for Peter Williams, and costs me two days holiday a year too.

The Chipping Sodbury run, which is open to all, had two or three Sidevalve Fords out of a total of 200 vehicles.

The Great West Run in October, organised by Peter Williams and others, advertised in *Sidevalve News*, had four Ford Sidevalves of a total of over 100 vehicles. From this I deduce the membership aren't interested in static shows or road runs. Is this correct?

We get about four Sidevalve members at local meetings (that's not many either, is it?), but as we hold them with the Horton Historic Vehicle club there are usually about 30 owners of assorted cars. Perhaps all local groups should combine with other clubs. It does work as most of us have non Ford bits in our garages which we can pass on to others and vice versa.

So it's up to YOU, the members.

Apart from that, I'm glad to be a member. The club suits me fine. The more you put in the more you get out.

Think on it.

## There are two vacancies on the club's committee:

### E83W Registrar

If you own one of these highly successful 10cwt vans and are interested in getting involved with keeping track of them all then contact John Porter on 01455 212038 for more details.

### Events Co-ordinator

Again, if you are interested in getting involved with the club's events around the country then get in touch with John Porter. You do not have to organise them all! What is necessary is to co-ordinate them, help and advise.

## FSOC membership renewals

Members will see that the final membership renewal is enclosed with the magazine. If you have already paid this year's membership and completed the membership form for 2007 then please read no further and continue to read the rest of the magazine.

If you have already paid by direct debit and you have not completed a renewal form for 2007 then please complete the form and send it back to the membership secretary. If you haven't renewed at all then please do so. The FSOC can deal with direct debits, credit card payments and payment by cheque. Renew soon to ensure that you receive the February 2007 issue of the magazine on time.

Shirley Wood

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# Events

John Porter

**After 12 years or more (the memory dims with age), I shall be retiring as the club's Events Coordinator. Some new blood is needed to develop the events that are provided by the club. So, if you are an events sort of person, we would like to hear from you. More details from me on Sv1172@aol.com or 01455 212038.**

All of a sudden the classic car season has ended with the traditional finish – the International Classic Car Show at the NEC Birmingham. This year the show sprawled through four halls with the big budget stands, and concourse cars near the main entrance passing through the larger displays such as the 750 Motor Club with 25 Austin Sevens and a 1970s break-down truck with a 1960s American rigid truck hitched behind. The final hall held the traditional medium to small classic car clubs, with the Sporting Bears at the far end to give us three days of exotic engine sounds! This event was earlier this year, occupying the traditional date of the National Restoration Show at Stoneleigh, Coventry that was forced to move to the 1st of October. It is surprising how the change of date completely upset the month of October as these two major club stands collided with our traditional events so that October was for me one weekend event after another! Next year, the NEC show returns to its traditional date of 9th to the 11th of November 2007, and hopefully the National Restoration Show to its usual date.

I wonder if most classic car enthusiasts are essentially creatures of habit? Our local group

does tend to enter the same events each year and we have said that we would like to try something new, somewhere else. We haven't done anything about it yet – perhaps because we feel some sort of loyalty to the shows that we support each year and where we put on a club stand. We keep turning up. Every now and again an established show moves location or just fades away. This is when we have to face the change and do something else that weekend.

Next year will be the second 'Drive your Classic' day, some time in April, so watch for the news and get out there with your Sidevalve. Today, the first Saturday in November, as we took Pat's horse out for a spin, we saw a surprising number of classics out enjoying the autumn sun before the salt arrives on the local roads. There are two schools of thought about the winter lay-up – jack the car up and leave it until spring or use it every now and again throughout the winter to keep everything freed up. If we didn't douse every road with thick coatings of road salt so that the 'euroblobs' can hurtle at the same speed as in the summer, then it would be the best option for our cars. However, the task of washing off the salt and letting the car dry out before returning to hibernation can dull the pleasure of the outing. What do you do with your Sidevalve through the winter?

## Forward planning for 2007

**30th December 2006. Enfield New Year Autojumble** at the Whitewebbs Museum,

Whitewebbs Road, Enfield, Middx. Contact number 020 8367 1898. Open from 10:00am – 4:00pm with an admission of £3.00.

**7th January 2007. Donington International Exhibition Centre**, Donington Park, Derbyshire. Organised by Greenwoods – more details on [www.classicshows.org](http://www.classicshows.org). Admission £6.00 for adults.

**21st January 2007. Malvern Car & Bike Jumble**, Three Counties Showground, Malvern, Worcs. Open from 10am to 5pm with admission at £5 for adults.

**17th & 18th February. Bristol Classic Car Show** at Royal Bath & West showground, Shepton Mallet. Entry £8.50 for adults. More details on 0117 907 1000 or website [www.nwe.co.uk](http://www.nwe.co.uk). Club stand so contact Ivor Bryant and get the polish out!

**24th & 25th February 2007. The London Classic Car Show '07**, Alexandra Palace, Wood Green, London. Times are 10am to 5pm each day. All the major clubs, genuine autojumble, trade stands, restoration companies and much more!

**22nd April 2007. Drive Your Classic Day**, location – everywhere! Organised by the Federation of British Historic Vehicle Clubs. Very successful last year so let's make it more so this year.

**26th to 28th May 2007. Enfield Pageant of Motoring** – further details in the next issue.

**29th June 2007 FSOAC AGM** at Peterborough. More details in the February issue.

## Greetings from Sweden

Borje Fernheim in Sweden spotted this Smart blue Ford 10HP Eifel cabriolet LDE 023, pictured, at two local car shows on the Swedish classic car circuit this year.





## Cambridgeshire

Brian Cranswick

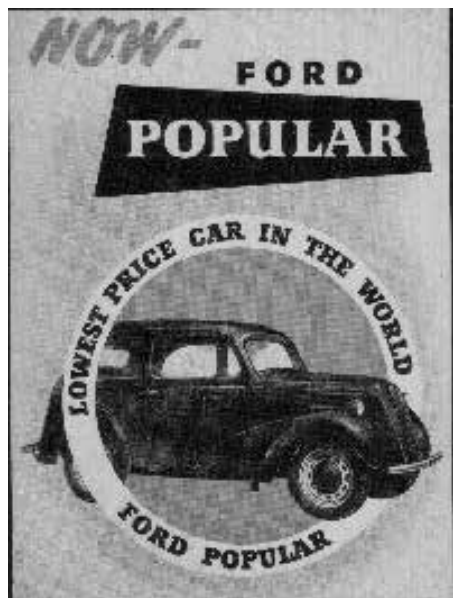
### AGM 2007

The Annual General Meeting for next year has now been confirmed to be held in Peterborough. This is a first time for Cambridgeshire and a really good opportunity for local members to attend. Make a note in your diary and come along in your old Sidevalve. This is a lovely venue with nice grounds at the Orton Hall Hotel in old Orton Longueville Village. It will make a great setting to display member's cars for the magazine.

### NEC Classic Car Show

The NEC had loads of great cars to view and stalls to browse. The club was well represented, displaying some nice cars. Of particular interest to me was Gary Crosby's black 1953 103E, which is identical to my Pop Ollie. Gary's car is probably the most unique and unmolested 103E that you will ever find. This is a time warp car with less than 8,000 genuine miles. Our Pops are approximately 10,000 cars apart down the line, Gary's chassis number being 744215 and mine 745147. Which raises a question: Ollie was registered on the 2 December 1953 and Gary's car on the 29 October 1953 – did Ford really make that many cars in such a short space of time? As this was the start of 103E production I must presume the manufacturers had stockpiled a lot of cars?

I found and purchased an original Ford 103E sales brochure in nice condition (below). This is dated October 1953, just when the upright Popular was first introduced and is exactly period to my car. It has details of how much it cost to buy a Pop on hire purchase and the first colours available were Black, Bristol Fawn, Winchester Blue and Dorchester Grey.



## North London

Robin and Jennie Thake

September, when the days should be cooling down so the picnic hamper has less use, but this year the good summer continued on and on so it was off to one of our very pleasant shows in the afternoon at Gamlingay where you get a nice selection of cars, vans and lorries in the local school playing fields. After the show it was off to John and Marg Perren's to a welcome and very enjoyable supper.

With the nights drawing in we left there when it was getting dark, so it was on with the two candle power lights on the Anglia to head home. Stuart and Laura led the way so that I could use their light power on the dark country lanes. We had only got about a mile from John's before Stuart, not having visited John quite as many times as I have, took the wrong turning, so it was a panic to get past to redirect him back onto the right road. All went well after that and we managed to get home with the battery holding out to give reasonable lights.

At the end of September it was off to the All Ford Rally; this year it was John Perren's turn to have to come in his modern car after the 100E failed the MOT on a seized wheel cylinder. We left home with Andy and Sara, Laura and Stuart, Ron Stephens, David Heard and Terry Tomlin in brilliant sunshine but as we got nearer to Hemel Hempstead the black clouds arrived and it rained so hard there were cars aquaplaning on the road and we came to one roundabout where the water was several inches deep. Undeterred we carried on and made a phone call to Richard and Shirley Healey, who we knew were just in front of us;

they confirmed that the sun was coming out so it was onwards to the Rally.

We always look forward to the All Ford Rally because we meet many friends we do not see during the year. Dave Taylor and myself both won prizes in our class (the judges must like E04As). The show over the years seems to improve with schedules kept up so it is an early getaway before it is dark.

John Perren got a new handbrake cable at the show and a complete set of wheel cylinders from the club, so the next weekend he and myself changed all the wheel cylinders and the handbrake cable on the 100E. All was well and it passed the MOT with flying colours.

The Anglia has been put away for the winter but we managed to go to the restoration show at Stoneleigh; the trip there turned out to be the worst weather I have seen for a while with heavy rain and roads flooded. This show is always good fun with many projects on the go all day; the Sidevalve stand had John Porter and Geoff Hammond stripping an Upright gearbox and what's more they let me get my hands dirty for a couple of minutes.

This being the last magazine of the year, may we wish everybody a Happy Christmas and a Happy New Year and thank our group members for all the support during the year.



Above: Class 4, All Ford Rally. 2nd prize

Below: Class 4, All Ford Rally. 1st prize, Robin Thake; 3rd prize, David Taylor



## Coventry and Midlands

Mark Bradbury

### NEC 2006

**As usual, the Ford Sidevalve Owners' Club was represented at the annual Classic Car Show held at the NEC in Birmingham over the three days of 27th, 28th and 29th October by the Coventry and Midlands group and, if we say so ourselves, we put on a fine selection of cars from the post-war period.**

The Uprights were out in force with an interesting pairing of Geoff Hammond's lovely green 1953 E494A Anglia (well known in the Coventry and Midlands area) and Gary Crosby's amazing 103E of the same vintage with, believe it or not, less than 9,000 miles on the clock. An amazing number of visitors to the show who weren't so well-versed in the Ford range of '50s took a second look and enquired as to the distinction between the two.

This well-preserved black Pop had apparently spent most of its life in the Hanger Garage showroom in Birmingham and naturally was largely in original condition, which for anyone in the process of restoring a similar vehicle (like me for example...) provided a remarkable datum for getting everything 'just right'. Quite what the punters thought we were doing crawling all over it, under it and in it, frantically snapping away with a camera, is a little unclear!

The 'modern' arm of the club was well catered for too with both a 300E van and a 107E Prefect (the go-faster version, of course) on display.

The delightful 1961 maroon Prefect belonged to Graham Carr and not unexpectedly, this car attracted many admiring glances – it seems the whole world and his wife either had

one of these or knew someone else who did – and why not indeed.

Of particular interest to many visitors at the show was Graham Cox's 300E van (apologies if I've got your name wrong Graham – it's very confusing having two Grahams on the stand!). Fully kitted out as a radio and TV repairer's vehicle with several period TVs, radios, many spares and a set of tools, and also the star of a series of the television drama *Heartbeat* too, this cracking little van was an endless source of interest and was a real credit to Graham.

Last and by no means least, even Specials were well catered for with Rob Daniels' relatively recently acquired Shirley MkII. Finished in what we reckon is Old-English White, it took pride of place in the middle of the stand.

Rob's tweaked the suspension a bit in his still brief tenure and I'm reliably informed its previous slightly 'nervous' handling is now much improved but still not quite there yet. I've always thought the Shirley was one of the nicest looking Specials and I was not alone: lots of show visitors took a second look, read the bonnet badge and still asked for more information about it. I even heard people walking away muttering 'XK120' and 'MGA' ...

This year the organisers caused lots of confusion by changing the date of the show. For roughly the last 100 years (or so it seems) the show has *always* been held on the weekend *after* the one when the clocks change (which similarly is traditionally the date of the Restoration Show at Stoneleigh); this year however, just as we were getting used to the introduction of the third 'preview' day, the Friday, made a year or two ago, the date was changed to clash with the Stoneleigh show which in turn was moved to a slot about a month earlier! Confusion was definitely

reigning supreme and the clash with the English half-term week was also thought by some to be a mistake.

Confusion aside, I was on the stand on the Friday along with Brian Cranswick, owner of the well-known Pop 'Ollie' (thanks Brian, you came a heck of a distance to help in response to JP's plea for volunteers and it's much appreciated) along with the two Grahams; Rob and Gary joined us in the afternoon after work. Having a preview Friday is all very well but many people who have to work as well understandably simply can't attend on a weekday. It was nice and quiet though but as a punter whether it's worth the price hike, I'm not so sure – I think entrance costs about £14 on 'preview' day; plus about £8 for car parking.

A high spot of the day for me was when one chap, possibly in his mid-sixties or so, wandered up to me on the Saturday, pointed to the 300E Van and said 'I had one of those just like that'.

During a very interesting discussion it turns out he did indeed have one just like that: this gentleman had been a TV repair man in the late fifties, sixties and into the seventies. His first van was the Ford which he clearly had very fond memories of, and he confirmed that Graham's set-up was very convincing although he thought his had a set of shelves between cab and load area to retain those precious valves. As expected, he told me the wipers weren't much cop!

Sadly his relationship with the Ford only lasted a year or two since the local BMC dealer managed a better deal for his employer on a fleet of Minor vans.

Don't forget by the way, the Coventry and Midlands group is now meeting every second Tuesday of the month at the Griffin Inn, Coventry Road, Bedworth, Warwickshire CV10 7PJ (for all those Sidevalves fitted with sat-nav) – please come along, everyone is welcome.

### Stroud and District Car Club's Mechanics Trial

The trial takes place in the area around Stroud in south Gloucestershire. This year saw a new organising team. As a result of this some changes have been made to the format of the event. The road mileage has been significantly reduced, by eliminating a number of sections in the far north of the Cotswolds, and have been replaced by some that used to feature in The Cotswold Clouds – probably just as well in a Model Y!

If you are interested in Classic Trials then try [www.classictrials.co.uk](http://www.classictrials.co.uk)



Model Y belonging to Mike Workman on the Stroud and District Car Club's Mechanics Trial held in November 2006



## Merseyside Group

Joe Wheatley

**Saturday 19 & Sunday 20 August – Tatton Park**

Dave Broad once again took our marquee over on Friday afternoon. I stopped off on my way home from work to find that Dave, Bernard Ellicott and Frank Wells had already put up the marquee and set out our pitch. I helped finish off and Frank, Bernard and myself went home leaving Dave to enjoy the evening's entertainment in his mobile home.

Saturday was overcast and showery but we managed a reasonable turnout. Frank Wells (100E Pop) and Roy Barker (in his 107E with Bernard) were already on site with Dave Broad's 300E. We were soon joined by Chris Buxton (Mk II Escort), Tony Ikin (100E Pop) and Nigel Hilling (103E).

We had a number of visitors during the day. New FSOC committee member John Duckenfield & wife came and had a good chat to us about improving membership, attendance at shows and what help the area groups would like from the FSOC committee. I hope he found our feedback constructive! During the afternoon a Moira Caldwell came and introduced herself. She had recently purchased a 107E and was keen to find out a bit more about the car and our club. Roy Barker gave her the benefit of his accumulated knowledge (poor lass!) and I encouraged her to join the club. She has subsequently called me to ask some advice about MOT repairs and location of the chassis number so I hope we will have another regular attendee at shows next year.

Highlight of the afternoon was when one of Stuart Holmes's team gave me a 'prize slip' for Dave Broad. It turned out that Dave's 300E had won 'Best light commercial' which was richly deserved after all his efforts over the past several years.

The weather was better on the Sunday; most important of all the afternoon was fine so we could put the marquee away dry. Fewer visitors today but Brian Cansfield from Great Sankey stopped by. He is restoring a 100E Popular so I hope that we will see him and his car at future meetings.

We had nine cars displayed. Myself with Freddy, Mike Brocklehurst with his E493A, Dave's 300E, Bill Moor's 103E, Arthur Speakman with his Falcon Caribbean special, John Hunter's E04A Anglia, Peter and Sue Tinsley and 7W, Simon Rennie's 100E Prefect, and George and Sheila (forgot surname

again!) from Southport with another E493A in black. No prizes today but once again a very enjoyable show.

**Sunday 3 September – W Lancs Festival of Transport, Scarisbrick Hall**

I was unable to attend this show run by the local MG club as I had to attend a christening. Dave Broad and Frank Wells did attend, however, and I'll have to chase them up for a report and some pictures.

**Sunday 10 September – East Lancs Railway Vintage Transport, Bury**

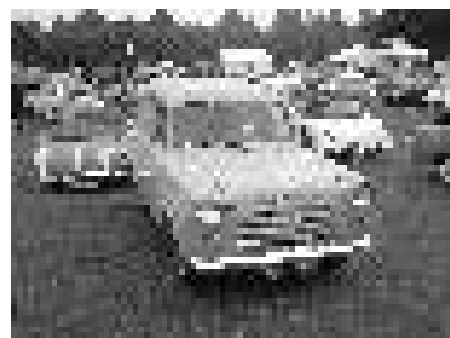
This 'do' is apparently a regular event organised by this preserved railway society. Our Mike Brocklehurst has had previous experience of this show so was looking forward to attending but was prevented from doing so by other family commitments. I set off at about 09.00, meeting up with Chris Toombs and his 103E on the way. After a quick trundle along the East Lancs Road and M60 we enjoyed a quick tour around the one-way system in Bury arriving at the station just before 10.00. Nigel Hilling (103E) and John Hunter (E04A) were already there but there were very few other vehicles on display. In fact if it had not been for the FSOC presence the cars would have been limited to a Viva HC 'Panda Car' and Bedford CF Ambulance (as seen in *Life on Mars*). The four early arrivals were soon joined by Roy Barker and friends in his 107E, and Ron Taylor in his E83W – our six Sidevalves proving to be the main attraction at this show.

We all took up the option of free railway tickets for exhibitors and enjoyed trips up and down the line between Bury and Rottenstall and Bury and Heywood. A very pleasant day, but more for rail enthusiasts rather than car buffs. The journey home was interesting as I followed Nigel Hilling and Ron Taylor out of Bury and round the motorways. I expected Nigel's 103E to be a bit nippy (he does trials after all) but I did not expect to have trouble keeping up with an E83W! From the slight smoke I expect Ron's van engine to be on 'racing tolerances', which might explain the very respectable turn of speed!



Above: Dave Broad receiving 'Best Light Commercial' from Tatton organiser Stuart Holmes.

Below: Dave's 300E with cup on bonnet.



Below: Sidevalves at Bury Station car park. From front to back:

E04C Anglia – John Hunter  
103E – Nigel Hilling  
E493A – Joe W  
103E – Chris Toombs  
107E – Roy Barker  
E83W – Roy Taylor



Below and below left: Tatton Park





## Bristol & West

Ivor Bryant

**There were some interesting Sidevalves at the Dorset Steam fair, as shown by the photos in the last edition of *Sidevalve News*.**

The great West run was a good event. The sun shone all day with a slight hint of rain late morning. It started at Michael Wood services on the M5, travelling northwards on the A38 to Gloucester, over the river Severn and southwards through the Forest of Dean, stopping just north of Monmouth and then finishing at Chepstow. On this event we were joined by our chairman, John Porter (alas not in a Sidevalve), the E494C from Hereford, local member Martyn Clements in his works ambulance, Pete White (103E) in a Thames Trader, Jimmy Nichols (E83W) in another Thames Trader and Tony Faithful (100E, E93A, E83W) in a Commer Lorry. In all about 120 cars, vans, lorries and coaches out on a day's jolly.

We do need volunteers for vehicles and stand attendants for the show in Shepton Mallet in February. We have space for six vehicles, something different, no matter what condition always welcome. Unrestored vehicles cause a lot of interest too.

I'm trying to get a V6 100E (watch this space) and have been offered the v6 Upright that we showed before. Accepted that they are not true Sidevalves, neither are they members, but they do create an interest on the stand. This may be the last time I coordinate our stand at this venue.

Next year's Lister Petter steam event will be in the meadows at Berkeley Castle. How about a club stand ... ? Details will follow next year.

Please let me know of other events in the region and I will circulate them. E-mail [ivor\\_bryant@msn.com](mailto:ivor_bryant@msn.com): please title any e-mails 'Ford Sidevalve'.

### Restoration Show, Shepton Mallett, 11th and 12th November 2006

We exhibited at this show as for previous years. The stand comprised Alan Garrett's 100E Prefect and Jason Taylor's space framed Model Y special.

The show this year ran for two days, much smaller than the New Year show, comprising auto jumble stalls and club restoration exhibits. It was fairly busy with a number of old faces dropping in to say hello, new members introducing themselves and others showing interest in our exhibits and clubs, the stand being on behalf of both the Sidevalve Club and the Y and C Model register.

Enquiries included new rear light lenses for a 100E which the brave owner is combining with an XR4i to produce a 4 wheel drive 100E! A Mercury factory truck owner, pleased that we knew of his vehicle, expressed interest in joining the club. Two Model Y owners met and deals were done on a number of parts.

The special was up for sale to any brave enthusiast. It was rolling with engine, gearbox

and axles in position but not with a number of vital connections yet to be made, prop shaft, brakes, A frames and so on.

I had my doubts before the show if it would be worth the effort and am pleased to say it was. Thanks to Peter Williams and the others who helped, and Alan and Jason for providing the cars.

Below: Peter William's photos for the restoration show November 2006 at Shepton Mallett. 100E belongs to Alan Garratt, Special belongs to Jason Taylor.





## Yorkshire

Nigel Hilling

### Area News

We continue to meet at the Black Bull at Midgely and our December meeting will be on Tuesday 19th, as the last Tuesday of the month is Boxing Day. We have some other possible options for meeting places which we may explore next year so contact me if in doubt.

### Edinburgh Trial

The week before this year's trial was very wet and the Friday was ominously wild. Fortunately by the time we set off at 1.30 on the Saturday morning for the Tamworth start, things were improving and we had decent weather most of the day.

Entries were lower than in previous years with less than 80 bikes and just over a hundred cars doing the main trial, whereas the numbers used to total up to 275. Class O grows with each event with 50 entries doing an easier route, missing some of the rougher hills, intended as an introduction to Classic Trialling or simply for more fragile machinery.

Our start time of 5.21 a.m. meant that by the time we reached the first section it was nearly daylight. The second section, Clough Wood, is getting rougher by the year and with it being slippery with mud I needed to keep a decent momentum going. The car was crashing in and out of the deep ruts, with the result that one wheel rim got extremely bent and one front wing pulled some of its fixings out from the body and flapped for the rest of the day. The wheel rim took some hammering back into shape but it saved us changing a wheel.

Most of the remaining sections were less rough and we were clearing the majority. Litton Slack is a long steep grassy section which was to be our first fail due to loss of traction. As it turned out none of my class cleared this one and so it didn't count in the final results for the class. The second fail was at Bamford Clough despite the encouragement of many familiar faces on the hill giving us a cheer (photo 1). Great Hucklow was the only other fail of the day and so we finished with only two fails counting, and therefore took a bronze award.

Of the other Sidevalves, Mike Telford took a bronze in the Tucker Nipper Special and David Malin just missed an award in the Buckler. Ken Green put up a good performance to be one of the few to take a class O award.

### Mining Museum

This is a gathering organised by the HCVS at the National Mining Museum at Caphouse Colliery near Wakefield on the last Sunday of October. Attendance seems to be diminishing, possibly due to the lack of advertising of the event, but a decent collection of seven Sidevalves boosted the entry (photo 2) on a day when the weather was amazing for the end of October, being sunny and warm. This is a good venue with free entry to the museum and a cafeteria serving an excellent roast beef dinner, so it was a shame that the entry was low.

### Ellenroad Mill Road Run

After the success of the Doncaster run Gordon was moved to organise another outing, this time to Ellenroad Mill in Milnrow on the 5th November. Seven Sidevalves started from the Black Bull on a route taking in many of the locations for the filming of *Last of the Summer Wine* and *Where the Heart Is*, and then crossing into the foreign territory of Lancashire.

At Ellenroad Engine House is the only surviving, complete working example of a genuine steam cotton-mill engine together with its original steam-raising plant. Inside the buildings, erected in 1892, are the 3000 horsepower steam engines Victoria and



Photo 1: Bamford Clough

Alexandra, a coal-fired Lancashire boiler and other steam-powered artefacts. Here also is the Whitelees beam engine, built in 1842 and demonstrated in steam at Ellenroad. The engines are in steam on the first Sunday of every month and make a very impressive sight. Also impressive were the Sidevalves in the car park (photo 3).



Photo 2 above: National Mining Museum. Photo 3 below: Ellenroad.



Yvon Precieux

## Comment

**Sorry folks, I'm not the new registrar. I'm just standing in for the meantime so that your vehicles are covered in the magazine. My knowledge of E83Ws is limited but I hope to cobble enough detail for you to find my first issue on the subject entertaining. Hopefully this might prompt someone out there to contact Shirley or anyone in the committee for this vacant post? If I make errors, here is your chance to pounce in and correct me.**

In my years on the motoring scene I have espied many types of body on the E83W chassis. My pal Kevin Burke used to own one, albeit a Martin Walter pale green Utilicon to which I supplied a driver's seat. I certainly remember trying to get it started and on its first outing at a Sidevalve day it actually came second in the judging. It was a slow slumbering beast due to its axle ratio although the next person to own it, Martin Ortell-Shaw, really did push its speed to the limit in most of its outings. The last time I saw it, it was languishing in a small holding in Banstead and regretfully there it remains to this very day, much neglected. One of the nicest was a fire tender, painted not surprisingly in brilliant red, that I used to see at Brands Hatch in the early eighties. It was complete with hoses and all relevant fire tools. This was the time when Tony Russell nearly came off the track in his early Prefect. Does anyone have photos of these early Brands Hatch events?

## London Transport

I mentioned London Transport vehicles in the last issue under the pre-war section detailing the Model Y 5cwt vans. E83Ws and 100Es were in extensive use by the company, especially the Ford production E83W, the Martin Walter Utilicon version and the 10 cwt Laundry van to name just a few. The Utilicon was used mainly as a personnel carrier, the seats other than the bucket seats at the front, according to the literature, being able to be folded flush to the floor. (Tricky if you were in it at the time.) The Laundry van body however was built on the E83W standard chassis, which comprised

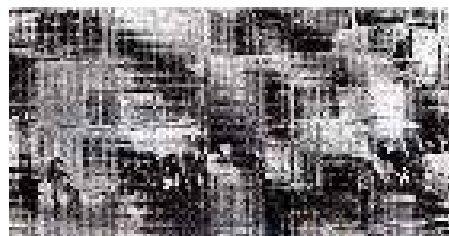
cowl, instrument panel, header panel, engine bonnet, radiator grille, front wings, bumper bar, offside running board, cab floor and sill, wiring loom and headlights. Sully Blackford and Hawkey Ltd were the body builders and they extended the normal carry capacity of 120 cubic feet by an extra 60 cubic feet, making this version of the 10cwt van quite a purposeful vehicle of 180 cubic feet of carrying space. Photo 3 via London Transport shows two examples of the fleet. Behind the comfortable cab was a partitioned area 6'6" long, 5'2" wide and 5'4" high and the rear could be supplied with either a roller shutter or full length weather sheet. To construct the body, the main framework consisted of five 2" by 2" wooden bearers or spars, the sides comprising a framework of 1.25" ash covered with aluminium sheathed plywood. The roof was furnished in 3mm ply covered with weatherproof sheeting with the floor in tongue and groove. The cab as mentioned earlier was totally enclosed via a partition, the windscreen being one piece. The same body builders constructed the E83W 10cwt builders truck, but I'll save this and its construction to the next issue.

## Additions to standard chassis

Many buyers of the standard E83W chassis supplied by Ford could purchase extras. These included the driver's seat, windscreen and wiper, two complete doors, and header panel extension which extended either side to the rear door pillars. The large section standard 5.00" x 18" tyres could be exchanged for 6.00" x 16" as this size was sometimes more suited to specialist bodied versions.

## From the archives

Apologies for the poor quality of the illustrations. Photo 4 depicts a special bodied E83W of 52 vintage. Note the spats. Photo 5 shows FMC 6, one of a number of Ford emergency food vans. Note the headlamps and similar lack of Ford bonnet badge, although the food vans were provided by the Ford Motor company. It is sadly forgotten that the monies to buy them came from the many tiny Commonwealth islands, who if unable to contribute men and women to the war effort sent money instead. Photos via Bruce Palmer.



Photos 1, 2 and 3: London Transport archive

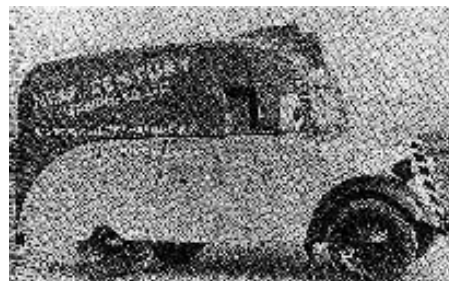


Photo 4 above: a special bodied E83W of 52 vintage.  
Photo 5 below: Ford emergency food van FMC 6.



# Questions and Answers

## Tale of the wavering speedo

Dear JP,

For some time my 103E speedo has had a gently wavering needle, and one had to average the reading for the speed. Recently it has got worse, so I have replaced the drive cable. This has made it very much worse and the needle now jumps around all the time. I have inspected the drive gear and found it rather worn, so I replaced it with a much better one, but the problem persists.

I have run out of ideas. I cannot understand how the new cable has made the situation worse. Have you ever come across this problem and found a solution?

Dear John,

Thank you for your letter. I am afraid that the situation you describe is all too familiar to me as I have experienced the identical problem with my 103E speedo. I am now on my third cable in 6000 miles.

I think that the problem lies with the way the cable is attached to the speedo head. The way I have attempted a correction is to move the cable just behind the dashboard until the speedo becomes responsive again.

In my case the typical scenario is that the speedo hand starts swinging backwards and forwards when travelling at about 40mph. It appears to 'snatch' and release at regular intervals. This oscillation then increases in speed and swing so that, at say 30 mph, it becomes impossible to judge what the speed is. Eventually, all of a sudden it seems to correct itself but after ten miles or so the hand drops and fails to register any movement at all. When the cable is unscrewed from the back of the head the inner drive cable has snapped off, leaving about half an inch sticking out of the back of the speedo. The break is a fracture and so it looks very much as if the likely cause is metal fatigue.

I thought initially that it was likely to be a fault with that particular batch of cables and tried a different supplier, but the fault persisted. It was suggested to me that it was the speedo but I was not convinced that that was the cause.

After a lot of thought, I remembered that in earlier Sidevalves the cable from the speedo was routed on the *inside* of the foot well and then passed out through a small hole in the metal floor by the driver's foot. It seemed to me that the only good reason for changing this route and bringing it up in front of the bulkhead (as in the case of the Pop) was to give less of a constricted run, but by doing this of course you are left with a tight left hand

bend through the bulkhead as the cable has to go behind the battery. Therefore I loosened the clip holding the cable to the driver's bulkhead outer side and took up as much slack as I could from beneath. I then tried to make the cable fall in place in as broadly a sweeping way as possible (very difficult to achieve where it passes through the bulkhead). I then unscrewed the fitting on the back of the speedo two or three turns and tried to 'waggle' the cable around, to try to get it to 'fall' into the most comfortable position. I then took the car for a run and, as I had no one I could take with me, grasped the cable at the back of the speedo with one hand and moved it around to see if I could find a position where the speedo appeared to be working. When this was achieved I gently tightened up the fitting at the back of the speedo very, very carefully.

This worked for me, but if I go faster than 50mph the speedo hand does start to oscillate again.

Dear JP,

In your letter you mention a re-routing of the speedo cable from the foot well to the bulkhead on Populars, but in fact mine is routed via the foot well and a hole in the floor.

Some while ago I purchased a new 'old Stock' speedo cable which turned out to have a metal brace around it just behind the speedo head, forcing the cable into a sharp right angle to take it across to the foot well. I have fitted this cable and it gives the best, but still not perfect, result. My experiments seem to show that the smoother the path of the cable the more the speedo jumps about! i.e. it appears to need some friction or damping.

I have tried connecting a variable speed electric drill to the bottom of the cable and found the speedo reads fairly constant, which suggests to me that the drive to the cable is perhaps not smooth. I did try a different drive gear but that had no effect. Could it be that there is wear in an output bearing of the gear box or the universal joint, allowing the drive shaft to move a little, which could be reflected in the speedo oscillating? (Normally speedos are driven from a gear in the gearbox so the set-up is fairly rigid.) I have noticed that when the engine is driving hard, like on an incline, the speedo does settle down a lot.

Your view on this scenario, or any other suggestions, would be appreciated.

On a completely different subject I have just had to replace a faulty brake light switch, and have discovered there are two types. The one that was on the car is fixed below the chassis rail and tended to fill with water. The spare I have used also fixes this way up so I have glued a cover plate to it to prevent

water getting in. Another switch I have would require to be mounted inside the chassis, on top of the lower rail as this switch is made the other way round. Because this switch does not appear in any photos in workshop manual, which way up do you believe is correct?

Dear John

I am sorry that you are still having problems with your speedo. Having given it some more thought and after discussing the difficulties you are experiencing with an 'expert' I am not sure that I can offer you a solution.

I described the need for the cable to have as clear a run as possible. It would seem that the supporting metal brace you describe (and which I have seen once in situ) is there to encourage a smooth connection to the back of the speedo. My opinion is that Ford must have experienced problems with this connection or they wouldn't have altered the cable run from 'inside' to 'out', or felt the need to fit a brace.

The problem could lie within the speedo head itself. If grease from the cable or dirt has entered over the years, or worse still if someone has attempted to lubricate the moving parts of the speedo, it could well react in the way you describe. In this case replacement is the best way forward and as you have checked the cable the logical thing is to try another speedo and see if there is an improvement.

I think it is very unlikely that there is sufficient wear in the drive train to cause problems. It may however be well worth checking that the **CE-17270-A Gear (Speedometer) and cap assembly** is secure and that there is a gasket in place. (N.B. If you should feel like replacing this unit, be careful to replace it with the correct 26 teeth one.)

With regard to the stoplight switch, these can come either right or left handed as you describe, but they both have to be mounted on top of the lower chassis rail side member to prevent ingress of water. Don't do what I did and alter the chain length to get the lights to come on and off correctly, but slide the switch along the grooves and tighten in the correct position. Much easier!

## Dave enquired about air cleaners

There is very little available information and so what I suggest is based largely on conjecture and the parts list.

The pre-'49 air cleaner looks very similar to yours. It has a long tube which is fitted into the support attached to the top of the carburettor. The support is shallower than the post-'49 one and has two vertical 'cuts' either side so that it can then be clamped tightly onto the vertical

*Continued on page 12*



# 100E & 107E Register

Tony Lloyd

## Scrap yard Prefect

Recently I was told about a 100E Prefect that was in a scrap yard near Clacton. I was soon off on the road to find this unlucky vehicle, and sure enough there it was minus bonnet, rear light lenses and engine. A quick look at the chassis number showed that it was a 1959 car with chassis number 100E 655469. All number plates and trim code plates were missing.

Inspecting the car more closely showed that it had been well looked after, the interior was clean and the body had been given a repaint at some time. Sills, spring hangers and jacking points were all sound. As far as I could see it had never been welded. It was obviously in much too good a condition to break. I enquired about a price for the whole car and was told it was not for sale, it had to be scrapped. I am still hoping though.

In the mean time I have recorded it on the register.

## The last 100E?

My ramblings in the last edition of this splendid publication have had a response! The part entitled 'The Ubiquitous Pop' stirred John Beautyman into action.

Those of you that are regular readers of this column will remember that a couple of years ago a Popular surfaced in Essex with a higher chassis number (D12B115445) than that recorded in all the reference books (D12B115380).

Well, John owns a Popular with an even higher number – D12B 115698. This car was first registered on the 16th October 1962 and has the registration number LAH 42A.

John says that he attends around fifteen shows per year and Poppy, as she is called, tows a 1960 Anson Portafold caravan and creates a lot of interest.

So where will it all end? Does anybody know the true story of the last 100E? We are still trying to piece it together. Watch this space and be enthralled with further instalments of 'The Last 100E'.

## Appearance

"The look of the Prefect de luxe Saloon, so excellently designed, is a physical representation of a master engineering mind. Its beautiful flowing lines give a sleek yet sturdy appearance. It is elegant without being ornate, attractive without being expensive. Viewed from all angles, the ensemble of the car combines beauty with solidarity, modern design with efficiency and comfort.



Above: Poppy  
Below: 'striking appearance'!



The striking appearance of this car is a tribute to the ingenuity of our designers in creating such car appeal."

So said the description of the Prefect de luxe, in the 1955 edition of the New Prefect and New Anglia salesmans handbook. Who could resist buying one after reading that!

Questions and Answers continued from page 11

tube. There is at least one hole through the bowl side with a nut held inside. This is where a stay is attached. The other end of the stay is held tightly to the top of the engine head by a cylinder head nut fixed on to a stud in the block. I believe that these air cleaners are often fitted with another support as well. The post 49 air cleaners have a shorter central tube and are used with a taller support. In this case a short broad piece of rubber tubing is used to make the connection between the parts and it is secured by two clamps, one at either end. I think that as this is essentially a flexible mounting there are usually two stays holding the cleaner to the engine block. There are good illustrations on Plate 14 and 15 of the Parts List.

## I wonder as I wander

Dear JP,

I have a 1950 Ford E493A that I drive only occasionally. There is a problem with the car 'wandering', even on a fairly even road surface. If there is a small dip in the road I seem to battle with the steering.

The car passed the MOT test 11 months ago and has only been driven a few times since then. Would you consider it might be

the kingpins causing the problem? I jacked the front wheels to see how much play there is vertically and found the near side wheel only very slightly worn. Could this be the reason? Alternatively could it be to do with the Xply tyres, or am I expecting too much from a car that was built 56 years ago.

Dear Colin,

With regard to 'wander' it is difficult to know how much is acceptable, but if you have a current MOT then that would suggest that it was within limits at that time and I would be surprised, from what you describe, if the kingpins have worn so much since then.

As I am sure you know, the inclination to 'wander' is created by the whole front wheel assembly moving sideways independently of the chassis because of the transverse spring flexing under load. As the steering box is fixed to the chassis, the drop arm and drag link have to respond to the movement of the spring and shackle (and transmit steering movements) and it is this that produces the characteristic 'wander'. I suggest therefore that you should check all the connections and fixings related to the front wheels/steering.

First check that the four nuts securing the centre of the front spring to the front chassis cross member are secure and that there is no movement. Now check that the bolts holding the steering box to the frame are secure. Check that the drop arm is firmly in place and that its connection to the drag link is tight and held in place with the split pin. I suggest that you now check its connection to the track rod end (and check the track rod ends themselves).

If none of this improves matters it may be wear in the shackles/shackle bushes. Check and see if the spring appears to be loose at each end.

Now, I'm really guessing. Check the 'A' frame bush is held firmly. Make sure the wheel nuts are tightened correctly. Make sure that there is the correct amount of oil in the steering box and it is correctly adjusted (don't overtighten!). If you find nothing appears too loose or you need to replace the shackle bushes, please email me and I will do more research and explain further.

Happy Sidevalving to you all.





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

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

## Regalia List

### Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	
Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.75
Reprint Workshop Manual for 100E and 300E.....	£24.95
Reprint Parts Manual for 100E and 300E.....	£19.95
Technical Tips for the 100E/107E by Jim Norman.....	£7.95
100E Anglia and Prefect Instruction Book (1953-59).....	£3.25
The John Howe Book of Cartoons.....	£5.00
Ford Motor Cars, 1945- 64.....	£7.95
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.50
Out In Front – The Leslie Ballamy Story by Tony Russell.....	£19.75

### Stickers

Running In Instruction Sticker (Upright).....	£0.85
Running In Instruction Sticker (100E).....	£0.85
Window Sticker – FSOC design.....	£0.75
Silver Jubilee Window Sticker.....	£0.60
Historic Ford – 'Keep off My Arse!!' sticker.....	£0.75
I Love My Sidevalve Sticker.....	£0.75
Register Sticker (state model) each.....	£1.10
FSOC 30th Anniversary Sticker.....	£0.60

### Magazines

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

### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.50
Running in booklet Anglia / Prefect (date 9/49).....	£1.50

### Models

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£6.50
Ceramic Cream Model of 103E Popular.....	£4.75
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).....	£1.12
FSOC Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£9.50

### Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.50
<i>Racing Green in SM/Med/L/XL/XXL;</i>	
<i>Burgundy in Med/L/XXL</i>	
<i>Red, Black, Sky Blue 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 XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£6.25
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED;</i>	
<i>Royal or Black MED</i>	

### Other Regalia

Blue FSOC Mug.....	£3.99
Tea Towel, All models design.....	£3.15
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£2.10
FSOC Woven Tie.....	£7.65
Xmas cards (pack of 5 different designs).....	£1.75
Licence Disc Holder.....	£0.80
Dusters: Yellow duster printed with various sidevalve models around border,	
Club logo in Centre	
Per duster.....	£1.25
Pack of two dusters.....	£2.25
Pack of three dusters.....	£3.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

## 100E and 107E Spares List

### Front Brakes

100E – 2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955).....	£29.95
100E – 2018 – C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards).....	£34.00
100E – 2035	Front shoe return spring kit.....	£3.70
100E – 2038	Adjuster repair kit (front).....	£13.50
100E – 2061 – A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£22.00
100E – 2061 – B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E – 2062 – A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£22.00
100E – 2062 – B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E – 2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
/ 02062-B	Hydraulic flexi hose.....	£13.25
E0A – 2078	Master cylinder.....	£72.00
100E – 2140	Master cylinder repair kit.....	£8.50
E66 – Z – 1	Dust cover wheel cylinder.....	£0.80
100E – 2207 – B		

### Rear Brakes

100E – 2041 – B	Snail cam (shoe adjuster).....	£0.50
100E – 2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
100E – 2119 – B	Compensator (hand brake cable).....	£5.00

100E – 2220 – A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E – 2220 – C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95
100E – 2261 – B	Rear wheel cylinder 7" (53-55).....	£14.00
100E – 2261 – C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only – old unit must accompany order.....	£22.00
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.....	£32.50
100E – 2857B	Hand brake clevis.....	£1.50

### Steering and Front Suspension

E55 – DB1	Top suspension mount.....	£40.00
E55 – DB1	Pair top suspension mount.....	£75.00
E55 – DB1	Pair top suspension mounts and 2 sets mount bearings ...	£110.00
	Mount bearings per side – 2 x E 38- DB1 plus 2 x E 37 – DBB.....	£23.00
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".....	£29.95
Y – 1216	Hub bearing outer.....	£20.00
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

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

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").....	£38.00
E93A-6256-A	Cam shaft gear .....	£27.00
E93A-6270	Timing Chain .....	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025" .....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£28.00
100E-6521	Gasket valve chamber cover .....	£5.00
100E-6505	Exhaust valve .....	£7.50
100E-6505	Exhaust valves (per set of 4).....	£26.00
100E-6507	Inlet valves (per set of 4).....	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set .....	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£29.50
	Small end bushes (set of 4).....	£23.50

#### Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose .....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *) .....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only .....	£4.00
100E-2140	Master cylinder .....	£72.00
E66-Z-1	Master cylinder repair kit.....	£7.00
E74-7580-A	Release bearing .....	£10.00
100E – 6068	Gear box mounting (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.....	£3.80
100E – 8115	Radiator drain tap (not original) .....	£3.50
100E – 8260A	Early top radiator hose, 100E only .....	£14.60
100E – 8260B	Late top radiator hose, 100E only.....	£6.75
100E – 8275	Water inlet tube .....	£8.20
100E – 8286	Bottom radiator hose, 100E only .....	£6.75
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-9437	Hot spot gasket.....	£1.95
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 with spacer (no primer) .....	£43.50

#### Ignition System

7V – 12098	Nut H.T. lead distributor cap (set of 5).....	£3.00
	Set 100E ignition leads .....	£14.95
	Distributor only (rebuilt – exchange £10 surcharge).....	£50.00
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 .....	£3.00
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).....	£11.00
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.....	£3.75
204E – 13007A	Headlight bulb pre focus 40 / 50 watt .....	£3.50
EOA – 13011	Headlight unit (Wipac, Lucas equivalent) .....	£22.50
100E-13450B	Rear light lens, red .....	£14.95
300E-13450	Rear light lens, red .....	£14.95
EOA – 13480	Brake light switch .....	£6.50
E1050 – NC – 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
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
	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) .....	£3.95
100E – 7303110	Front screen rubber .....	£29.95
EOA – 732003-B	Floor grommets – per set of four .....	£5.15
100E – 7322610	Interior door handle.....	£8.95

## 107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E – 4676B	Pinion oil seal, 107E only .....	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£135.00
107E-6020	Timing chain cover gasket .....	£2.50
	105E oil filter .....	£6.50
105E – 9448	Manifold gasket, 107E only.....	£2.00
E258 – GD1	Clutch slave cylinder, 107E only .....	£25.00
E72 – Z1	Clutch slave cylinder kit, 107E only .....	£4.00
105E – 7550C	Clutch driven plate, 107E only (exchange £10 surcharge *) .....	£26.00
105E – 7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *) .....	£44.50
107E – 8260	Top radiator hose, 107E only .....	£6.95

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107E – 8286B	Bottom radiator hose, 107E only .....	£6.95
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 .....	£6.90
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly .....	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W) .....	£76.00
	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
Y-2035	Spring (brake retracting).....	£5.00
Y-2035	Spring (brake retracting) (set of four) Model Y .....	£18.75
Y-2036	Spring (brake retracting) short.....	£5.00
7W – 2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
7W – 2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W) .....	£9.95
E93A – 2248	Rear axle brake plate securing bolts, long (each).....	£5.25
7W – 2249	Rear axle brake plate securing bolts, short (each).....	£5.25
Y – 2454	Brake Pedal (exchange £10 surcharge – remove rubber from old pedal)£10.25	
	Brake pedal return spring.....	£5.00
E83W – 2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W – 2580/1B	Front Brake Cables (Pair E83W).....	£20.50
7W – 2580/1/4/5	Set of Brake Cables (not E83W) .....	£60.95
YE – 2793	Spring (handbrake lever pawl).....	£0.75
7W – 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W) .....	£16.25
	Hand Brake Cable Clevis Pin.....	£2.00
E83W – 2853B	Hand Brake Cable (fits E83W).....	£14.45
119276 – ES2	1/4" Thackray washer brake expander lockwasher (except E83W) .....	£0.06

### Steering and Suspension

CE-3030B	Perch Bolt.....	£38.00
E83W – 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE – 3290 – E } E93A – 3290	Track Rod Ends (pair) all saloons and 5cwt vans .....	£62.50
	Track Rod Ends (pair) E83W .....	£60.00
YE – 3304C E493A-3304	Draglink (Y model).....	£69.50
	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE – 3332	Trackrod End Dust Cover (each, fits all models) .....	£1.66
YE – 33111	King Pin Set, complete (Model Y) .....	£70.00
CE – 33111	King Pin Set, complete (Model C) .....	£70.00
7W – 33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£53.00
E83W – 33111	King Pin Set, complete (E83W) .....	£59.00
7W – 3590 – A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y – 3446	Front axle A-frame Bush (fits all models).....	£4.95
YE – 3616B	Horn Button and Nut (Y model).....	£5.45
E93A – 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease) .....	£7.25
Y – 4217	Bolt (diff gear case) .....	£3.25
18 – 4217	Bolt (diff gear case) .....	£4.00
E93A – 4607	Pin (Drive Shaft).....	£2.05
Y – 4615 – B	Bearing (drive pinion) assembly Model Y.....	£15.00
Y – 4636	Lock Washer (pinion bearing nut) all models except E83W .....	£1.99
Y – 4637	Thrust Washer (pinion bearing) all models except E83W .....	£1.50
	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) .....	£56.00
Front wheel bearings (per axle set).....	£110.00
Suspension Buffer (fits all models except Model Y) .....	£15.25
Shock absorber (specify which one required) .....	£75.00

### Exhaust Systems

E93A-5230/	Prefect and 7W stainless steel exhaust system .....	£115.00
E93A-5255-C	Model Y stainless steel exhaust system .....	£95.00
	E83W stainless steel exhaust system .....	£87.50
	5 cwt stainless steel exhaust system .....	£90.00
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system .....	£115.00
E04A-5255-B	Clamp (inlet pipe to manifold) .....	£10.00

### 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).....	£11.50
E98T – 18672 }		
Y – 6038	Oil filter.....	£35.00
	Front Engine Mounting (exchange £10 surcharge – remove rubber from mount) ....	£8.25
	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).....	£46.50
CE – 6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A – 6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.50
Y – 6513	Valve Springs (set of eight) (fits all engines) .....	£15.00
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).....	£9.65
	Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines).....	£50.00
	Pre-War Piston Sets (8hp and 10hp).....	£35.00
	E93A 10hp Piston Set including rings (std, +0.010",+0.020",+0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020",+0.030", +0.040").....	£38.00
	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) .....	£45.00
	8hp manifold gasket.....	£7.50
	10hp manifold gasket.....	£7.25
	Valve guide (per split guide).....	£23.00
	Valve guide (per set) .....	£169.50
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket.....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£29.95
	Used engines suitable for rebuilding available (collection only) .....	£70.00

### Clutch and Gearbox Parts

Y – 7015	Main Drive Gear (8hp) .....	£35.75
YE – 7015	Main Drive Gear (10hp) .....	£38.00
Y – 7040	Baffle (main shaft gear bearing oil) – rear .....	£1.25
7W – 7050	Retainer (main drive gear bearing).....	£7.50
7W – 7052	Seal (main drive gear bearing oil) assembly .....	£2.95
YE – 7059B	Mainshaft and Bush .....	£35.50
Y – 7065	Bearing (main shaft) drive gearball assembly .....	£21.50
E04A – 7070	Retaining Ring (snap ring) .....	£0.99
	Baffle (main shaft oil) – front.....	£1.25
E93A – 7085	Rear Bearing Retainer.....	£19.50
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.....	£29.50
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



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7W – 7561	Clutch Release Bearing Hub – All models.....	£19.50
YE – 7563B	Clutch Cover – All models, except E83W (exchange £10 surcharge) .....	£61.00
E83W – 7563	E83W Clutch Cover (exchange £10 surcharge) .....	£65.00
E74 – 7580A	Clutch release bearing – All models .....	£10.50
E70 – 7600 – A	Clutch Pilot Bearing.....	£5.75
C – 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W – 943070	E83W Gear Lever Gaiter .....	£19.95
Y – 2454	Clutch Pedal (exchange £10 surcharge – remove rubber from old pedal) .....	£10.25
Y – 5102	Gearbox Rubber Mounting (Y and C models only) .....	£29.95
	Large selection of used gearboxes available (collection only).....	£30.00

### Cooling System

E0A – 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.80
Y – 8109	Radiator cap (brass screw type).....	£6.00
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).....	£10.25
	Radiator Hose (moulded – E83W – state top/bottom) .....	£10.50
YE – 8606B	Fan Blade (11") .....	£5.90
E93A – 8610C	Pulley (fan and generator 3.12" O.D.) .....	£7.90
E494A – 8610	Pulley (fan and generator 4.12" O.D.) .....	£7.50
E93A – 8620 – A	Fan Belt (late 8 and 10 hp engines without waterpump) .....	£5.95
E493AFS – 8620	Fan Belt (late 8 and 10 hp engines with export waterpump) .....	£5.95

### Fuel System

	Fuel Pump with spacer (no primer) .....	£42.70
	Fuel Pump repair kit .....	£26.75
E04A – 9080	103E/E494A Petrol Filler Grommet .....	£12.75
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 – 9364-B	Gasket (fuel pump screen cover) .....	£0.65
YE – 9365	Fuel Pump Cover Screen (all models).....	£1.50
YE – 9374	Gasket (fuel pump to cylinder) .....	£0.95
7W – 9425	Inlet Manifold (10hp).....	£17.00
YE – 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) .....	£1.95
YE – 9555	Carburettor Float (all models).....	£4.50
	Carburettor Gasket Kit.....	£5.05
	Rebuilt 8 hp Carburettor (exchange only) .....	£60.00
	Rebuilt 10 hp Carburettor (exchange only) .....	£60.00
YE – 9660	Connector (Starter Valve) Assembly) .....	£2.00
48 – 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

### Ignition System

E83W 12024A	6V Ignition Coil (All models – not original).....	£38.50
	Set E93A ignition leads.....	£14.95
YE – 12100B	Distributor – rebuilt (exchange £10 surcharge) .....	£50.00
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) .....	£0.56
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
	Spring (distributor weight) no 1 – light.....	£2.50
	Spring (distributor weight) no 2 – heavy.....	£1.25

### Electrical System

	Dynamo – 2 brush, early type .....	£87.50
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
	Bearing (generator drive end) assembly.....	£5.50
YE – 10160	Felt (dynamo drive end bearing).....	£0.65
7W-10505	Cut out assembly (rebuilt, exchange only for use with 3 brush dynamo).....	£24.65
E93A – 11001	10hp Starter Motor rebuilt (exchange £10 surcharge).....	£110.00
YE – 11001C	8hp starter motor (exchange £10 surcharge) .....	£110.00
7W – 11359	Spring (starter pinion retaining).....	£0.65
BE – 11450	Starter Switch .....	£18.00
E493A – 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only) ....	£3.75
E493A – 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only) ....	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.75
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) .....	£0.55
CE – 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E) .....	£0.55

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).....	£18.50
103E-13450/1	103E Rear Lamp Lenses (pair) .....	£29.95
	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available) .....	£1.30
40E-13466	Panel bulb 6V 3W .....	£0.95
78E – 13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£0.85
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£0.85
E83W – 13550B	Popular no. plate lamp (E83W and 103E only).....	£21.50
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
	Rebuilt bulkhead cutout (exchange only) .....	£24.65

### Rubber Grommets and Seals

E68 – AD – 1	Fixed side window rubber (per ft) (saloons 1937 onwards) .....	£1.99
7W – 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.55
	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 .....	£4.50
	Set of three grommets – gearbox cover.....	£12.00
CE-171515A	Grommet (windscreen wiper) .....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.35
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
	Opening windscreen rubber for E83W .....	£18.95
E83W – 111172	Blind Grommet (fits under 103E/E494A bonnet).....	£0.33
40-700546A	Door post rubber bumper (one per door post 1937 onwards) .....	£2.35
48-702610A	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.10
E04A-7040318	Boot T Handle Escutcheon rubber seal .....	£1.95
100E – 7043531	E83W Door Rubber seal (enough for both doors).....	£13.50
62E – 731942	Opening windscreen rubber for Prefect and 5cwt van .....	£15.50
7W – 940502	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).....	£14.25

### 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).....	£19.85
103E-17261 / 2-B	Speedo Cable (state model) .....	£19.85
C46412AR	Dovetail (female) .....	£4.25
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included) .....	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van .....	£29.95
E493A – 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included) .....	£31.50
E493A – 7022401	E493A Prefect Non Locking Door Handle complete.....	£16.90
E93A – 7043500	Locking Boot Handle, chrome plated, with keys .....	£11.60
C – 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) .....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E) .....	£11.75
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).....	£14.75
	E83W wing mirror .....	£15.00
	Reconditioned window regulator (please return old unit with order).....	£45.00
	Radiator Muffs (E93A Prefect only).....	£26.60



## 17

# 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

1939 Ford 8, reg FEL71 owned for 4 years MOT tax and excellent runner. OFFERS. Telephone Ian Hockerday 07770 316444, Surrey, Hants. ianhockerday@aol.com

1938 Ford 7Y. Complete car less body shell with wings. Stood for 40 years. Very solid but seized engine. Offers. Telephone Simon Jones, Hereford, 01981 250762.

## Post-War Upright for sale

103E, Excellent condition, 12 months MOT, sound inside and out, as original as can be, no work needed, solid car, reluctant sale, £1700. Telephone Keith Banton 01283 813042, Burton on Trent, e-mail kbanton@hotmail.com

1954, Green Popular, TGF 696. Was used regularly, taxed & MOT'd until 1988. Been in shed since. Turns over. Requires re-painting. Can be towed. Telephone Mark Brewster 01892 891671, Tunbridge Wells, Kent, e-mail mark@insideoutdecking.co.uk

1955, Popular, 103E, superb condition, taxed and MOT'D, new brakes fully serviced, large history file, new battery, well known to the club, £1950 ONO. For full details telephone Tony Ikin 01630 647932, Cheshire.

## 100E/107E for sale

1960 Ford Popular 100E (ambassador blue), excellent body and upholstery. Full mechanical restoration – over three thousand pounds spent. Some spares also – OIRO £3,000. Tel: George Herbert (01395) 270279 (Exmouth, Devon), e-mail g.j.herbert@btinternet.com

100E, 1959, Prefect, overhauled gearbox, reground crank, new timing chain 2005. Many new and used spares. MOT Aug 2007, tax exempt. Call for full details, offers in region of £2000. Telephone 0151-526-2971 N/W, e-mail renniems@blueyonder.co.uk

1958 Manumatic two pedal semi-automatic. Genuine 1244 miles. One owner. Needs some restoration. Sensible enquiries please. Telephone John Tilston 01706 675604 or 07908 234535, Manchester, e-mail john.tilston@ntlworld.com

1962 Popular driven into shed in 1996 with everything working and 1959 Anglia complete [bought for spares]. Offers please telephone Keith Dingle 01974 821 471, Tregaron, West Wales, e-mail kdingle@aol.com

100E, 1955 Prefect, black, good interior, engine 1172cc early model, spares or repair, original logbook, reg. PDA 221, complete car £200 ONO. Mr B Wright, 56 Priory Road, Cannock, Staffs WS12 2NX.

100E, 1956, Anglia, good condition, never been welded, much money spent with receipts, original reg, some spares, MOT June 2007, offers. Telephone K.Ryder 01803 846279, Devon

100E, 1958, Anglia 1172 cc Sidevalve, fitted with C.T. Woller 4 speed conversion gearbox, 2 owners, present one 43 years, original reg RUX504, lots of spares, dry stored last 9 years, needs welding. Telephone R.F.Owens 01547 528051, Powys

## Commercial for sale

300E, 1959, Thames Van original condition, Lichen green, good runner, good interior, 11 months MOT, £3250 ONO. Telephone Brent Wright 01543 871511, Staffs.

## Special for Sale

Siva, 1950, Victoria 4 seater, E93A engine as photo on page 11 of the Aug Sidevalve News, engine rebuilt last year. Taxed 1 year, used regularly, need space must sell, £3500. Telephone Brian Huke 01442 255080, Herts, e-mail sales@hukes.co.uk

Altair Ford Special – rolling chassis 100E engine & gearbox – aquaplane head & manifold – all parts to complete – can e-mail pics – £850. Telephone Roy Parmenter 01273 833366, West Sussex, e-mail royparmenter@pakyns.co.uk

## Wanted

Hub Puller for 100E. Telephone Peter Hennessey, 01708 866626, Purfleet, Essex, e-mail phennessey23@aol.com

Ford 100E Squire or Escort estate. Please help, would go to a good home. Good price paid for a good one. Telephone Peter Harris 01623 465098 or 07766383992, Nottinghamshire, e-mail r.mcveigh1@ntlworld.com

Looking for a set of aluminium scuff plates for my 2-door 100E. B. Cansfield, bri.n1155@ntlworld.com

Bumpers for an E493A 1952 Prefect, must be excellent, also overriders, door handles, aeroplane bonnet release lever, side scripts etc, also good red leather seats, door cards. Telephone Martin Tunney 0787 6132715, London

Looking for a Pop van or car, does not have to have engine as I have 2 spare engines. Telephone Chris 07791 914488, Staffs.

Wanted a good second hand Speedo head for a 1954 103E Popular. Telephone Norman Cansdale 01638 500327, Cambridgeshire.

10-hp engine wanted for my Y type either 103E or possibly 100E, must be in excellent condition and with ancillaries, I will pay a fair price and collect. Telephone Steve 01279 507322, Bishops Stortford, Herts, e-mail afisk51171@aol.com

E493A, 1953, Prefect, front seats required in brown leather/leather cloth, alternatively

### Special Offer Until the 31st January 2006 Only

The Club is happy to announce that it has E93A draglinks (part number E493A-3304) available for sale at a special price of £67.50 until the 31st January 2007. Orders have to be received from members by the 31st January 2007 to be eligible for the discounted price. Orders should be sent in on the spares order form found on page 17.

passenger seat only is acceptable in good condition. Telephone Ivor Addison, 01326 562846

Boot Handle for 1956 Ford Prefect 100E de luxe. Telephone Pat Burke 00353 91844040, Co. Galway, Ireland, e-mail johnmcgrath65@yahoo.co.uk

100E estate dash nameplate badge "Escort" for 1955-57 model pt no E8-AJ-1. Telephone Pete Harwood, 01689 827064 or 0795 7727133 (mob), Kent/ South East, e-mail petespops@yahoo.co.uk

Complete windscreen and frame for 1938 Ford 7Y or 40s Prefect, and spare wheel cover to fit 1938 Ford 7Y. Telephone 01981 250762.

## Spares for Sale

Large selection of second hand upright spares, £300 the lot take it away. Telephone Tony Russell 01737 221578, Reigate.

Ford Model Y wheels (2), chassis cross member, also good petrol tank, also 2 Prefect back axles complete, telephone Kenneth Crann 00353 868750235, Ireland, e-mail crannkenneth@hotmail.com

100E oil filter. It's brand new in box marked WIPAC CA542, free to good home.

Telephone Clive, 01234 345010, Bedford, e-mail dec0der@ntlworld.com

Water pump for sale no 31462. Still in packaging £25.00. Telephone Richard Row 01726 816206, Cornwall, e-mail Richard@crinnis.co.uk

Unused 8hp Ford Factory re-con engine small chip out of top of one liner will have good crank etc that also fits 10hp offers. Telephone John Stokes 01297 442477, Lyme Regis, e-mail jmauricestokes@aol.com

Grill shell + stainless trim (surround), two bonnet tops (L&R) and sides to fit 1947 E04A Anglia. Offers please. Telephone Edwin Webb 01223 870296, Cambs, e-mail Ed.Webb@talk21.com

Full Ford 100E running gear in good condition (engine, gearbox, axle etc), ring for full details. Telephone Alex Manning 0787 5503727, Bristol, e-mail andrew.manning@talktalk.net

Ford Pop 103E engine and transmission complete, for sale. I've been told it runs, but never tried it. Turns over by hand. Offers please. Telephone David Smith, 07793847208, London/South East, e-mail dgc-fjhd3@dgc.mod.uk

100E engine, 1172cc s/v, 27,000 miles. 3 speed gearbox, front suspension, steering column, wheel, box, prop shaft, rear axle, brakes, wheels new radials. Telephone Patrick

Martin, 01634 303288, Chatham, Kent, e-mail pm006f5480@blueyonder.co.uk

Full carpet set and rubber seals and tapes for 100E. £300 the lot all still in box and wrapping. Tony Smith smiggy63@hotmail.co.uk

Spares for 103E, Gearbox £20, Radiator £10, Grill £10. Telephone Mr Robert Lea, 020 8597 0320, Romford, Essex, e-mail Wendy.j.lea@jpmorgan.com

Tubular exhaust/ inlet manifold for 100E, possibly suitable for a down draught Webber carb. Offers. Telephone 028 66388620, N. Ireland.

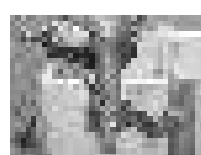
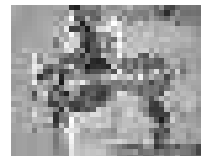
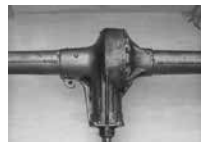
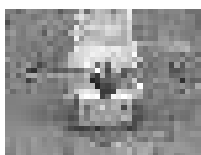
103E Pop, back seats in brown red and orange, good fronts, poor backs £30 per panel, front grill £40, headlight £20. Telephone Mike Capps 01945 464892, Wisbech.

## Miscellaneous

December 1933 Model Y. Original parts list and illustrated parts catalogue (last page missing). Any use to an FSOC member? Good home wanted for these historic items. Offers? kimble@wherecanwego.com or 0118 984 1394 weekdays.

### Axle Lot

This reconditioned axle for the Dr Who car Bessie is still in the BBC stores. Contact Derek.Hooper-OB@bbc.co.uk if you are interested in buying the axle.





# Sidevalve News

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

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

**Geoff Hammond**  
**103 Shorncliff Road**  
**Counden**  
**Coventry**  
**Warwickshire**

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

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

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

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

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

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

**Please indicate heading:**

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

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

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



# Letters and E-mails

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

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

## Sidevalve in the rain

Dear John,

Only about five miles from the village of Oldford, mentioned in December's *Sidevalve News*, there is the village of Freshford. It was just starting to rain when I took the photo of this beautifully restored 7Y. With her smart red interior and her fresh new coat of shiny black paint, I feel sure she would claim to be a Fresh Ford.

Yours sincerely,  
B J Candy



## Have you seen ...

Dear Sidevalve,

I'm not sure if you can help in this matter or pass on to someone whom might have records of cars. I used to own a Ford Escort 100E in the early 1980s. I swapped it for a TR4A sports car. I'm trying to find out if the car is still around. The number plate I think has been taken off the car at some point after I owned it, so I don't know the new number, nor does the DVLA. Maybe you could also put a small ad in *Sidevalve News*?

I do have the chassis number, so if this relates to any cars or list you may have,

please contact Marc Mander 07967 388551 or [djmarcmander@aol.com](mailto:djmarcmander@aol.com), or pass on the info to new owner if he/she can be found.

- original reg 417 RMB
- chassis number 100E936463
- Colour blue
- owned between 1980-84
- plus I have loads of old photos etc of the car

Sincerely,  
Marc Mander

## Sidevalves in Denbighshire

Dear Sidevalve,

It seems a shame that this year's events have finished. Since we have been having a lovely extended summer recently, Sue and I have been doing some Autumn sidevalving by touring the lovely countryside in North Wales where we live. The photo of our 1937 7W was taken late on the afternoon of 14th October 2006 on the Denbighshire moors in North Wales, just above Llyn Brenig reservoir. The other photo is of my 1952 E493A Prefect which was taken at the same spot two weeks earlier.

Best regards,  
Peter Tinsley  
Membership no 248



## Home wanted

Dear Sidevalve,

I am the current owner of an immaculate 1959 Ford Prefect (below) with original Log Book which I have owned for 20 years.

I am moving home in October and will no longer have any suitable garaging for the car and must reluctantly sell the vehicle. I obviously wish to ensure it goes to a home where it will be looked after.

Can you help?

Regards,  
David Howes

Old Manor Caravan Park  
Tel: +44 (0)1480 810264  
Fax: +44 (0)1480 819099  
[www.old-manor.co.uk](http://www.old-manor.co.uk)



## A lone voice

On my phone was the following message:

Has my old Prefect survived? Registered LMG165 and sold on by me in good running order in the 1970s. Please contact 01982 552728 with any news.

# Letters and E-mails cont . . .

## Steerage way

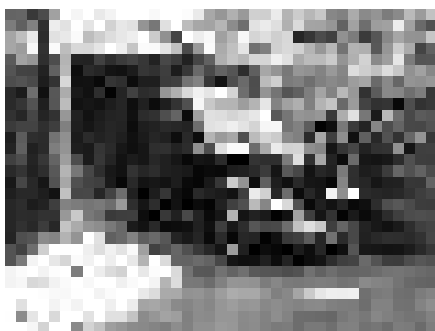
Dear John,

It was pleasant meeting with you on the FSOC stand at the NEC. We were the couple who had recently purchased a 103E and were experiencing steering problems! If you recall you offered to come across and help us to resolve them – well, you'll be relieved to hear I've managed to sort everything. It came down to lack of maintenance and suspect the car hadn't seen a spanner or grease gun for many a year! All nipples are now greased, rear wheel bearings greased, front ones greased and adjusted, the steering box was topped up and adjusted, and I relieved both the gearbox and back axle of its gooey brown syrup for some nice fresh EP 90! The engine is now running in new Castrol instead of the black stuff that it contained and I've fitted four brand new tyres and tubes. I'm still playing with the carburettor and distributor, as the tick over is not reliable although the car runs very well.

I have booked it in to a local fellow close to Loughborough for him to do a little work on the front wings and rear mudguards and welding at the bottom of the 'A' post which should be complete by mid December.

Attached is a picture of the offending vehicle (below) and if you are in our neck of the woods, please drop by and see us. You will be most welcome particularly if I can pick your brain some more and bore you with my Austin 7 and motorcycles!

Best regards,  
Mick & Andrea Dawes



## Welcome to the club

Dear Editors,

This is my first letter, having purchased a classic car in April of this year.

I have always wanted an old car, and being a Ford man the choice was almost taken. I had a feeling the 100E was going to be the car. My Granddad had a blue Ford Pop many years ago and I remember, as a child, Mum and Dad borrowed it to go to the seaside and other such places.

The first place I looked was eBay and guess what – a blue Ford Popular was up for sale. I went to see it – YXY 524 (below). I made an offer and it wasn't accepted. So I went in search for another, here there and everywhere. No joy, but I had another look on eBay. There it was again, YXY 524. There must be something wrong with this car, was my immediate thought. Again it didn't sell on eBay, again I went to see it, a deal was made and off we went.

So the car is ours and named Joepop, after my dad. The old 100E had had some care and attention and it was working, which seemed an ideal first project for me. Six months on, with servicing, new bits and bobs and a pretty penny spent, all appears to be going very well.

I must admit parts have been quite easy to come by. The hardest part to find has been a gasket for the thermostat housing which I still failed to find. So I have used a smooth piece of wet and dry, cut to size, and this has done the job.

The car has just taken us to Suffolk from Essex, and easily reached 60 mph which seems pretty good to me. The overall performance is very good.

I have been to a couple of car shows and of course joined the FSOC. Roll on next year! Joepop is ready for more car shows and the deserved recognition. Meanwhile I have a few jobs lined up for the winter months and a few more trips out.

The car was first registered in April 1960 and has four previous owners.

Yours sincerely,  
Peter Hennessey



## Fully covered not comprehensive

Dear Editors,

My 103E stands out in all weathers, as I do not have a garage or car port. The paintwork is far from immaculate and I seem to be constantly sanding bits down and touching them up.

I thought a car cover might be the answer, so I purchased one in November 2005. It was classed as breathable. I put polystyrene

blocks (packing from a DVD recorder) on the roof and bonnet, the idea being to help air circulation, put the cover on and tied it in place.

Let the rain, frost and snow do their worst, I thought smugly, as I looked out of the kitchen window. It can't touch the old girl now. She's snug as a bug in a rug.

After three or four days I decided to remove the cover and was horrified at what I saw. The whole car was covered in water and the engine bay had so much condensation it looked as if someone had thrown a bucket of water over it.

I left the cover off for a while then replaced it, only to find the same thing happened again. It was clearly doing more harm than good and it was confined to the shed.

I have had a stroke of luck recently. A farmer friend, now retired, has let me put the car in one of his sheds for the winter.

But assuming my experience is typical, what is the point of a car cover for outside use? Or was I doing something wrong?

Yours,  
Dennis J Duggan

## Restoration

Dear Sidevalve,

Terry Tomlin  
Ford Popular 100E  
Reg: 368 DYY

First registered in Tottenham, north London 19 July 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 approximately 27,800, the engine was de-coked and the valves were re-ground. 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. Then in August 1975 at a mileage of 8466 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 miles. When I bought it in March 2004 (advertised in *Sidevalve News*) it showed a mileage of 34,889 miles, 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 miles.

*Continued on page 27*

# From The Archives

Peter Williams

The contribution this time is not exactly 'from the archives' but is related to times gone by. It was suggested recently that some of us find the costs of running a classic car a bit excessive these days so I thought it might be useful to make some comparisons between 'then' and 'now'.

## First the 'now'

To give you a few examples of actual running costs of an old Ford these days, the following figures are taken from my own records of running Noddy, an E83W pick-up. I have always kept a full record of Noddy's history and costs. He was coming towards the end of a major restoration when I bought him but still needed some work to make him roadworthy. He took to the road at the end of 1995 just when the free road tax for historic vehicles was introduced, so that reduced one cost straight away. The speedo reading at that time was 45,793 and is now just over 80,000, so I've had over 34,000 miles of fun and have spent £5,089 on petrol, which equates to about 15p per mile over the eleven years. Because Noddy only has a small tank I usually put 20L in at a time. The cheapest 20L was £12.19 in 1996 and the most expensive was £19.98 last July.

I do virtually all the work myself and the total spent on parts, repairs and improvements over the years is £8,856. With petrol this comes out to 41p per mile, which compares very favourably with a modern car where a large proportion of the cost is depreciation, whereas Noddy is now worth a couple of thousand more than I paid for him. Also, there have been some expensive modifications over the years. In order to make room for a passenger seat the cab was lengthened by 8 inches some years ago and a very posh wooden body and storage boxes were manufactured when both Noddy and I retired from the furniture-making business in 2002. He has had several second hand engines over the years and is currently 100E powered, so my costs are probably not representative of yours.

## And now the 'then'

For this part of the article I had to check on inflation and the rise in the cost of living. Official stats on the web give the retail price index going back to 1949. These are a bit confusing because the criteria have changed over the years with the prices of different things being added or subtracted from the list. The most representative for our purposes is an index including all items except housing. This gives a value of 2044% (meaning goods are 20.44 times as expensive) from 1948 (when the E04A was being produced) to 2005. So an item costing £100 in 1948 would cost £2,044 today. Which seems astronomic, but in 1975 alone the annual

Table showing values in Mars bars (MB).

## MARS BAR CROSS RATES

Mars Bar	Morris 8 / Mini	Roast Beef at Simpsons	Graduate joining ICI (per year)
1940 0.83p	£160 or 19,200MB	20p or 24MB	£275 or 33,132MB
1960 2.5p	£530 or 21,200MB	43p or 17MB	£775 or 31,000MB
1981 15p	£2,900 or 19,333MB	£5.95 or 39MB	£5,700 or 38,000MB
1983 17p	£3,100 or 18,235MB	£6.45 or 38MB	£7,040 or 41,411MB

increase was 25% and several other years were in double figures. The E04A was priced at about £300 in 1948 (which inflates to £6,132) and a Fiesta will set you back about £9,000 today so it would appear that a small Ford costs more in real terms today. However, average earnings have risen faster than prices so the 'weeks of wages' needed to buy them is probably not much different.

Personally, when assessing the comparative prices of products over the years I prefer to use the Mars index, which values things in terms of how many Mars bars it would cost. This concept has been used by economists for many years. An article found on the web which was first published in 1983 looks at the period from 1940 to 1983. It gives the price of a Mars bar in 1940 as 2d (old pennies to you youngsters) which is 0.83p. Another product that it uses in making comparisons is a Morris 8/Mini (see table above). The Morris 8 in 1940 cost £160 (19,277 Mars bars) whereas in 1983, when the Mars bar had gone up to 17p, a Mini was £3,100 which is 18,235 Mars bars. Perhaps this is why they never made a profit from the Mini! My local shop has Mars bars at 35p at the moment so the Fiesta equates to 25,714 Mars bars. I'm not sure whether this shows that cars have got relatively more expensive or that Mars bars are a bargain. Incidentally, over the period which gave an inflation rate of 2044% (1948 to 2005) the Mars index rose by 2059% (1.7p to 35p).

On the cost of repairs, *The Ford Times* of 1951 gives a few sample repair charges

Noddy



(parts would be extra). For example it cost 10 shillings (50p) to change a front wheel bearing and £2-7-0 (£2.35) to fit new king pins and bushes. A decoke and valve grind was £3-10-0 (£3.50) and your local Main Ford Dealer would charge you £2-16-0 (£2.80) to fit a new clutch including removing and replacing the engine. Assuming you could find a modern garage that was prepared to work on an old Ford, I wonder what those jobs would set you back today. My guess for king pins and bushes would be about £300 (or 857 Mars bars). If a Mars bar was about 4d (1.7p) in 1951, this equates to 138 bars and inflation would boost £2.35 to only £48, so maybe repair costs have risen in real terms (good job you do your own repairs). But remember that Ford dealers in those days were doing that sort of job all the time and had all the special tools, so would probably have been much quicker.

Let's start some correspondence to the editor. What does your historic motoring cost you? Is it worth it? How does it compare to other hobbies like golf or fishing?





# Pre War Register

Yvon Precieux

## Registrar's Comments

It's this time of the year when I round up the situation of the register over the past year. A mighty thank you to those of you who have sat down, put pen to paper and written to me, and a thank you to those who are endeavouring to write. The Club is still without an editor and there are still some posts on the committee, waiting to be filled. The Club, as most of you are aware, is quite different to most other clubs. We encompass more vehicles and a great spares service, and to keep you all happy we have registrars for each category and informative officers to cover administrative and other important areas of the Club. Being voluntary, at certain times an official of the Club may wish to stand down. Rather than leaving the position vacant for a fellow committee member or members to cover, it would be nice to see new faces with new ideas taking up these positions. Whether you are older or younger is immaterial. There are far more books and information around now to assist you, including a very useful archive on small Sidevalve Fords, than when I first started. Computers have also progressed and are simpler and easier to handle. Others on the committee are able to provide the technical info to make you fully compatible with magazine preparation. So if you like writing about our cars or wish to gain further knowledge, why not put yourself forward for one of the posts vacant. You may find it so fulfilling you may not wish to go. We are a diverse bunch of committee members and we are all prepared to provide any encouragement and assistance required. For 2006, Happy Christmas, intoxicating New Year and see you next season.

## Letters

Just two lately, so I assume all of you are content with the articles in the register over the past year. Of the two received, one was from member Ron James of Dartford, Kent. Ron writes as follows:

In June this year, I purchased a 1934 Model Y Fordor (4door) chassis number Y82421 with a re registration number AAS 573 (formerly ARK 695). It is in very good condition and I have used it almost continually since acquiring it. The car was manufactured in October 1934 but was not registered until 26th June 1935. Not much is known about its history apart from the fact that it has spent all of its life in the Aberdeen area of Scotland and mostly in a Ford main dealer's showroom. If

further information is available I should be pleased to hear from other members. I still have BOD 978 a 1936 Tudor (2Door) which is undergoing a restoration. (new wiring loom, steering overhaul, new seats, headlining and carpets etc). It should be around next season. Unfortunately BBJ 16 the model C Fordor deluxe has been sold on doctor's orders, grinding and welding and painting posing the problem. I also have my 1953 E493A Anglia which is still going strong. Years ago when I restored my Ford Pop 103E, I remember being carted off to hospital for lung problems due to grinding more so than welding. I was lucky and it cleared itself up within 3 months but do be careful, use a proper mask at all times after all, you want to be seen driving in it rather than being taken away in it. A Mr D Reid is the last detail I have as owner of AAS 573.

Photo 1 shows AAS 573 in wedding ribbons for a friend of Ron's big day.



Photo 1: AAS 573's big day

## Members profile

Eric Umpleby of Bilton, Harrogate is the new owner of ARX 544, a Ford 7Y of late 1937 vintage. The car was purchased from Yorkshire classics in June last year and is in good running order. From the log details, a Henry Roberts was the last owner with three previous owners since new.

## After prolonged use

I use my cars on a regular basis, whether it is glorious sunshine or inclement weather, and for over 27 years they have only let me down on just a couple of occasions. During this time it is not surprising for metal fatigue to manifest itself with splits starting to appear where they should not and areas of metal suffering from stress.

The side bonnets, particularly at the front and rear ends where they hinge, together with a point width wise across the front are obvious areas for this condition with unwired wings being the most prone. One area I least expected to suffer from metal fatigue was the area of bulkhead on my 103E where the accelerator pedal cum carburettor bar is



Photos 2 & 3. Deluxe 7Y

attached directly by means of two bolts. Over the years I found the pedal when depressed was not providing the acceleration. Looking further I found that although the carburettor side was fine, the whole bulkhead area around the spring part of the bar was flexing when the accelerator pedal was depressed. The only effective means of preventing this was to insert a large piece of metal via the interior to the back of the bulkhead to put strength back and spread the pressure of the spring and my foot across a larger surface area. Worthwhile checking during winter before the season starts next year.

## Green taxes

We are privileged in being exempt from a number of requirements of the yearly MOT but it is feasible at some point in the future that the establishment may bring in stiffer standards to exhaust emissions. After all we still need to play our part in saving the planet. To continue with our relaxed status, we should all make an effort to ensure that our vehicles are maintained to a standard where they are not spewing noxious fumes and smoke that is noticeable. The small Ford Sidevalve engine is a unique beast and unlike most engines it actually delivers literally all of its power at the flywheel. Tickover, timing and fuel adjustment are not that critical but if some effort is made to make the finer adjustments to each in tandem with each other, not only will you achieve an exhaust reading less than the 1975-83 percentage carbon monoxide and parts per million hydrocarbon of cars of that era, but you are more likely to



# Pre War Register cont . . .

surpass the current test. Hint: your ears are the best means of tuning your car. You'll know when you do the adjustments.

## The first small Ford Ute

As soon as you mention Utilities, Australia comes to mind. The new small Ford model Y, from its announcement in July 1933, proved a popular and economic successor to the Model AF. As with dominions at the time, to overcome import and export duties, the engines, transmission and chassis components were shipped from Dagenham to the Geelong plant for assembly. Each design was strictly controlled from Dearborn with initial passenger cars in the following styles: Sedan, Phaeton and Roadster with bodies attached to the sides of the chassis rather than the Dagenham method of bolting them to the top. This gave the antipodean versions deeper floors with no need for door sills. The first Ute or Utility made its mark in 1934 and unlike the versions mentioned was provided with a metal roof instead of the more common soft or fabric roof.

## Upright Tourers in Ireland: where are they now?

In 1991 Colm O'Neill dropped me a line on PI 8938, a 1939 Prefect E93A tourer. The vehicle was noted at an auction and enquiries pointed to the car being imported round about 1969 together with a change to a period Cork city number plate. Sadly a steel blue metallic paint had been applied to the body but the giveaway to its previous colour from the chipping around the boot area revealed a pale green shade attributable to its original colour.



Photo 4: PI 8938 looking in remarkable nick next to what looks like a limousine. (Big car to you and I.)

## Cars and Celebrities

Sorry, Andy, this is your scene. But I hope you don't mind my using a later Prefect illustration, albeit a post war model, showing Mario Fabritzi, then a well known star of the time showing off the merits of the very bones of a Prefect chassis. Stan Bilous of the South London group probably saw TV star Mario



Photo 5: Stan Mario with Prefect.

when the first black and white sets were available. Come to think of it, there is some similarity between Stan and Mario, especially the tache, although Kevin Burke and the rest of the South London group think Mr Pastry is more appropriate.

## The first Ford to race at Le Mans

The Le Mans race has always been one of the most demanding tests for a racecar, let alone a humble Ford tourer with a small Ford 10 engine. It seemed laughable at the time, especially with the car being raced in the 1100cc category with the engine required to be sleeved down to achieve a 1099 cubic capacity, but its achievement was quite outstanding. Until the advent of the GT 40, just this one Ford had completed the full course since the first race was organised on the last weekend of May 1923. The year was 1937 and although frowned upon and with no assistance from the Ford Motor company (who refused to have anything to do with it), a Model C was entered by Mark Bilney and Joan Richmond. The car was a bog standard model CX tourer with all of its wings removed. Jack Bessant was the engineer put in charge of its preparation and his confidence in the mechanics and overall engineering of such a small family vehicle paved the way to it succeeding in finishing the race when far greater marques of the day with far larger engines had expired. The use of a short stroke crankshaft has been offered as a means of supplying a 1099 capacity but I doubt if this was indeed how it was done as short stroke cranks were in short supply and expensive. I am only aware of three being made. In earlier editions of *Sidevalve News* I have detailed the more possible approach to reducing the capacity of the engine to this capacity. The race car was a bog standard CX, probably a 1935 or early 36 model. Rear seats were taken out and it was logical for a further petrol tank to be provided amidships for the endurance required and to seat the car firmly on the road. To reduce body swing, anti sway bars at the front and rear similar to those the FSOC once produced were adapted to fit with the use of the smaller silentbloc bush at the

axle ends. The heavy front and rear metal wings were discarded and small cycle wings were fabricated for the front with a sort of all encompassing rear spat for the rear. All hub caps were removed as well as with anything that was not essential. This included the front screen which was swapped for an aero screen. To achieve a higher speed with a limitation in revs, there would have been a change in gear and axle ratios and the Bessant ideal of twin SU carbs were possibly installed. The small Ford richly deserved far better praise than it has received to date. As a private entry and for a vehicle with just an undersized 10 hp engine, the feat was Herculean. Fourteenth position and second in its class is no mean feat. It covered 1,351 miles at an average speed of 56.3 mph. The two drivers were Mark Bilney and Joan Richmond. The latter was a remarkable lady driver, who eventually retired to Australia and only passed away a few years back.

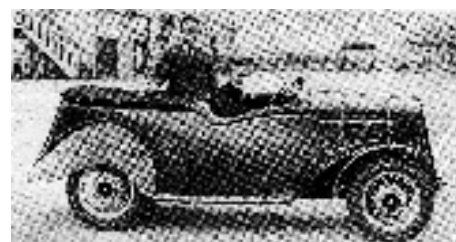


Photo 6: Jack Bessant and Joan Richmond

## Hello stranger

If you own this car, TPD 811, or know its owner then please get in touch as we don't even know when or where the photograph was taken! The picture was in a bundle of correspondence from the previous editor of *Sidevalve News*.



# Specials Register

Rob Daniels

Only two more outings in the Shirley since the last report and both were eventful. The first was the annual trip to the All Ford Rally. I had been watching the weather forecast all week and the general consensus of a number of web sites seemed to be showers clearing to sunshine. On leaving Nuneaton on my own around 8am in dry weather I thought I had missed the showers; ten minutes later I had to stop to put on my raincoat and put the tonneau cover on the car. It's not too bad driving in drizzle and knowing that it was only ever going to be a shower made it bearable. A further ten minutes down the road and I could no longer see to drive, it was torrential. The only alternative was to stop and let it pass over. Conveniently a pub car park was looming on the horizon, so I duly parked up for around half an hour in a sheltered corner while it passed over. Luckily I never go out without at least two umbrellas!



Photo 1. Never take your convertible out in a monsoon

On resuming the journey I realized that I could do with upping the speed a bit as I had lost half an hour, but I was still unsure how fast I should be driving as the car was still wandering over the road somewhat and I still hadn't got my confidence fully to drive much over 45mph. Help was soon at hand when I was passed by Adrian Cheattle in his Model A, which I managed to keep up with. Slipstreaming at around 50-55mph was much more fun and we got there in good time.

I parked up near to John and Pete in their Sivas and we were soon joined by a Lotus 6 and Malcolm in the Porcus. Five specials at the All Ford was a first for some years.

Photo 2. Specials at the All Ford Rally 2006



Needless to say, the sun shone all day and we even made the effort to go into the arena and let everyone know that the Specials owners had arrived.

The run home was uneventful and it made a change to use the old road again instead of the motorway.

I am after a detachable front screen and hard top with or without glass, for the Shirley, so if anyone has one they don't want, please let me know.

## International Classic Car Show, NEC

The next outing was the International Classic Car Show at the NEC. As I work close to the exhibition halls, I usually drive the car to work and go straight there afterwards, but this year we arranged to meet at 6.30 so I had time to go home, have my tea, wash the car and still get there on time. As I started the car up and pulled out of the drive the fan belt could be heard slipping. This sometimes happens so I ignored it, only this time it didn't go away. On to the main road and accelerating up to 30mph and it still was there – something was wrong, so with a lay-by looming I signalled left and started to slow down. Something went pop and there was steam everywhere. On lifting the bonnet I could see that the top hose had come away from the head. This was put back on, the radiator topped up with water and the engine started. No slipping belt, so off we went. I think that the water pump had possibly seized due to standing and with the water unable to circulate pressure had built up in the engine. Luckily it had popped the hose and not a core plug. Great show as per usual, with lots of interest; we even signed up a few members there and then. There were lots of visitors from Ireland and one in particular was showing a lot of interest in the Shirley. It turned out that he had a Mk2 at home. That takes the number up to five known survivors. Thanks to all who came to see us and say hello.

## Peel



Thanks to Malcolm McKay for this picture of what must be the only Ford Special featured on a stamp in this country or indeed the world. It is from a set of stamps issued on the Isle of Man earlier in the year. The set of four featured different models of Peel cars that

were manufactured on the island. The stamp shown is of the Peel 1000 designed for the Ford 7'6" chassis, although as with a number of shells, the doors could be supplied in different lengths to accommodate different wheelbases. Amazingly the freight charges to the mainland were only £3.10s.

## Ashley

Not too many emails over the last month or so, but one that came with lots of photos was this one from Brian Cox.

Hi, I've just had a lucky find of an Ashley Alva in a barn. I was hoping you could help me with finding out some history about this car. The present owner tells me it was built for racing and took part in many races.

The reg no is 219 GKR they have given me the old brown log book showing the first owner as Patrick Osbourn Nichols, 409 London Road, Ditton, Kent, 1963. The second owner was Christopher J.T. Fentmerstone, Bearsted.

The car is in pretty bad shape at the moment. We hope to get it out soon and start to restore it.

Hope you don't mind me emailing you as I don't know where to start.

Many thanks,

Brian Cox.

As with a lot of Specials, because they look like racing cars, some people think that they are. Most of the time they are wrong and



Photos 3 & 4. Ashley Regent

although I confirmed to Brian that the chassis on this car is not an Elva, but a Regent sold by Ashley for a few months in 1958, I cannot confirm its racing pedigree. It certainly looks well built, with some desirable tuning parts on it, but would be far too heavy to seriously compete. It even has a radio fitted, surely a first for a racing car! If anyone has any history on this car, please get in touch.

## Tornado

Looking through the archives I came across this fine looking early Tornado Typhoon 2+2 that deserves to be shown

The Shirley was featured in the November edition of Classic and Sports Car magazine with a plea for more info on the company. So far I have had one reply from someone who



Photos 5 & 6. Tornado Typhoon 2+2

remembers the company with a lead to the whereabouts of the Sales Manager from that time. Hopefully, more on this next time. Plus, will I finally have taken possession of the shell I briefly mentioned this time last year?



If you would like your special featured on these pages, just send me an e-mail with details of specification, history etc and a few pictures, and I will publish them in these pages in the coming months.

## Letters and e-mails continued from page 22

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 re-sprayed.

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 re-tightened 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 rear fog light added.

A leaking rear nearside brake cylinder and all the front brake cylinders, which had seized up, have been replaced, then all the hydraulics were flushed with methylated spirits and re-filled with brake fluid and the brakes bled.

Underneath, two steering bearings and the drag link have been replaced, and all 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, and 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 for some shows.



## Dave and Dave from Dagenham

Dear Editors,

We have owned our Pop since 1990 during which my son, David, and myself along with other agencies brought her up to the condition that she is in today. As we live in Dagenham she is comfortable in her surroundings of the Ford Motor Company and believe me, when out and about she attracts quite a lot of attention – and so she should!

In 2005 my son had also been taking an interest in the 1960s Mod scene and along with that goes the scooter – Vespas and Lambrettas etc. His scooter, a 1963 model, is shown alongside the Pop in the photograph.

A couple of weeks ago, we had them both out of the garage where they complement each other during their rest time and took them over to our local park for a photoshoot. David Junior has taken the Lambretta to the well-known Ace Café.

Keep up the good Sidevalve help.

Kindest regards,  
Dave Senior & Junior



## Two Pops at the Petwood Hotel

Dear Sidevalve,

Here is a photo taken a few years ago of our two Ford Populars at the Petwood Hotel. Woodhall Spa, Lincolnshire which was used by 617 Squadron (better known as the Dambusters) as their Officers' Mess.

The fawn Popular has only done 11,654 miles from new and is all original (OUT 859). Only one rear wing and the hubcaps have been repainted. The car came with its original bill of sale.

The grey Popular (RSU 917) has been converted to 12 volts and has recently had a new roof. Indicators have been fitted for safety reasons.

Yours sincerely,  
Brian Matthews





# Big Brother, Little Brother

Geoff Hammond

The annual All Ford Rally held at the end of September in Abingdon showed its normal vast selection of classic Ford-only cars.

The 2006 event paired two of Ford's vans, a Fordson E88W against an E494C Anglia Van – one could say big brother versus little brother – but how do they compare as transport vehicles?

The photo shows the relative sizes of the E88W and E494C vans. An interesting observation from the facts and figures is that the E88W had only twice the horsepower to pull nearly five times the load of the E494C, but did have five times the torque.

You could say she may have been somewhat slow but she did have immense pulling power.



## Engine:-

### The E88W specification

24hp 3.2-litre Sidevalve petrol four-cylinder engine developing 52bhp at 2,850rpm, using a compression ratio of just 4.6:1 with a torque output of 194ft/lb at 1,500 rpm.

## Electrics:-

6v

## Gearbox:-

Three-speed synchromesh gearbox

## Brakes:-

Rod-operated brakes used 12in diameter drums at the front and 14in at the rear.

## Cab:-

Same as an E83W

## Suspension:-

Single transverse leaf at the front and two longitudinal leaf springs at the rear.

## Wheelbase:-

106in giving it a turning circle of 39ft.

## Dimensions:-

Overall length of just 14ft 10in, width of 5ft 8in and a height of 7ft 6in.

## Carrying capacity:

25/35cwt, with a carrying volume of 230cu ft with load access from back and through the cab.

## Production:-

1936 to 1942.

### The E494C specification

8hp 933cc Sidevalve petrol four-cylinder engine developing 23.4hp at 4,000rpm, using a compression ratio of 6.3:1 with a torque output of 36.4ft/lb at 2,300 rpm.

6v

Three-speed synchromesh gearbox on 2nd & 3rd only

Rod-operated brakes used 10in diameter drums all round

Style as E494A

Transverse leaf at the front and rear.

90in with a turning circle of 34ft 9in.

Overall length of just 12ft 10in, width of 4ft 9in and a height of 5ft 3in.

5 cwt. with a carrying volume of 52cu ft with load access from back.

1948 to 1954.



# Tales of BOA – and BLC

Jim Norman

**Sadly this is likely to be the last ‘Tales of BOA’ – unless her new owner wishes to take it on. This 107E Prefect was purchased in October 2000 to provide transport while my daily use Prefect, DFF 823, underwent a major restoration – a process expected to take about two years. Six years and 102,000 miles later, not only is work on DFF still not complete, it hasn’t even started! Thus is the situation for those of us who work in education!**

Because BOA was intended for a short period of use only, no special preparation was given and it is amazing that, in all those years and all those miles, she has been 100% reliable. But the bodywork suffered: in Easter 2005 I fitted new inner and outer sills to the driver’s side, rebuilt the front and rear wheel arches, and replaced a large part of the floor, outriggers and jacking point. These are now fine but it was becoming very obvious that the passenger side will soon need similar treatment and, as already hinted, I simply don’t have time. So BOA has been sold; she needed a good and sympathetic owner who could give her the care and attention that I simply cannot. She is not too far away, having moved down the road to Lowton, near Leigh, so I hope to see her out and about again soon.

Which leads on to my new car, a maroon and grey 1961 107E – what else? 718 BLC is in concours condition and came up for sale at just the right time. I travelled to Warwickshire at the end of September to view the car and bought her there and then. The problem was that the car was booked on the Club stand at the NEC four weeks later. I did the decent thing: I left the car with Graham so she could fulfil this appointment, and picked her up from the stand at the end of the show, 6 pm on 29th October.

She looks beautiful and is as solid as she looks. I intend keeping her this way and, since I have the professional injection equipment for Waxoyl, will be using it very soon. Meanwhile I am sorting out the little niggles which any used car has, especially one that has covered less than 24,000 miles in her 45-plus years. She is settling down with use – her first week with me added 656 miles to the total recorded – and now drives to match her appearance and, just as important, interior. I have also transferred a few things across from BOA – the Nikki carburettor and electronic ignition – and have added electric wipers, alternator and halogen headlamps. More will follow. A few photos should illustrate things, so I’ll leave them to tell the tale, and give you a further update next issue.

Meanwhile, now I have a concours car, does that mean I have to attend shows? Oh, dear!

Top to bottom: BLC at Abram, Cholmondlly, Prees Heath



Peter Williams

**This is the fourth in the series to keep you up to date on news from the Federation of British Historic Vehicle Clubs. (See December 2005 for the full explanation.)**

## Theft of Classic Cars

There have been suggestions that the theft of classic cars may be on the increase. Unfortunately the police and DVLA make no distinction between crimes related to classic vehicles and others so there are no statistics to show whether or not there is a pattern. The Federation think it is important to find out, so have set up a page on their website for recording information about thefts of classic vehicles. Members who have had vehicles stolen in the last year are asked to visit [www.fbhvc.co.uk](http://www.fbhvc.co.uk) and follow links to stolen cars. Any information collected will be treated confidentially.

## Drive it Day

The response to 'Drive it Day' on St George's day this year has been so positive that it is hoped to make it an annual event on the Sunday nearest 23<sup>rd</sup> April. The 2007 event will, therefore, be held on Sunday 22<sup>nd</sup> April. Make a note in your diary now and make plans to give your vehicle an airing on that day.

## Survey results

The results have just been published of the survey of the historic vehicle movement in the

United Kingdom carried out by the Federation. This is part of a wider European survey by FIVA which covers the 12 month period from July 2004 to June 2005. The purpose is to provide evidence of the social and economic effects of historic vehicles when negotiating with law-makers both here and in Brussels.

The key findings of the report are reproduced in full.

## Key Findings

### 1. Economic Activity

- Historic vehicle related activity is worth over £3 billion to the UK annually.
- Export trade is worth over £300 million.

### 2. Employment and Stability

- Over 27,000 people in the UK earn some or all of their living serving the historic vehicle movement.
- 81% of businesses serving the movement have been established for over 10 years.

### 3. Number and Use of Vehicles

- There are over 400,000 historic vehicles that are roadworthy and licensed.
- Over 65% of historic vehicles travel fewer than 900 miles per year.

### 4. Cultural and Social Activities

- 30% of historic vehicle owners have a household income of less than £20,000 per year.

- In pursuit of their hobby, members of FBHVC clubs spend 740,000 nights away from home both within and outside Britain.
- 67% of historic vehicles are valued at less than £10,000.

There are some interesting figures further into the report. For instance, the value of private sales of historic vehicles by FBHVC members is over £160 million; FBHVC clubs spent over £3.75 million on the printing and distribution of club publications (that's an average of £23,000 per club); there are 2,500 businesses in the UK whose main activity involves the historic vehicle movement. On the number and use of vehicles, the report says that historic vehicles make up only 1.3% of all vehicles on the road; 67% of historic vehicles covered less than 900 miles in the year; 540,000 historic vehicles are owned by members of FBHVC clubs and, of those, 406,000 are licensed for use on the roads. The profile of the membership is probably what we suspected, 92% are over 40 years old (47% are over 60) and 97% are male.

In the body of the report it is explained that the economic effect is understated because there are lots of businesses that supply goods and services to the historic vehicle fraternity that were not included in the survey, such as Halfords etc. The point is made that due to the low mileage of historic vehicles, their environmental impact is extremely low both relatively and absolutely. So, in summary, we are good for the economy and we don't cause too many problems.

# Book Reviews

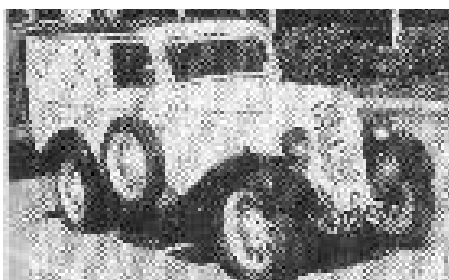
**Mad Cars by Giles Chapman**  
Sutton Publishing 2002  
ISBN 0-7509-3140-X

*"In the age before motorways were built people were happy to trundle around Britain in stark motors like the Ford 100E Squire you see here. Which is just as well, as even a few miles on the M1 or M6 in this mid-1950s buzzbox was enough to make a motorbike-and-sidecar seem luxurious."*

A sideswipe at our sort of car by the author, but as I bought a copy at Oxfam for £2, I think we can imagine how successful the book was! There are all sorts of other interesting (and unsuccessful) cars and I really don't see how the innocent 100E Squire was brought into such bizarre company. The 100E range was no more mad than the Morris Minor, Austin A35 or the Standard 8.



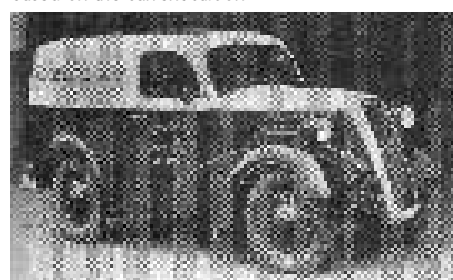
Above: the Squire, neither mad nor bad  
Below: Model Y van based on Ford's new saloon



**Light Commercial Vans by S W Stevens-Stratten**  
Ian Allen Ltd 1991  
ISBN 0 7110 1949 5

An excellent little book with many photographs of all makes of small commercials from the First World War to the 1970s with text to match. My copy was £2 from an Oxfam shop!

Below: Successor to the Model Y van was the E04C based on the current saloon



# Anglia, Popular & Prefect Register

Andy Main

The Great Dorset Steam Fair is not only the place to go for the steam enthusiasts but for Sidevalve enthusiasts too. Over the years Sidevalves have featured in displays and photographs have appeared in Sidevalve News, with Ivor Bryant featuring three in the last edition. I have since received a photograph of a Newark Grey 103E Popular 602 DNY for sale in the Autojumble (photo 1). Built at Doncaster in 1959 and registered in Glamorgan, it is unknown to the register. Did it sell and does a club member own it now?

## One Out of Three Hundred

Jeff Lawrence from Peakirk Bookshop entered DUT 277, his E04C 5cwt van, in the two day Fun in the Park, part of the Peterborough Festival held in Central Park, Peterborough. The festival included the usual sorts of attractions plus 300 motors which were paraded for the Peterborough Classic Car Club's rally, which included a 1973 Mustang and James Bond's preferred mode of transport, an Aston Martin. The *Peterborough Today* newspaper published nine photographs to illustrate the festival. The motor parade was one of the photographs and from the 300 motors to choose from they chose Jeff driving DUT 277.

## Most Expensive 5cwt?

Jeff also enclosed an advert page from *Classic Car Magazine*, which included a 1953 E494C for sale. Described as always garaged, purchase invoice, original log book and registration (not given and not seen in side photograph), one family owner most of its life, original panels and fabric roof, 69,000 miles. The selling price, £12,000! Painted green and sign written for Harmston Motors, did it sell and at what price?

## Another – One Less for the Road

These photographs have been on file for three years and supplied by Brian Malin from Rugby. Brian broke up this E494C 5cwt van in September 2003. Completely rotten including the chassis, only a few parts were salvageable. The chassis stamping was so corroded to be unreadable, and no Ford product plate and no registration plates survived, so no details are known (photos 2 & 3).

## Goodwood Revival

It has become a fashionable statement that one should visit/do (whatever) before you die and an ex-103E Popular owner told me this is the motoring event you 'should do'. I first attended a few years ago and it was on the yearly diary of events to attend. The Goodwood Revival

was featured on two one hour programmes on Meridian Television in late September, and the romance and glamour of motor racing and other entertainment were well portrayed. It was attended by over 100,000 people and advance ticket entry only, but no Ford Sidevalves were featured.

Brian Malin on his visit in 2002 photographed a rusty XVW 292, a late 1953/early 54 E494C 5cwt (photo 4). It was first registered in Essex and is now owned by Goodwood Motor Circuit. Was the van on display this year and if so was it still in the same condition?

## Register 25 Years Ago – Sidevalve December 1981

The sixth order form was enclosed with two further re-manufactured items:

- 1 Prefect, Anglia/Popular bumper grommets
- 2 A small spring for the top gear wheel on the window regulator as requested by members at Southern Sidevalve Day

In less than two years, six re-manufactured items had been introduced – all small items and unobtainable from other sources. So what was our next item? STEEL WINGS – more about that another time.

## Sidevalve Cover

Featured John Skinners father in the country clearing snow around his 5cwt van TPF 376. John's story title was 'The worst van in the FSOC?' The last paragraph read, 'when will the old van be restored? This year, next year, sometime ...'

Twenty five years later it is no longer the worst.

Photo 1: 602 DNY for sale in the Autojumble



Photos 2 & 3: unknown E494C 5cwt van



## DVLA

If you intend to return your vehicle to the road for Easter events and you still have the old buff/green registration book RF 60, and therefore need to re-claim the original registration, now is the time to start the process, not two weeks before the event.



Photo 4: late 1953/early 54 E494C 5cwt, XVW 292



# A Salutory Tale

Mark Bradbury

**Here's a salutory tale for anyone with an interest in classic cars, and most other forms of transport for that matter.**

There I was, helping to man the Ford Sidevalve Owners' Club stand at the NEC in Birmingham the other day when a chap wandered up and introduced himself as Ian Kendall from Portsmouth, who it turns out has been a member of our fine institution since 1979 – now he must be one of longest serving members!

Ian owns a 103E Popular which is at a similar point to my very own Upright in its long-term restoration: painted, upholstery ready to be fitted, engine rebuilt, and so on.

Sadly a group of yobbos – and there's really no better or more diplomatic description for this kind of low-life – brought Ian's 15 year long restoration project to a grinding halt by setting fire to the rear of the block of lock-up garages in which it resides.

As you can see from the photographs Ian has kindly provided, the damage is quite severe; the car is by no means a total write-off, but any hopes of a quick completion to this project have been dashed. Most of the damage seems to be to the rear and roof areas; the seats are obviously damaged but the vinyl is still roughly intact as are some of the tyres and a good proportion of the combustible material under the bonnet; as one would expect, not much of the paint has survived the onslaught.

I gather Ian's car was tucked away in a lock-up two or three units down from where the fire originated; it obviously spread quite rapidly and apart from Ian's Pop, an Alfa Romeo and a BMW 5 series were also badly damaged along with a couple of garages full of building materials.

Naturally the damage and how the fire started alone are sickening enough, but to add insult to injury Ian had no insurance on the car and here lies the salutory tale: even if your car isn't on the road and has no chance of being on the road in the near future, you must seriously consider taking out an insurance policy on it.

Fortunately most, if not all, classic car insurance companies offer what is known as a 'laid-up' policy: this policy can be tailored to cover the value of the car in its current state, along with any parts and tools.

As your restoration progresses and the value of your car increases (hopefully ...), you can agree another value for the vehicle – usually by submitting a few photographs and filling out a simple form.

You may think you can rely on your home buildings and contents insurance, but although the former should pay for the garage and the

latter may cover the tools and parts, a car in any state of repair enters a slightly grey area and almost certainly won't be considered as the 'contents'.

Naturally, because the risk of an insurance claim is greatly increased, the moment you take your prized possession out on Her Majesty's highways and byways and dice with danger amongst the cut and thrust of modern traffic, a laid-up policy really should be as cheap as chips; understandably, if the garage is a publicly accessible lock-up (like Ian's) rather than one attached to a domestic dwelling you'll pay a little more but, hopefully not too much.

Whatever you do, it is a good idea to take copious photographs on a regular basis of your car and the contents of your garage – they all help provide evidence to the insurance company in the unhappy event of a claim and the possible ensuing dispute.

I hate to admit it but I really ought to be practising what I preach; my very own part-restored Pop, although resident in what I think is a nice, safe and private garage, is also not insured! It's silly really because the cost of adding a laid-up vehicle to an existing classic car policy should be peanuts (and no real enthusiast only has one old car now do they?). Even something as silly as a stray firework on November 5th could be enough to start a fire ...

As Ian says, 'in my day we would have been playing football or running round the park, not destroying other people's property just for a laugh.'

Ian is now in two minds as to what to do; he has already decided the car has to go – recently realising his dream of owning a 1970s Aston Martin has seen to that – but should he sell it as an on-going restoration or is it best employed as the basis of a Rod?

Only Ian can decide.

