

# Sidevalve News

Volume 23 • No 1 • February 2006



## Features this issue

Classic Trials

Ransome Lawn Mower

Piccadilly Jim's Model Ys

Journal of the Ford Sidevalve Owners' Club



# Sidevalve News

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**Cover photographs: Front:** Old and new together at a show. Taken by David Ross.

**Back:** Period Ford brochure of E04A Anglia.

## Club Officials

The FSOC is run by a committee of volunteers, who are unpaid and run the Club in their spare time. Please write to the correct official, stating membership number and enclosing a SAE. Please telephone at stated times only.

<b>Chairman</b>	John Porter, 16 Nuneaton Lane, Higham-on-the-Hill, Nuneaton, Warks, CV13 6AD E-mail: Sv1172@aol.com
<b>General Secretary</b>	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA
<b>Membership Secretary</b>	Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ
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<b>Spares 8hp, 10hp Models</b>	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA
<b>Spares 100E, 107E</b>	Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU Neil Patten, 2 Cypress Road, Woodley, Reading, Berks, RG5 4BD E-mail: neil@jameswhite.freeseerve.co.uk
<b>Remanufactured Spares</b>	Neil Patten, 2 Cyprus Road, Woodley, Reading, Berks, RG5 4BD Peter Ketchell, 2 Manor Road, Westminster Park, Chester, CH4 7QW
<b>Technical Advisor 8hp, 10hp</b>	John Pole, 82 Fruitlands, Malvern, Wores, WR14 4XB (written requests for advice only please).
<b>Technical Advisor 100E, 107E</b>	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB
<b>Regalia and Books</b>	Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA
<b>Events Co-ordinator</b>	John Porter. <i>Address as above for Chairman.</i>
<b>Publicity/Pop Shopper</b>	Geoff Hammond, 103 Shorncliffe Road, Coundon, Coventry, Warks. E-mail: pop.shopper@fsoc.co.uk
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<b>Archivist</b>	Peter Williams, 24 Jays Mead, Wotton-under-Edge, Gloucestershire, GL12 7JF Email: archivist@fsoc.co.uk

## Registrars (Specific Model Enquiries and DVLA Applications)

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

## Area Groups

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

<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: new venue to be decided. 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.freeseerve.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: Bunch of Cherries, 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.freeseerve.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
<b>Mid Wales &amp; Borders</b>	Dennis Duggan, Rock Cottage, Brook St, Welshpool, Montgomeryshire, SY21 7NA. 01938 555574. E-mail: djduggan@supanet.com
<b>Northamptonshire</b>	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
<b>Central Scotland</b>	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
<b>Sussex</b>	David Taylor 01323 845001. <i>3rd Wednesday: Barley Mow, Selmeston, 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:

<b>Australia</b>	Gordon Cowley, 5 Weebo Street, Gilles Plains 5086.
<b>Belgium</b>	François Jordaens, Reetsesteenweg, 143, 2630 AARTSELAAR. Tel: 03/844.07.68
<b>Germany</b>	Rod Hawkins, 83 Dorfstrasse, 47624 Kevelear. Tel: 02832 70158. intel@caoc2.de
<b>Ireland</b>	Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173
<b>Sweden</b>	Borje Jernheim, Tennisv. 33 19277 SOLLENTUNA. Tel: 08-754 3032

# Editorial

John Porter (Chairman)

## Taking a More Active Part

Many of you, I am sure, have thought from time to time about getting more involved with our club. You may have owned your Ford for years and been a member for some time. We think that you have something to offer. The committee has decided to create two positions on the committee designed to provide an entry into assisting with the running of the club without, initially, a specific responsibility. We sincerely hope that interested members - young and old - will give this some serious thought. These new committee members will attend the committee meetings that are held every two months at the meeting room at the club stores in Abingdon. We hope that some of you will take the opportunity to find out how we run the club's business. Just contact me or Shirley in the first instance to find out what is involved.

No doubt you have toyed with the idea of going to the club's AGM but thought better of it - but AGMs are boring aren't they? Not necessarily, but I would say that wouldn't I! The committee appreciate your support and look forward to meeting as many as possible this year. Our AGM is at the Coventry Transport Museum on 29th April and you are all invited to come along - as a continuing bribe, a buffet lunch is provided. More details in the separate notice on page 6 of this issue and in the events listings overleaf.

## New Parts

Now available from the club are new re-manufactured 8 & 10 hp valve guides, which are sold in matched pairs. Refer to the upright spares list for details.



## Magazine Index Update

Peter Williams has brought the magazine index up to date (including December 2005). A paper copy or a copy on floppy disk is available from Shirley at £1.50 for 1 year and £8 for the whole set from 1995. Peter has sent out the updated electronic version (in an Excel spreadsheet) to everyone that asked for it after the article last June, but if there is anyone else who would like it, please contact him at [archivist@fsoc.co.uk](mailto:archivist@fsoc.co.uk).

## Vote of Thanks

Thanks to Joe Paget for some of the material in the OTA and Monarch article last issue. If you want to learn more then try his excellent book: ISBN 0-9517141-1-2

## Obituary

We were saddened to receive the following sad news from Robert Martin.

"I am writing to inform the club members of the unexpected death of member Mr Robert Traynor of 34 Blaeshill Rd, East Kilbride, Glasgow, on January 1st 2006. Mr Traynor was, without doubt, one of the most enthusiastic persons I have ever met who had an interest in classic cars and classic car parts. He is survived by his wife Alice and children Stuart(13) and Emma (10). I would be grateful to club members for assistance in the near future, or for advice regarding matters pertaining to a Ford Pop 'sit up beg' car and numerous classic car parts which will require to be attended to on behalf of the family by myself. I would be obliged if any enquiries from members are directed to myself and not directly to Mrs Traynor at this time.

If you can help, please contact Robert by e-mail: [Blaeshill@aol.com](mailto:Blaeshill@aol.com)

## FSOC HOLIDAY 2006

Would you like to take part in this year's holiday?

it is  
Saturday 3rd June to  
Saturday 10th June

at

The Virginia Court Hotel,  
Cromer, Norfolk

Come for the week, weekend,  
a few days, or just a daytrip.

Contact this year's organisers  
Robin & Jennie  
on 01279 659245

We look forward to  
meeting anyone who  
wishes to come along.

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# Events

John Porter

Over the Christmas break, I watched a film about the true life story of Alvin Straight (Richard Farnsworth in a great and memorable performance), a 73-year-old man who gets to hear his brother (Harry Dean Stanton) is severely sick and may die soon. He has not talked to him for over ten years because of some disagreement. So he makes the 240 mile road trip from his home in Iowa to Wisconsin - on a lawn mower! The mower's top speed was 5 mph, and the trip along back roads took nearly six weeks. As you can imagine, travelling this distance on a 1966 John Deere ride-on mower is not something most of us take on. The gentleman in question was in his late seventies with failing eyesight (hence no car licence), and hips in sore need of replacement - and it was a true story, which made it all the more poignant. If you can find a copy it is called "The Straight Story."

What has all this to do with us? Well, it reminded me of the fact that you see so much more of the surroundings when you travel by sidevalve than you do in your everyday eurobox. Granted that we do not travel at the same speed as the old gentleman's lawnmower, but in comparison to modern traffic we certainly are more leisurely. Naturally, in uprights, we are a little above the hedgerows, but not as high up as the "Chelsea tractors." Incidentally, years ago it was said that one reason why farmers buy Land Rovers is so that they can keep an eye on their neighbour's farming progress! Talking of progress, the old uprights were thought to be too high and unfashionable (by the 100E owners?), but now people are buying things like tall versions of the Fiesta/Focus range, so perhaps we are back in fashion!

If you go out for a drive in the sidevalve, you can at least see sights that everyone else will miss (except milk floats) as they speed by. As we tend not to use motorways, we can guarantee to see the sights that you miss when hammering down the outside lane.

## "Famous" Sidevalves

The new Wallace and Grommet film features a 100E parked on the street as the famous



blue A35 van thunders by - is this as close as we get to fame compared with the 105E on Harry Potter? Didn't Roland Rat use a 100E in the seventies? I wonder if there are any period photos about? It is a bit after my time. Perhaps we should be on the look out for a suitable script that features a sidevalve for the next Spielberg movie. Sidevalve spotting in films of the fifties and sixties is always good sport, but it does mean that you miss some of the plot as you peer into the background of any street scenes.

## Period Pictures

In fact, some of the best (and evocative) pictures of sidevalves in their daily use are to be found in postcards and magazines of the period that still turn up at autojumbles and, more likely, steam fairs. The period detail is often more interesting than the glamour shots in modern classic car magazines.

Here are two such examples. The first (below) is a 1945 Fordson van that belonged to Ulster Transport - obviously the van is in the first flush of youth. The second (above right) was given to the club on the NEC stand (November '05) by a visitor, showing a family member proudly standing in front of an E93A in Nigeria in 1948.

## A.G.M. 2006

The club's AGM will return to Coventry this year on 29th April. Originally opened as the Museum of British Road Transport in 1980, it's recently been renamed Coventry Transport Museum, following a four year, £7.5 million revamp carried out as part of Coventry's city centre regeneration programme.



Alan Glass, June 28<sup>th</sup>, 1948, Nwaniba, Nigeria

The result is the largest collection of British road transport exhibits in the world, with over 500 machines on show in the impressive new facility which boasts 125,000 square feet of floor space, making it three times the size of Beaulieu and twice the size of the Heritage Motor Centre at Gaydon.

As the name suggests, there's more to the museum than just cars, with the exhibits also including bikes and commercial vehicles and with period sets and audio-visual presentations helping to convey the history of British road transport and Coventry's important - and continuing - part in it. If you have been in the past, you will be impressed by the refurbished museum and fresh exhibits.



Left: Roland Rat's pink 100E

Above: 1945 Fordson van belonging to Ulster Transport

# Events cont . . .

## Events & Clubstands

**29th April. FSO C A.G.M.** at the Coventry Transport Museum, Coventry, West Midlands. See previous page for further details. <http://www.transport-museum.com/home.htm>

**27th, 28th, 29th May - Enfield Pageant of Motoring**, Enfield Middlesex. Contact Mick Crouch.

**4th June. The PreWar Austin Seven Club - Autokarna**, Nottingham. FSO C members are very welcome so contact the organizer: [mick@steammill.fslife.co.uk](mailto:mick@steammill.fslife.co.uk)

**18th June. Kemble Air Day 2006.** Kemble, Glos. Following the National last year we have been invited to put on a club stand among the vintage aircraft at this very successful show. It is a very prestigious air display for which the paying public are charged large amounts. There will be no individual entries this year for classic vehicles, they are organising it on the basis of a number of club stands, each

having 8 to 12 vehicles. We have been invited to contribute one of those stands. They have sent Peter Williams a form to list the vehicles that will be attending which they want back by March. Each vehicle will get 2 free passes, extra passengers must pay normal entry fee. Camping overnight on the Saturday can be arranged. The classic vehicles will parade past the parked aircraft during the lunch break. This is a good opportunity for the club to get some publicity at a major event and a great chance for entrants to see a marvellous air display. Names and details of vehicle to Peter Williams or Ivor Bryant as soon as possible. Details from Peter Williams (address inside front cover) or from the official website, <http://www.kembleairday.com>

**1st & 2nd July 2006. Hollowell Steam Fair, Northants.** I understand that space is at a premium so early entry is necessary! The website is <http://www.hollowellsteam.com>.

**8th, 9th July - Ardingly Vintage Vehicle Show**, W. Sussex. Contact Mick Crouch.

**23rd July. Beaumanor Hall Classic Car Show** at Beaumanor Hall, Woodhouse, Leics. A super venue, with a drive through some of the best scenery in the county. A small, but interesting range of autojumble and craft stalls are always worth a forage through. To be on the club stand contact the events co-ordinator (details inside front cover of the magazine). See the organisers website <http://www.geocities.com/transtaruk/showdates.html> for map and details.

**27th, 28th August - Hampshire Pageant of Motoring** at Broadlands, Romsey, Hants. Contact Mick Crouch.

**2nd & 3rd September. National Sidevalve Day at the Shackerstone Festival**, near Market Bosworth, Leicestershire (just off the A444 North of the A5). Check out the Festival website for more details when they publish details of this year's Festival: <http://www.shackerstonefestival.co.uk> or contact John Porter.

## Morgan F Type

John Porter

**This is part of an occasional series of non-Ford use of the Ford sidevalve engine.**

This beautifully restored 1949 Morgan F type running chassis, owned by Malcolm Lamb of the Morgan Owners' Club, was photographed at the International Classic Car Club Show in November 2005 on the Morgan club's stand.

### A Brief History

Morgan cars were exhibited for the first time at the London Motor Show in 1910. They were built by a small company in Herefordshire, formed and run by H.F.S. Morgan. "HFS", as he became known, was a trained engineer and had left his first job as a draughtsman at the Great Western Railway workshops in Swindon

four years before, to open a garage at Malvern Link. The cars displayed had three wheels and a single seat.

These three-wheelers were a commercial and competition success. They provided good value for money, an excellent power-to-weight ratio, and were less heavily taxed than four-wheel cars.

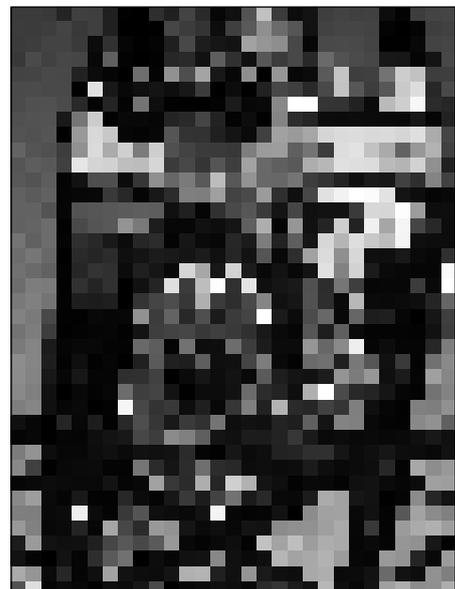
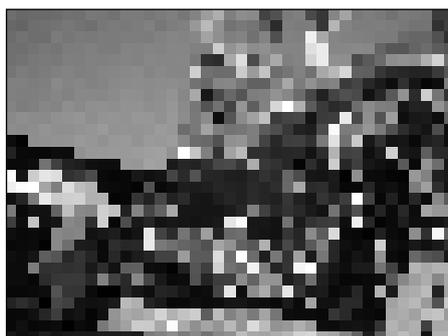
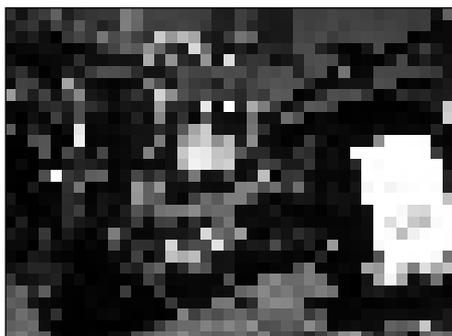
In 1933, a new model called the F-type was marketed, with a Ford sidevalve four-cylinder water-cooled engine of 8 or 10 horsepower (from the Model Y or C). This became the basis, some three years later, for the first four-wheel Morgan, the 4/4; although the higher performance 1122 cc inlet-over-exhaust Coventry Climax engine was used.

By 1938 the 4/4 was available as an open

two- or four-seater and as a drop-head coupé; all models using the same basic chassis.

The Ford engine did continue to be an "economical" option in the F type from 1933 until 1952, when the production of the three-wheelers came to an end.

I also understand that the 100E engine (complete with 3 speed gearbox) was an option in the 4/4, but it must have been underpowered compared with the standard engined version.



# A.G.M. 2006

Shirley Wood

The AGM of the Ford Sidevalve Owners Club Limited will be held on Saturday, 29th April 2006 starting at 11.00 a.m. The meeting will be held at the Coventry Transport Museum, Millenium Place, Hales Street, Coventry, West Midlands, CV1 1PN.

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

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

## ANNUAL GENERAL MEETING 2006

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 11.00 a.m. on Saturday 29th April 2006 at the Coventry Transport Museum, Millenium Place, Hales Street, Coventry, West Midlands, CV1 1PN.

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

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

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

### Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 21st May 2005.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2005.
  - a. General Secretary
  - b. Treasurer - Present Accounts
  - c. Membership Secretary
  - d. Spares
  - e. Regalia Officer
  - f. Chairman
5. To re-elect the Officers and Committee members of the Company.
6. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as auditors for the company.
7. To authorise the Officers and Committee to fix the remuneration of the auditors.
8. To transact any other ordinary business of the Company.

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

Shirley A. Wood  
General Secretary

Dated 8th January 2006

## Hampshire Group

Mick Crouch

**Best wishes for a Happy New Year from the Hampshire Group. We are already planning our rallies and club stands for 2006 and would like to invite any member to bring their sidevalve on the club stand at any of the following shows.**

The Enfield Pageant of Motoring, on 27th, 28th and 29th May, at Enfield, Middlesex. The closing date for club stands for this show is mid March, so if you want to attend you need to let me know as soon as possible.

The Ardingly Vintage Vehicle Show, on 8th and 9th July, at the South of England Show Ground, Ardingly, West Sussex. Unfortunately, due to new rules and regulations, the club stands at this event are limited to only six spaces this year. As these spaces are already taken up, we suggest that you apply as an individual and if we have any cancellations on the day we can accommodate you on the stand. The contacts are as follows:- for cars built up to 1949 contact Jeffery & Sue Anderson, 18a Wye Road, Borough Green, Kent TN15 6DY. Tel: 01732 884468, and for cars built between 1950 and 1960 contact Terry & Jenny Smithson, 22 Hilda Vale Road, Farnborough, Kent BR6 7AN Tel: 01689 856565.

The Hampshire Pageant of Motoring at Broadlands, Romsey, Hampshire on the 27th and 28th August. There is no entry charge if you are on the club stand at any of these events. All spaces will be allocated on a first come basis. If you would like a place on any or all of these club stands please just send a stamped addressed envelope to Mick Crouch, 30 Earls Close, Bishopstoke, Eastleigh, Hants, S050 8HY and I will send you a pass in due course.

We are looking forward to our forthcoming events and hope to see as many members as possible during the rally season.

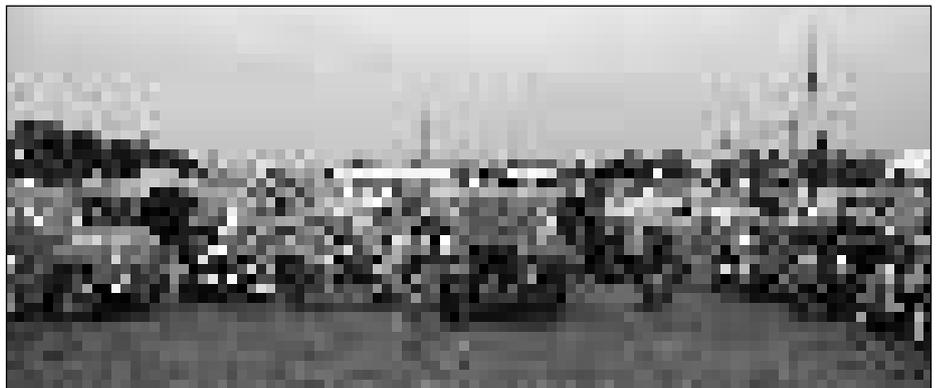
Photos (from the top)

1: The Hampshire Group

2: The Club Stand at Enfield

3: Mick's Field Mouse and Stephen Wood's E493A at Enfield

4: the Club stand at Ardingly



## Mid Wales & Borders Group

Dennis Duggan

As a newish member of the FSOC, and founder of the fledgling Mid Wales & Borders Area Group, it is perhaps time to introduce myself. I am 58 years old, and lived in Leicester until 2002. My formative years were thus spent around vehicles from the 1940's, 50's and 60's and I first put my toe in the classic-car waters during the early 1970's. At the time my everyday car was a 1968 Wolseley 1300 Mk II Automatic, but I suddenly had an urge to buy something more interesting. My choice was a 1938 Austin Big 7 (EXP 880) which was complete and running, but requiring some minor work to the brakes and exhaust to get it through the MoT. Despite having little mechanical knowledge, and even less aptitude, I proceeded to part-dismantle the car then found I couldn't put it back together. Following an ultimatum from my father (I was living at home) I was obliged to sell the Austin at a loss.

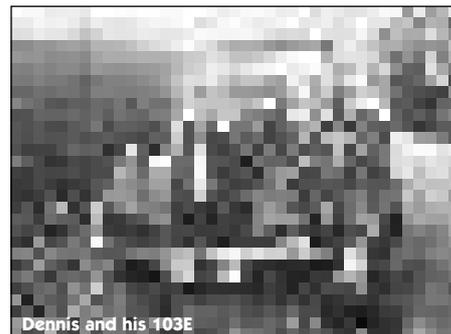
A few months later I tried again, and purchased an upright Anglia or Popular from an acquaintance who ran a car restoration/crash repair business. At this point I cannot recall what model it was, but I only had it for a couple of days, so that is perhaps excusable. Just couldn't get the hang of it somehow - and of course some uprights were still on the road then, so it wasn't particularly rare - and

sold it back to the acquaintance. Again I made a loss.

Then came marriage to Stephanie in 1976, and in 2002 I was fortunate to take early retirement and we decided to move to Welshpool. The old yearning for a classic came back, but Stephanie was not keen on the idea. We always make major decisions together, and I knew the only car she would consider was a 103E. That was her first car, way back in the sixties, and the only one she had ever cared about.

To cut a long story short, in January 2005 we travelled to Kirkby-In-Ashfield to view UVN 96. It was love at first sight, and after a short spin we agreed a price of £1,850. Next day I travelled up with a car transporter and brought her home. Bluebelle, as we call her, was already on the FSOC register and was (and I think still is) the youngest 103E known, registered in July 1959. She had spent the years 1959-2003 in and around York, having only three owners. One was Bill Jolly, who passed her on to his nephew, Conyers Rutter.

The next two years had plainly not been good ones for the car, and had I applied logic instead of emotion at the time of viewing then we would have walked away. The petrol gauge did not work, the nearside front wing is pointing slightly upwards, and the paintwork was a strange mix of excellent and bodged. The passenger door handle was on the parcel shelf and (we found out later) there was so little oil in the sump it did not register on the



Dennis and his 103E

dipstick. The battery was not secured and the brake lights only worked occasionally. Most of these things came to light as we got to know the car over the next few days, and the only solution was to have some work done at the local garage. It was fortunate they had a mechanic able to work on an old 'un! He soon pointed out the fuel pump was dripping petrol onto the manifold, and the dynamo was incorrect because the belt was not vertical.

The bill came to almost £200, but since then we have covered 700 enjoyable miles and she sailed through the MoT in August. Touch wood, the only problem has been when the indicators packed up, but that was only a loose connection. Oil consumption is horrendous, and the engine bay is a sorry sight, but she starts and runs well. We have been to several shows, and the car is now well-known in Welshpool. We have not regretted one minute of our ownership.

## North London Area

Robin Thake

First we would like to wish all fellow sidevalvers a happy and trouble free motoring New Year. December's meeting was our Christmas meal at the 'Bunch of Cherries', where an enjoyable evening was had by all (after the normal panic - after booking the meal and ordering the food two months earlier, the pub changed hands yet again and the landlord did not have a chef, so he did the cooking). Fortunately everything turned out OK.

Things are rather slow at the moment as working in cold garages is not ideal; Andy Westwood's 300E van is making slow progress due to the cold garage and the dreaded 'D' word (decorating) but I think progress will be made in the warmer weather.

Richard and Shirley Healey, who live in Hemel Hempstead, spent a busy Sunday in December answering their telephone, as group members rang to find out if all was well after the Buncefield oil storage depot fire. We are pleased to report that their car is fine!

I recently helped a friend do some work on an 'E' type Jaguar. It taught me to appreciate



Our granddaughter Charlotte with her Daddy, looking forward to driving grandad Robin's old car

how easy it is to work on our cars. I think when they made the 'E' type they assembled all the components using a shoehorn.

Our Anglia celebrated its 60th birthday on the 1st January, but due to the bad weather

the only present it received was a run up in the garage, and no birthday cake as we have enough Christmas cake and chocolate log to last us until March, so we did not need to add to the food mountain.

## Merseyside Group

Joe Wheatley

I'm continuing to report on our activities last summer, as very little has happened up in the NW since September. Our meeting in December attracted the usual stalwarts, and we should have even more completed and new member's vehicles at the shows this year. Jill (t'boss) gave me a surprise Christmas present. She contacted Keith Ardley and obtained a new bonnet handle (airplane) for Freddy. After much fiddling, this has now been installed with the new 'spoon' that I had purchased from Keith at the Abingdon show in September. Anybody know where I can get new trim for the lower front edge of the bonnet, where the Prefect badge is mounted?

### 20th and 21st August - Tatton Park Classic Car Show

This was a bit of a logistical nightmare as Alex wanted to camp over with his mates, but I didn't! I thus enlisted Frank and my daughter Beth to help out. I took our marquee to Frank's on the Thursday, so that he could take it over in his trailer (his tow bar is now on his green Pop) on Friday afternoon. Beth took Alex and two of his pals in her Micra and all the camping gear went in the Mondeo.

When we arrived at 17.30 Frank had almost finished cutting the grass on our pitch, Bernard had put the posts and bunting around the edge, and the marquee roof was put together ready for the cover, sides and legs. By just after six the marquee was up and our

pitch looked great. Teamwork at its best! The boys and I then went off into the trees and set up camp. I ended up cooking a barbecue for seven and supervised washing up before setting off home at about 21.00. I slept very well that night!

Despite a poor forecast, Saturday dawned bright and clear. Jill, Don and I arrived at about 09.00 to find the lads all asleep. We woke them up, put in an order for bacon butties and went over to our pitch. Frank and Bernard were already on site with Frank Saunders and his sidevalve powered Mercury truck. This was at Blackpool last September and had won 'Best Commercial' at the National a few weeks ago. Just to make things more interesting, he had an engine test rig on the back of the truck, complete with 10 hp sidevalve engine and gearbox. He started this up at regular intervals over the weekend, attracting much attention from enthusiast and public alike.

Other attendees on Saturday were Chris Buxton, Simon Rennie, Bill & Adrienne Moore, and Tony Ikin (in his 100E rather than 103E). The auto jumble was as big as usual, but with more 'non-automotive' stalls, which helped, as Jill is not very keen on picking over old car bits. She even managed to get Alex two pairs of jeans for £15, which shows that he is a lot cheaper to run than his sister. Despite lower attendance on the Saturday, there must have been over 1,000 cars to view, so we all enjoyed a very full day. We left the lads with eight tins of chilli for their dinner and retired home to a safe distance.

Jill and Don declined to join me on Sunday. The weather was most peculiar as I set off,

with thick mist reducing visibility to about 25 yards. I dropped off a pass for Bill Collins as I went through Glazebrook (I think I may have woken up him and his wife) and as soon as I hit the A57 the mist cleared and Sunday turned out to be even warmer than Saturday.

We had a good turn out. Frank Wells, Frank Saunders and Bernard carried over from Saturday, joined by Ron Taylor (E83W), Bill Collins (100E Prefect), Chris Buxton (Mk2 Escort), Nigel Hilling (103E) and Ernie Wilson and family (100E Anglia). Dave Perks from Stourbridge asked if he could bring his 1933 model Y Tudor onto the stand. This had been bought new for his father's 18th birthday (there can't be many Ys still owned by the original owners family!) and had just been restored. A really beautiful little car that I hope we will see again soon.

The weather was excellent all day so we were able to pack up the marquee and camping gear in the dry. Ron kindly volunteered to bring all the gear back to my house in his E83W (amazing how much you can get in!) though he did have a problem after dropping the marquee off at my lock up. The dreaded vapourisation set in and he had to wait for twenty minutes before she would start again.

### Tatton 2006

I hope that we can get even more members participating at Tatton and the other shows in 2006. The first Tatton is usually the first weekend in June and the second during the second weekend in August. If anybody is interested in these please give me a call or drop me an e-mail. A very happy sidevalving New Year to you all.

## Cambridgeshire Area

Brian Cranswick

With the recent snow showers and freezing temperatures in Peterborough over the Christmas period, the summer seems a very long way off. Ollie my 103E is safely covered up in the garage together with Min (my Mini Cooper), both waiting for warmer times. Well, before you know it Easter will be here, which is when I normally start thinking about Mot's and planning the shows I will be attending. Just to look back and at the same time look forward for a moment to some hot weather is a photograph taken on a great summers day at the Wood Green Steam rally last July.

If any local members are carrying out any Sidevalve restorations, give me a call so I can include these in the future editions of the magazine. No more to report at this time, I would like to wish everyone a happy new year and trouble free sidevalving.



Wood Green Steam Rally 2005

# Snippets

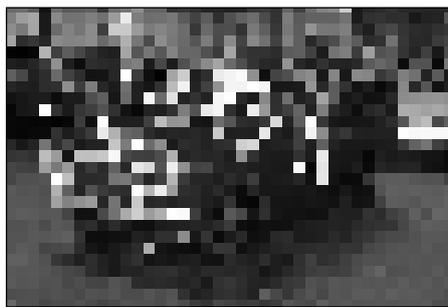
## Wrong Engine Fitted

Steve Crew is returning his 100E back to the original sidevalve power after a previous attempt at "rodding" was abandoned. He has just finished some welding on it and says he is now ready to put the engine back in. Looking at the photo though, I don't think the power this type of engine provides is going to be adequate - more spending power than horsepower!



## 100E Rally Car

Seen at the 2005 NEC Classic Car Show, this 100E was entered in the 1996 Historic Monte Carlo rally, where it came 15th. It may also have been entered in the 1991 Monte by a Mr Mackinley. The present owner has done many repairs to the car which, as you may be able to see, carries many scars of battle - presumably those roads of Monte Carlo! Does anyone know anything more about this car?



## Danish Member's Cars

This photo of Niels Poulson's E493A Prefect was sent in by him when he renewed his membership this year.

Niels lives in Redsted in Denmark and also sent pictures of a 100E Anglia and an upright Popular, which presumably he also owns, so he must be a real sidevalve enthusiast!



## Novel Use of Ford Gearbox

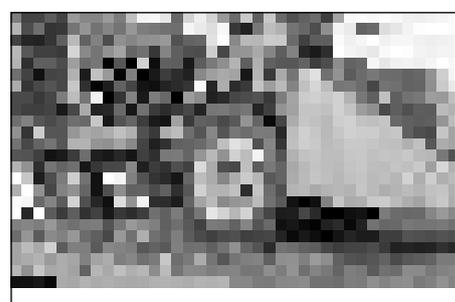
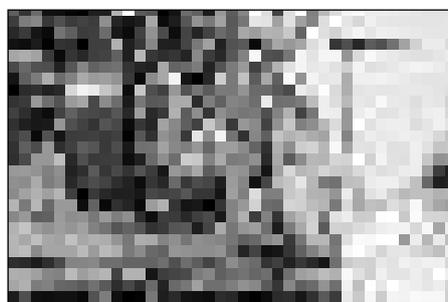
**This homemade tractor was spotted on the Great West Road Run 2005 (ably run by our very own Archivist Peter Williams). During the road run the tractor was used as a load for a preserved lorry - 1960s Bedford TK flatbed.**

The owner built the tractor in the early '60s, when the mini-tractor had not really been invented other than small ride-on mowers. The original owner ran a commercial yard and needed a small "shunter" to move the immovable around his premises. Our interest is in the choice of gearbox, which was from a Ford 10 - most likely a 103E Popular. In the style of most made-up tractors using other sourced parts, the Ford three speed was arranged to drive, through a chain, a second gearbox and thence the back axle. This eased

the engineering and ensured the low speed and multiple ratios needed in an economical way.

The entire tractor was built up from a diverse selection of leftovers - the ultimate Green tractor? The two cylinder was from a refrigerated trailer unit and adapted to fit the

sidevalve gearbox with a modified flywheel. The secondary gearbox and narrowed axle from a small lorry and the rest built from oddments. The whole tractor is a tribute to the agricultural special builder and the best news is that it is still in regular use 35 years later.



## Ute Seen on Ebay

**Ebay continues to turn up interesting models of sidevalve that would tempt any self-respecting enthusiast!**

"Well this has got to be one of the rarest motors - a 1949 Ford Prefect utility. It is a five window coupe pickup and the truck was for export only. The truck is all original and



running and will need a full restoration, but all parts are on the truck. All the mechanical parts on this truck are the same as the English Prefect car or the Ford Popular, parts are pretty cheap and plentiful, so that should not be a problem if you join the owners' club. If you were going to restore an old Ford then consider this pickup. It does require some work to make nice, but nothing major, and has some lovely touches such as: opening screen, steel dash with bakelite centre section, bench seat, banjo type steering wheel.

Fully restored and sign written, it would look great and would be excellent for advertising your business. Viewing is recommended, so come and see before you

bid. This truck was imported and the owner has all the paper work, so it just needs registering with DVLA (no taxes or duties to pay - they have all been done)."

The ute has obviously gone to a new home. Which one of you has it in the garage?



**SVN Editor,  
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editor@fsoc.co.uk**

## German Get Together?

By e-mail:

Dear John,

I'll send you some sentences in "special German-English idioms", hoping being understood a little bit. I learnt from my papers that I am member of the FSOC since 1999. Until now I did not yet succeed to ride my "100E "across the channel to meet some friends. I remarked in our last SV on page 2, that Rod Hawkins lives in my mother-country in the town of Kevelaer. I sent an email to him in german and his wife was so polite to answer in german too. Unfortunately (for me) they both will return to the UK in near future, so my hope to meet a FSOC-member in Germany was finished. Nevertheless there might be more FSOC-members on the continent, perhaps not so far away. The current membership, I read in october 2005 SV news, was 1,095, among them 91 European. How to find out, whether there are some among them, living in Germany, the Netherlands or in Belgium? Europeans could get together to install an european area group. (Isn't it possible the UK being member of the European Community already?)

Best wishes.

Gerd Dhonau. Köln, Deutschland.

*Gerd would like to hear from anyone in Germany or elsewhere in Europe with a view to getting together to enjoy the cars. Email me, the editor and I'll pass your details on.*

## Demise of Grampian Area Group

Please remove my name as contact for the North of Scotland/Grampian area group. Membership has dwindled away slowly and with the club membership fees rising yet again I feel I personally may not renew my membership for 2006 either. I have been a FSOC member for well over 20 years, but now feel the club dues are excessive. I have various other cars, for example a 1903 Oldsmobile, a couple of Model T Fords, etc, and the annual club subs for these are well under £20.

Raymond MacDonald.

## Canada Contact Resigns

It is with serious regrets I must inform you that I am going to resign from the position of Canada Contact for the club, after about 25 years, I think, of being so. I also regret to advise that I will not be renewing my membership for the 06 year. The reason for this is the fact that I have now turned the big 70 years, and although gratefully remaining in good health and without any signs to date of man's old enemy "Arthur Ritis", - but I do feel that it is time to shed off a few things. This is also due to other commitments I have taken on with old car clubs and otherwise here in Canada.

Must say that I will really miss the "News" - that was always (and is) interesting and informative. Hopefully I will be able to keep the '58 Prefect running from spares that show up on ebay, as I have for some years.

However, I hope my throwing in this towel will not cause you problems finding a replacement this side of salty water, and hope you will regard this as otherwise normal attrition.

In passing my best wishes to the club for 06 and future years, and also the club's officers and members I have been in contact with.

Sincerely,  
Ed Ingold.

*If anyone would like to be the club contact for Canada, please contact Shirley Wood.*

## Original/Non Original?

Dear Editor,

My wife and I are fairly new to the classic vintage car scene. We have a 1958 Ford Popular in what we know as original condition, and had her on display at various shows during the summer of 2005 (the car, not the wife!). We have seen many beautiful cars and met some very interesting people, some of which have had the same model car as us.

I have an issue that perhaps your members can help me with. As I have mentioned, our vehicle is as much original as I can tell, but we have seen other cars of all makes, restored, re-chassised, re-upholstered, re-engined and re-sprayed, but all are advertised as original. In my opinion, there is nothing left original about the car at all! Are there any hard and fast rules about this, or guidelines? I would love to spend thousands of pounds on my car (if I could).

To re-iterate my point, there was a famous scene in an episode of "Only fools and horses" where Trigger stated that he'd had the same broom in his job for the last 10 years. It had had eight new heads and twelve new handles, and someone said "well how the heck could it be the same broom then?" My point exactly.

Vic Scales.

## Worth a Fortune?

By e-mail:

Dear Teresa,

I feel it necessary to share my thoughts with my fellow sidevalve enthusiasts regarding how collectable our vehicles really are. I have been a member for eleven years and during this time have owned two 103E saloons, two EO4C 5-cwt vans and one 300E 5-cwt van, (along with some other non-Ford classics). I'm passionate about keeping classic vehicles on the road and in particular, keeping them as original as possible, a thought that other enthusiasts would surely share? I have therefore been somewhat surprised with the comments and attitude from so-called enthusiasts whilst selling my 1945 Fordson E04C 5 cwt van recently.

A rare surviving van with original registration number, buff log book, running gear and features. An excellent runner with MoT and tax, extensively restored some ten years previously, but in need of some light cosmetic body/paintwork to finish it off. I was completely open and honest with any potential buyer about the required work and indeed sent out many photos by post and email attachments. However, I was greeted with comments you would expect from someone buying a four year old Transit! Ranging from "has it got an immobiliser?", "has it got an alarm system?", "what does it do to the gallon?", and the ultimate from a "genuine Ford enthusiast", who was probably near retirement age and had travelled one hundred miles with a trailer unit late one Sunday night - "I'm going to have to do a lot of work on this, so I can only offer you a couple of thousand for it" - this was from an asking price of £3,995, so he was offering me half!

Bearing in mind that I had refused two or three sensible offers from some younger buyers who wanted to customise it, and I had also refused about five people who wanted to buy the number plate only, I wondered why I was bothering to stick to my principles and who is the fool?

Anyway, the story has a happy ending because I eventually sold it to a like-minded enthusiast of similar age who loves it and intends to keep it original and enjoy showing it.

I now own only one sidevalve, again a 1947 Fordson E04C 5-cwt van, which is in beautiful condition and sign-written with my business, Peakirk Bookshop. It is my pride and joy and whenever people see it, they say "That's rare - it must be worth a fortune because you never see one of these for sale" ..... I just smile!

Jeff Lawrence.  
Peterborough.

# From The Archives

Peter Williams

In the course of cataloguing the books in the Club's archives, several intriguing publications have come to light. Here are details of two of them.

## The Search for Its Origins

'How To Trace The History of Your Car' is by Philip Riden, published in 1991 by Academy Books of London. I thought I'd struck gold. This could be the answer to the prayers of all those restorers trying to persuade DVLA that their car should be allowed to carry its original registration mark. But don't get too excited, the title should have continued 'if only most of the records hadn't been destroyed in the 70's'. However, there may be good news for some people, it all depends on where and when your vehicle was first registered.

The first half of the book is a history of motor vehicle registration marks in the British Isles, starting with the Motor Car Act of 1903 and the subsequent Motor Car (Registration and Licensing) Order issued by the Local Government Board on 19 November 1903. The Act came into effect on 1 January 1904 but owners could volunteer for the new registration numbers before that date. These early marks consisted of 1 or 2 letters followed by up to 4 numbers. By 1932 the scope for further expansion of this system was exhausted and the more familiar 3-letter, 3-number format began to be used. For example, Hampshire, having reached AA 9999, began issuing AAA, BAA, CAA etc. When this also failed to keep pace with the growing motor vehicle population after the second world war, local authorities were instructed to reverse the order of letters and numbers. This kept things going until the early 60's. The practice of adding a suffix letter to denote the year began in 1963 in some areas and in all areas by 1964 with suffix letter 'B'.

The major change from local authority to central registration was introduced in The Vehicle and Driving Licences Act of 1969 and

the transition was finally completed in 1978. Now we come to the sad part. The Act did not make clear what was to be done with the old records and many were simply destroyed. Thankfully some were transferred to local Records Offices and have survived.

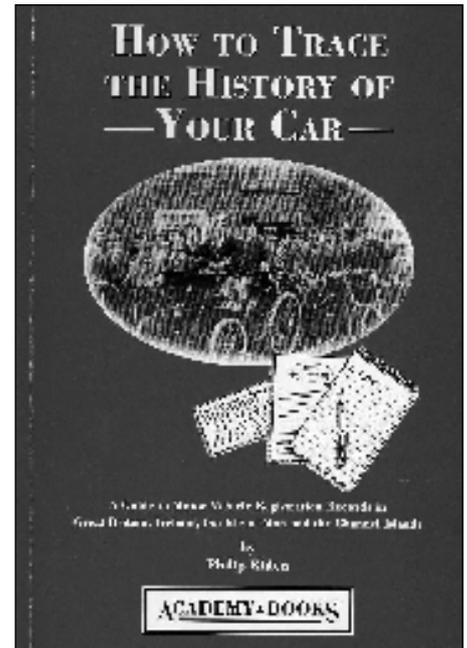
The second half of the book consists of a list of all the registration marks that have ever been used and the known fate of their records. Unfortunately, in the majority of cases, the records are shown as 'destroyed'. Where they are known to survive, the relevant years are given and the location of the Records Office that holds them. The address and telephone number of each of these offices is listed at the back of the book. To give a few examples; it appears that nothing survives from London or Birmingham, but Kent seems to have saved everything from the 1920's to 1974.

As far as I know the book is no longer in print, but it may be available in second-hand book shops. If anyone would like to know what the entry is for their particular registration mark contact the registrars as they have copies.

## Everything You Needed to Know.

The second book to be reviewed this time is a little hardback with a label on the front cover that tells us it was given away by the Standard Motor Co. Ltd. and Edwards Motors (Doncaster) Ltd. Are they still in business? The book is called the 'Motorists Manual' and is dated 1956. It illustrates the different level of knowledge and experience of motorists in those days and the different attitude manufacturers took to their customers.

The book contains facts and figures and advice on every aspect of owning, running and driving a car, including crossing the Channel. There are sections on 'why your car works', 'get the most from your car', 'extras and accessories', 'the art of driving', 'your car and the law', 'touring maps', 'insuring your car' and even a list of recommended hotels.



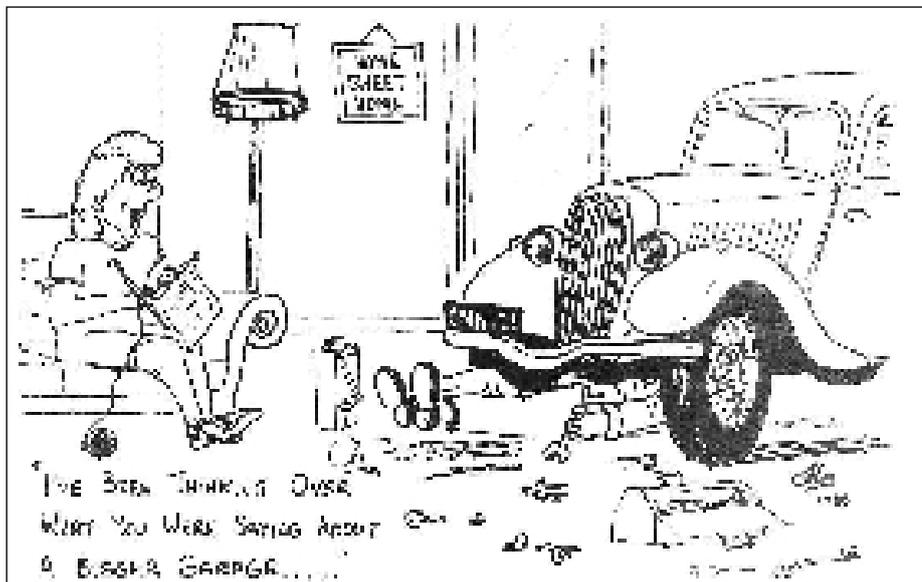
The photograph on the cover shows the first car to be registered in Middlesbrough. It carries the registration number DC 1.

Under 'why your car works' is a very full explanation in layman's terms of how every important part works, including such details as variations in combustion chamber shape, how a coil generates a spark, how a rear axle differential works, etc.

In the 'extras and accessories' section, the pros and cons of various alternatives are discussed. It considers that insect deflectors (a curved plastic thing that used to be fitted at the front of the bonnet) are rarely effective and, indeed, may result in bugs being deflected from the central area of the windscreen into the direct line of the driver's field of vision. The book points out that opinions differ on the subject of radios in cars. It says that 'there are those who believe that a radio is a needless and dangerous distraction when motoring and others who consider that it is essential to make the tedium of a long journey bearable.' It is indicative of the time the book was written that there is a heading in the 'accessories' section for 'trafficators'. The problem of getting new technology accepted is illustrated by the opening sentence 'That we are not alone in disliking the present fashion of winking traffic indicators is shown by the attitude of certain Chief Constables to this subject.' (but it doesn't explain what their attitude is!).

Under 'your car and the law', the section on 'drunk in charge' advises motorists that 'it is almost always wiser to choose to be tried by a jury rather than magistrates. On careful consideration of the evidence, a jury may find that the motorist was merely tired and angry and not in the least the worse for drink or drugs.' It points out that a jury will consist mostly of fellow motorists!

All in all a very interesting and useful book that vehicle manufacturers should consider updating and presenting to their current customers.



Another cartoon from John Howe's book - available from the Club's Regalia section.



# February 2006 Spares & Regalia Lists, Pop Shopper and Order Forms

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

Note that all prices for FSOC regalia and spares include VAT, postage and packing.

## Regalia List

### Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£17.50
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.00
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.00
Reprint Model Y Bulletin.....	£11.75
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.....	£19.50
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.....	£0.60
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.....	£0.75
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	

### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.25
Running in booklet Anglia / Prefect (date 9/49).....	£1.45

## 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).....	£29.95
100E - 2035	Front shoe return spring kit.....	£3.70
100E - 2038	Adjuster repair kit (front).....	£13.50
100E - 2061 - A	Wheel cylinder pre 57 right hand side (exchange £10 surcharge *).....	£35.00
100E - 2061 - B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E - 2062 - A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E - 2062 - B	Wheel cylinder 1957 onwards left hand side.....	£12.50
100E - 2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
/ 02062-B	Hydraulic flexi hose.....	£13.25
E0A - 2078	Master cylinder.....	£72.00
E66 - Z - 1	Master cylinder repair kit.....	£7.50
100E - 2207 - B	Dust cover wheel cylinder.....	£0.50

### Rear Brakes

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

### Models

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£6.50
Ceramic Cream Model of 103E Popular.....	£4.60
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).....	£1.10
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>Sky Blue or Racing Green in SM/Med/L/XL/XXL;</i>	
<i>Burgundy in Med/L/XXL</i>	
<i>Red, Black or Royal Blue in Med/L/XL/XXL; Navy in Med/XXL; Jade MED;</i>	
<i>Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£12.60
<i>Lemon, Sky Blue or Emerald in SM</i>	

### T-Shirts

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

### Other Regalia

Blue FSOC Mug.....	£3.90
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).....	£1.25
Licence Disc Holder.....	£0.75
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 - 2119 - B	Compensator (hand brake cable).....	£5.00
100E - 2220 - A	Rear brake shoes 7" diameter (up to Jan 1955).....	£16.50
100E - 2220 - C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£16.50
100E - 2261 - B	Rear wheel cylinder 7" (53-55).....	£14.00
100E - 2261 - C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only - old unit must accompany order.....	£35.00
100E - 2261 - D	Rear wheel cylinder 8" (57 - 62).....	£15.80
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£7.00
100E - 2295 - B	Hand brake cable.....	£31.50
100E - 2857B	Hand brake clevis.....	£1.50
	100E Rear shoe return spring (set of 4 - £22.00).....	£6.00

### Steering and Front Suspension

E55 - DB1	Top suspension mount.....	£40.00
E55 - DB1	Pair top suspension mount.....	£75.00
E55 - DB1	Pair top suspension mounts and 2 sets mount bearings ...	£110.00
	Mount bearings per side - 2 x E 38- DB1 plus 2 x E 37 - DBB.....	£23.00
100E - 1190	Hub seal 0.983".....	£7.00
105E - 1190	Hub seal 1".....	£7.00
105E - 1201	Hub bearing inner 1".....	£12.00
Y - 1202	Hub bearing inner 0.983".....	£20.00
Y - 1216	Hub bearing outer.....	£12.00
100E - 3073	Track control arm repair kit.....	£16.00

E - 20 - LB - 1	Stud and bush.....	£15.00
100E - 3063	Bushes per set (track control arm / cross member).....	£7.00
100E - 3078 - C	Track control arm right hand (exchange £10 surcharge *) .....	£27.50
100E - 3079 - B	Track control arm left hand (exchange £10 surcharge *) .....	£27.50
100E - 3289/90-B	Pair track rod ends .....	£22.00
100E - 3304	Drag link (exchange £10 surcharge *).....	£25.00
	Front suspension bush kit – 4 x E-10-DB- and 8 x 3063 .....	£25.00
E - 10 - DB - 1	Bushes per set (track control arm / anti roll).....	£7.00

### Rear Axle

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

### Exhaust

100E-5250 /5225/5255	Stainless steel exhaust system, 100E only.....	£125.00
	Clamp (silencer outlet pipe).....	£1.35
	Van silencer – mild steel .....	£20.00

### Engine Parts

100E-6038	Engine mount.....	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040").....	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£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") .....	£28.00
	Small end bushes (set of 4).....	£23.50

### Clutch and Gearbox

EOA-2078E	Flexi hydraulic hose.....	£13.00
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *) .....	£32.00
E149-Z-1	Slave cylinder repair kit, 100E only.....	£4.00
100E-2140	Master cylinder .....	£72.00
E66-Z-1	Master cylinder repair kit.....	£7.00
E74-7580-A	Release bearing .....	£10.00
100E - 6068	Gear box mounting (exchange £10 surcharge *) fits 100E and early 107E.....	£18.00
100E - 7039	U / J repair kit .....	£9.00
100E - 7052	Front oil seal.....	£7.00
100E - 7086	Gasket tail shaft housing.....	£1.80
EOA-7107-A	Ring synchroniser blocking .....	£5.00
100E - 7111	Counter shaft.....	£10.50
100E - 7114B	Gear and bush assembly .....	£25.00
Y-7119	Washer (counter shaft gearbox thrust).....	£6.25
100E - 7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *).....	£30.00
100E - 7657	Rear oil seal.....	£7.00
100E - 7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£44.50
100E-17286	Ring speedo gear retainer .....	£1.00

### Cooling System

EOA-8100	Radiator cap, fits 100E and 107E.....	£3.60
100E - 8115	Radiator drain tap (not original) .....	£3.50
100E - 8260A	Early top radiator hose, 100E only.....	£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-9627-A	Rubber (air cleaner) .....	£5.95
100E-9276	Gasket (fuel tank sender).....	£1.00
100E-9288	Flexible fuel pipe .....	£14.50
100E-9959	Gasket carburettor float chamber.....	£1.45
	Fuel pump .....	£36.50

### Ignition System

7V - 12098	Distributor only (rebuilt - exchange £10 surcharge) .....	£50.00
100E - 12116	Nut H.T. lead distributor cap (set of 5).....	£3.00
105E - 12116	Distributor cap (D type) .....	£17.50
100E - 12199	Distributor cap (round type) .....	£14.75
EOTA - 12199-C	Contact set (D type distributor only) .....	£6.50
100E - 12200	Contact set (round type distributor only).....	£6.50
100E - 12300 - B	Rotor arm .....	£2.75
105E - 12300 - A	Condenser (D type distributor only).....	£6.50
100E - 12405 - T	Condenser (round type distributor only).....	£6.50
	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
EOA - 10505 - D	Voltage regulator (screw terminals).....	£28.00
100E - 11001 - C	Starter motor (exchange £10 surcharge *).....	£43.00
105E - 11057	Brush set starter motor.....	£33.00
204E - 13007A	Headlight bulb pre focus 40 / 50 watt .....	£3.50
EOA - 13011	Headlight unit (Wipac, Lucas equivalent) .....	£22.50
EOA - 13480	Brake light switch .....	£6.50
E1050 - NC - 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
100E - 134641 - C	Pair of rear red tail light lamp lenses .....	£26.50
50563 - S		

### Badges

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

### Miscellaneous

E40GB1	Gear lever gaiter.....	£20.25
100E - 17262	Speedo cable .....	£17.50
100E - 9627A	Air cleaner rubber, 107E only.....	£3.50
100E - 964280	Window winder handle .....	£5.15
100E - 7010128	Right hand side door sill.....	£35.00
100E - 7010129	Left hand side door sill .....	£35.00
100E - 7029744	Rear side window rubber per side (2 door model).....	£15.50
100E - 7042084-B	Rear screen rubber - deluxe only.....	£29.95
100E - 7043504	Boot handle rubber escutcheon seal (Anglia / Popular).....	£1.95
100E - 7303110	Front screen rubber .....	£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
105E - 9448	Manifold gasket, 107E only.....	£2.00

E258 - GD1	Clutch slave cylinder, 107E only.....	£25.00
E72 - Z1	Clutch slave cylinder kit, 107E only.....	£4.00
105E - 7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£26.00
105E - 7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
107E - 8260	Top radiator hose, 107E only.....	£6.95
107E - 8286B	Bottom radiator hose, 107E only.....	£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).....	£9.55
E93A - 2248	Rear axle brake plate securing bolts, long (each).....	£5.05
7W - 2249	Rear axle brake plate securing bolts, short (each).....	£5.05
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).....	£61.40
E83W - 2580/1B	Front Brake Cables (Pair E83W).....	£20.25
7W - 2580/1/4/5	Set of Brake Cables (not E83W).....	£59.95
YE - 2793	Spring (handbrake lever pawl).....	£0.75
7W - 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£16.25
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

E83W - 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE - 3290 - E }	Track Rod Ends (pair) all saloons and 5cwt vans.....	£62.50
E93A - 3290		
	Track Rod Ends (pair) E83W.....	£60.00
YE - 3304C	Draglink (Y model).....	£69.50
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models).....	£1.65
YE - 33111	King Pin Set, complete (Model Y).....	£65.00
CE - 33111	King Pin Set, complete (Model C).....	£65.00
7W - 33111	King Pin Set, complete (7Y,7W, Anglia, Popular, Prefects, 5cwt vans).....	£52.00
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).....	£5.25
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.....	£1.95
Y - 4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.50
	Shock Absorber - except Models Y and C (exchange £20 surcharge).....	£65.00
	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
	Front Shock Absorber Link to fit E83W.....	£25.00
	Rear Shock Absorber Link to fit E83W.....	£25.00
	Front wheel bearings (wheel).....	£56.00
	Front wheel bearings (per axle set).....	£110.00
	Suspension Buffer (fits all models except Model Y).....	£14.25

### Exhaust Systems

E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£115.00
	E93A-5255-C	
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system.....	£115.00
	E04A-5255-B	

### Engine Parts

E493A - 18666-A	Pipe (cleaner outlet) assembly and	
E493A - 18666-B	Pipe (cleaner inlet) assembly.....	£44.70
E93A - 18670 }	Oil Filter Unions (pair) (fits all engines).....	£8.25
E98T - 18672		
	Oil filter.....	£35.00
Y - 6038	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).....	£45.95
CE - 6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A - 6505F	Long Exhaust Valve (Can also be used as inlet).....	£14.50
Y - 6513	Valve Springs (set of eight) (fits all engines).....	£10.50
Y - 6520	Valve Cover (fits all engines).....	£5.85
Y - 6560	Drive Bush (oil pump and distributor) (fits all engines).....	£4.50
Y - 6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£3.95
Y - 6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.00
Y - 23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y - 6610B	Oil Pump Gear (fits all engines).....	£4.50
YE - 6623	Oil Pump Screen (fits all engines).....	£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 (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).....	£20.00
	Valve guide (per set).....	£149.50
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.....	£17.00
Y-7090	Universal Joint.....	£30.00
103E - 7114	Counter Gear (10hp).....	£45.95
Y - 7119	Washer (Counter shaft gear thrust).....	£6.25

**Please note that all our prices include VAT, postage and packing!**

CE - 7141	Reverse Gear .....	£24.50
YE - 7222	Selector Housing.....	£19.05
Y - 7523	Clutch return spring .....	£5.00
7W - 7533	Clutch linkage clevis pin.....	£2.00
Y - 7550	Clutch Plate - All models, except E83W (exchange £10 surcharge).....	£25.00
7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge) .....	£59.50
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge) .....	£65.00
E74 - 7580A	Clutch release bearing - All models.....	£10.50
E70 - 7600 - A	Clutch Pilot Bearing.....	£4.50
C - 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W - 943070	E83W Gear Lever Gaiter.....	£19.95
	Complete Clutch Assembly – All models (exchange £20 surcharge).....	£85.00
Y - 2454	Clutch Pedal (exchange £10 surcharge – remove rubber from old pedal).....	£9.95
Y - 5102	Gearbox Rubber Mounting (Y and C models only).....	£29.50
	Large selection of used gearboxes available (collection only).....	£30.00

**Cooling System**

E0A - 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.80
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).....	£9.95
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**

E493A - 9030	Fuel Pump repair kit .....	£26.50
E04A - 9080	Locking Petrol Cap (fits all models including 100E).....	£22.50
7W - 9080	103E/E494A Petrol Filler Grommet .....	£12.75
BE-9288-A	7W / E93A /E493A Petrol Filler Grommet .....	£10.45
YE - 9355	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).....	£0.95
YE - 9374	Gasket (fuel pump to cylinder).....	£0.90
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
	Rebuild 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
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) .....	£0.55
YE - 12199B	Contact Set (All models 1935 onwards).....	£6.50
YE - 12200C	Rotor (All models 1935 onwards) .....	£3.00
YE - 12300B	Condenser (All models 1935 onwards) .....	£7.90
52 - 12405A	Spark Plug, L86C (All models also 100E).....	£2.50

**Electrical System**

E494A - 10001	Dynamo - 2 brush, early type .....	£60.00
	Dynamo - 3 brush, early type only (exchange £10 surcharge).....	£110.00
E494A - 10001	Dynamo - 3 brush, late type only (exchange £10 surcharge).....	£87.50
YE - 10160	Felt (dynamo drive end bearing).....	£0.55
E93A - 11001	10hp Starter Motor rebuilt (exchange £10 surcharge).....	£110.00
YE - 11001C	8hp starter motor (exchange £10 surcharge) .....	P.O.A.
7W - 11359	Spring (starter pinion retaining).....	£0.50
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) .....	£0.50
CE - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£0.50
E493A-13068	E493A Gasket (headlamp lens to door dust excluder)	

YE - 13081	(E493A Prefect only) .....	£4.00
	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).....	£20.00

**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
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair) .....	£21.50
E93A - 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) .....	£1.95
E83W - 111172	Opening windscreen rubber for E83W .....	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£0.33
48-702610A	Door post rubber bumper (one per door post 1937 onwards) .....	£2.35
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards).....	£2.10
100E - 7043531	Boot T Handle Escutcheon rubber seal .....	£1.95
62E - 731942	E83W Door Rubber seal (enough for both doors).....	£13.50
7W - 940502	Opening windscreen rubber for Prefect and 5cwt van .....	£15.50
7Y - 940502-B	Front screen rubber for 103E/E494A/E04A .....	£13.25
7W - 941480 / 1	Weatherstrip door bottom (per ft) All saloons 1937 onwards.....	£2.75
7W - 970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E - 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£13.25

**Miscellaneous Body Fittings**

E03CF/A - 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E - 8213-A	Ford Popular Grille Badge (103E Popular) .....	£9.10
E494A - 8215	E494A/E494C/103E Grille Badge Mount .....	£14.25
E83W - 8215 - A	E83W Grille Badge Mount .....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) .....	£5.90
YE - 16750B	Bonnet Clip (Y model).....	£5.85
103E-17261 / 2-B	Speedo Cable (state model) .....	£18.50
C46412AR	Dovetail (female) .....	£4.00
CE - 17515A	Grommet (windscreen wiper).....	£3.50
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included) .....	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van .....	£29.95
E493A - 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£29.95
E493A - 7022401	E493A Prefect Non Locking Door Handle complete .....	£16.90
E93A - 7043500	Locking Boot Handle, chrome plated, with keys .....	£11.60
C - 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) .....	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E).....	£11.75
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).....	£14.50
	E83W wing mirror .....	£15.00
	Reconditioned window regulator (please return old unit with order).....	£45.00



# 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

7W, 1937, 4 door saloon with factory sunroof and original green leather seats, restored 10 years, recent engine rebuild with unleaded seats, MOT April, full history in pictures, well-known car within club, £3,950. Telephone: Philip Birch 01531 820575, Gloucester. E-Mail: philipbirch@tiscali.co.uk

Model Y in state of disrepair, complete but rough, original log book, one owner. Telephone: Jason Taylor 01749 850811, Somerset.

## Post-War Upright for Sale

1953, 103E Popular for sale, non-runner, original, with lots of spares and buff logbook, been in family for 30 years, Warwick green, OFFERS. Telephone: Mr Standing 01883 714833, Oxted, Surrey. E-mail: jam.standing@btopenworld.com

E493A Prefect, 1952, green, excellent condition, MOT Oct 06, gift from Ford to retiring director, £3,500 ono. Telephone: R Bazell 01233 732254, Kent.

1949 Ford Prefect, E493A, original logbook, new MOT, Original black/brown interior, history & documents, new tyres/battery, O I R £2500.00 Telephone: David Mycock 0161 367 7577, Manchester. E-mail: david@dcsexpress.co.uk

E494A 1953 Anglia, black, MOT, recon gearbox, recent decoke, stainless steel exhaust, average condition, kept garaged, email photos available, £1,500 ono. Telephone: Richard Thorne 01822 810535, South West. E-mail: rgt347@btinternet.com

1958 Ford Pop (sit up n beg), Picture below. 100E engine fitted inc alternator kit, very solid, no rust, very good strong little car, V5C/sorn, been stored, runs and drives, but needs minor tlc to make good inc rad, carb gaskets and headlining, odd scratches etc. easy restore, NO RUST! Impending house move forces reluctant sale, ring for details, no agencies please. Telephone: Chris 01902 758955, West Mids/Shropshire. E-mail: shadowracing@fsmail.net



## 100E/107E for Sale

100E Popular, 1960, light blue, MOT and Tax March 2006, good runner, looking for new home, some spares, needs TLC, solid, no welding, £700 ONO. Telephone: Lionel White 01329 513519, Hants. E-mail: chris\_chalky@tiscali.co.uk

100E Prefect, black, one family owned, taxed, mot, offers on £1,200, Telephone: Peter Dell 01225 866560, Bradford on Avon.

Estate, 1960, striped to the shell, all welding completed, recon engine, many parts, some new, £250. Telephone: John Ling 01298 816445 or 07789 101516, High Peak (between Sheffield and Manchester). E-mail: lingy@tiscali.co.uk

107E, purple & grey, good solid car, needs a little cosmetic TLC, runs sweetly, but MOT expired, lots of provenance, £850 ONO. Telephone: Mark Lane 01622 734149, Kent. E-mail: markadrianlane@hotmail.com

100E Prefect, 1955, Bristol Fawn, MOT until September 2006, S/S exhaust, £500 just spent on new front strut inserts, top mounts/bearings and front brake cylinders. Family owned from new. Original logbook, manuals and MOT's etc. Some work is required on the interior trim and paintwork. £850 ono. Telephone: David Job 01865 863358, Oxford. E-mail: davidjob@djob2001.freemove.co.uk

Popular deluxe, original panama yellow, would benefit from respray, generally excellent including upholstery due to life in garages, STK 762 worth £1,500 min, so OIR £2,500. Telephone: Peter Newton 07751 963369, Dorset. E-mail: plnewt@yahoo.co.uk

100E Prefect for sale (picture below), stored in a barn, complete apart from a holed front screen and a rear light. Covered in surface rust, but very solid, with doors, boot and bonnet being in very good condition. some rot in the sills and the join where the wings meet the front panel, interior is very good. £200 Telephone: Kevin Blowers 01502 476447.



## Wanted

100E handbrake cable new or used. Area: West Midlands. E-mail: kevinruffarrington@hotmail.com

A post-war 8hp cylinder head, within 50 miles of Chelmsford please. Telephone: Brian Watts 01245 354116, Chelmsford, Essex.

An engine for my E493A Prefect - I would prefer working. This is the only thing I need to put it back on the road. Telephone: Alan Gaskell 01706 525278, Rochdale. E-mail: alixgaskel@aol.com

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Petrol gauge, good/repairable boot lid and L/R rear side window trim for E494A, also other odd parts wanted, preferably in my area.

Telephone: Colin Read 07957 557793,  
Norfolk.  
E-mail: norviccol@yahoo.co.uk

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100E, 1956, Escort drivers seat for Squire, Escort or Thames, colour preferably red, but condition not critical. Telephone: 02392 595912 Hampshire.  
E-mail: Cliffrees2002@yahoo.co.uk

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Model CX door handles. Telephone: Ivor Bryant 01454 411028.

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Best condition E494A, E493A or Pop 103E. Can get up to £2,500. Ideally within 100 miles of Cambridge. Telephone: Ian Kemp 07768 157615, Cambridge.  
E-mail: (preferred) ian@kempbase.plus.com

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E494A or E04A "upright" Anglia, or possibly any 100E or derivative. Must be in truly excellent restored or original condition. Preferably NOT a black one, but condition is more important to me than colour. Good home assured for the right car! Telephone: Mark 0121 745 1027 (please leave a message if no reply), West Midlands.  
E-mail: mark@markbradbury.wanadoo.co.uk

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10HP E93A engine within 150 miles from Poole with starter motor, anything considered. Telephone: D Harland 01202 623070.  
E-mail: email@davidharland.co.uk

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Speedometer clock for 1939 Ford 8, will pay price + postage. Telephone: Armour Jackson 07798 666935, N.Ireland.

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Differential from 107E or 307E, prefer 4.4 might consider 4.1. Telephone: Lyn Padfield 01443 838843.

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## Spares for Sale

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Pair of working 6v post-war trafficator units £25. New pair Wipac Popular headlight units £20. Telephone: Brian Watts 01245 354116, Chelmsford.

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Ford 8 engines and gearboxes etc, Scintilla magneto, Telephone: Brian Jones 01935 824 543, Yeovil, Somerset.

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Pop/Anglia grilles, boot lids requiring repair, Model Y welded fixed trailer axle, Mickey Mouse indicators (Enfo), Anglia and 7Y instruction books, Pop headlights, etc, etc. Telephone: Ivor Bryant 01454 411028.

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2 exhaust valves, 3 cam followers, 1 head gasket set for 10 hp engine, all are new and genuine original Ford manufactured. Telephone: Richard Shuttleworth 0121 745 1155, Birmingham.  
E-mail: richardshuttleworth@hotmail.com

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7W seats for sale, front and rear, need recovering but complete, also complete set of Bakelite trims. Telephone: Andy Snell 07970 177196, Essex.  
E-mail: andysn@btinternet.com

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103E gearbox £30, radiator £25, bonnet £20, radiator grille £20, wheels and tyres £10, all glass plus more, phone for list. Telephone: Robert Lea 020 8597 0320, Romford Essex.  
E-mail: wendy.j.lea@jpmorgan.com

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Pair of new rear reflectors marked 100E -13450.C.Enfo red, curves approx 4" tall, 2 hole fixing with serrated outer edges £20.00 + P&P. Telephone: Alan Hart 01608 661047, Warks.

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Breaking Ford Prefect or will sell complete also engine, gearbox, back axle and many more spares. Telephone: Kevin Smith 02476 278557 or 07780 507409, Coventry.  
E-mail: kevin.smith570@ntlworld.com

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E493A spares for sale, engine, g/box axle, doors bonnet, boot lid etc, gaskets plus very many other items, too many to list. Its all got to go! Telephone: Kevin Sharman 0121 353 7756, West Midlands/Birmingham.  
E-mail: spanner.sharman@blueyonder.co.uk

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100E Mirror clock, 103E window regulator, Y petrol tank, distributor, petrol pump, 5 x 17" wheels, starter switch, carb, engine 8 and 10 rebuild, old tyres, clutch disc. Telephone: T. Brandon 01449 711837.

## Miscellaneous

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Pattison Rolla/Tractor agricultural machine. Telephone: Brian Jones, 01935 824543, Yeovil, Somerset.

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FSOC News - 89 issues complete. April 1990 to Dec 2004 inclusive. Plus Aug 1989 & Dec 1989 issues. All in 8 club binders and all in immaculate condition. Buyer collects, £100 ovno. Telephone: Richard Heath 0208 669 3119, Wallington, Surrey (10 mins J7, M25).  
E-mail: rheath@telinco.co.uk

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FREE : Back numbers of Sidevalve News from February 2000 to December 2004 inclusive. Telephone: Mike Vernon 01206 853318, Colchester.  
Email: michael.vernon61@uwclub.net

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# Anglia, Popular & Prefect Register

Andy Main

May I use my first few words of 2006 to thank those members that sent me Christmas cards and good wishes - very much appreciated. I have continued to receive details following past comments on period photographs that include sidevalves that have been featured in other publications. Before publishing them copyright needs to be obtained, however please keep sending in any sightings.

## Television Sightings

Television occasionally features a sidevalve, and on 9th September 2005 on the BBC 2 programme "Animal Park", a 100E Anglia was featured. With the introduction of lions at Longleat House, Wiltshire, car owners could drive within the enclosure. At times when the lions could not be seen, the car passengers would get out their cars for a better view! It was not unknown for them to get the Thermos out of the boot and the wardens even saw one driver check the oil! There was therefore a need to educate those that entered the lion enclosure. In 1966 a black and white film was made that featured the 100E Anglia, registration XYV 521, a London registration issued from November 1959. The film shows the 100E with suitcases on the roof mounted luggage rack. Soon afterwards the lions approach and one pulls the dummy off the passenger door, whilst one tries to pull the luggage off the rack. The film ends there.

My other television sighting was on the Ken Russell film "Tommy" broadcast in 2005, but I believe that it has been shown before. In the street scene set in World War Two, bombed and burning buildings featured and on fire in the street a 103E Popular. Whilst the 103E Pop was not in production in the 1940's, and therefore historically incorrect, perhaps in scrap condition prior to filming, the 103E would not have been a major loss, and most viewers would not have noticed the wrong model for the period.

## Icons

ICON: a person or thing regarded as a symbol of belief or cultural movement (Collins English Dictionary). We all have personal icons, which may include our Ford sidevalves. Never to be assembled again at Dagenham or Doncaster, nor driven through towns or cities with trolleybuses as the provider of public road transport. At conception, the 8 and 10hp sidevalves were the latest in technology and at the end outdated. Many families owned them new or secondhand and many members were brought up in them. It is therefore most encouraging that there is growing interest in buying that model to re-live some of that past experience. Regretfully those remembered registrations are now in that very large



Photo 1: Rob in 1967 with his Dad's Pop.



Photo 2: Rob washing the same Pop in 2005!

scrapyard that is now unreachable. The last upright model, the 103E Popular, was produced between 1953 and 1959, initially at Dagenham, before transferring production to Doncaster.

In the west of London in the early 1950's a new London bus was being developed for the trolleybus replacement programme. The first bus was displayed at the 1954 Commercial Motor Show held at Earls Court and entered service following extensive testing in 1956. Known as the Routemaster, the double decker bus entered fleet service in mid 1959, as the 103E Popular production was coming to an end. Whilst Popular production was 155,000, Routemaster production was nearly 2,900 and a designed life of 17 years. Overhauled many times, the last main Routemaster route ran in London on 9th December 2005. Ten now operate on two short sections of longer routes marketed as "heritage routes". The Government has launched a website to encourage an interest in culture, and from the list of twelve national icons the Routemaster bus has come eighth.

Whilst the Routemaster was being developed so was the new look sidevalve - the 100E Anglia and Prefect models. Perhaps one day the Ford sidevalve may join the expanded list, as so many people come up to us at rallies and say "I owned one of these and visited xyz in it" or something along that conversation.

## Popular Pair Continued

Robert Marshall was featured on these pages in the October 2005 magazine. His father purchased one of Robert's Populars on 2nd March 1967 and as a child Robert used to play in it. Robert has now found a photograph of himself taken in 1967 with SAU 190 (photo 1) whilst Robert is photographed in 2005 washing it (photo 2).

## Another On The N. London Railway

This 1966 photograph (below) features the street level building at Bow North London Railway Station, which includes an E493A Prefect. Closed to passengers in the 1940's, the upper storey was removed in 1957, the ground floor was used as a parcel depot until it closed in 1965. Following increasing dereliction the station buildings were demolished in November 1975.

This photograph is re-produced with the kind permission of Connor & Butler Ltd, 25 The Colchester Business Centre, 1 George William Way, Colchester, Essex CO1 2JS. It appears in 'The London Railway Record', October 2005 in an article 'Discovering London's Closed Stations In The 1960's' by Ian Baker.



Photo 3: Bow Station in 1966

# Pre War Register

Yvon Precieux

## Registrar's Comments

Another dawn and another year for the FSOC. What's in store? Well, let's hope our summer this year will be warmer and more consistent than last year. Henry, my Model C, is still going well, and I hope to have the rear wings back on "Agatha" my 103E "Pop" by summer, with "Slack Alice", the pre-war special, put together by the end of the year. I forgot last year to mention that when Christine and I were down in Devon, etc, in September, we espied a nice, green 100E motoring towards the town of Exmouth, a club member maybe? These days one does not see too many older cars during a weekday, although on my trips to London, the capital still exhibits a fair variety of very collectable vehicles of the older variety in its suburbs.

## Letters

Over the period of Christmas to the New Year, quite a number have filtered through with the Xmas post. An unusual request was via Ian Niblett, who some few years back was working on a film called "Piccadilly Jim", in which four Model "Y" Fords were involved. In talking to the owner of one of the Model Y's, clocks and watches were discussed and the owner of one of them was able to provide Ian with an address of a reputable watch repairer in North London near to where he lived. Having misplaced the address, a request is put out to the member who may recognise the location, (looks like Kingsway just before Aldwych) and be able to provide Ian with the details of the elusive North London watch repairer. Ian's email address is [entuition@fsbdial.co.uk](mailto:entuition@fsbdial.co.uk).

Photo 1 (ignore the Roller - it's the 4 vehicles behind), I assume the one in the long overcoat is "Piccadilly Jim" although he looks suspiciously like "Streatham Stan"!

## New members - Clive Verney's 7Y

Clive Verney from Tring in Hertfordshire has just purchased the 7Y registered EBY 587. Its original owner, one FM Tupper, lived in Guildford and its initial purchase price in 1939 was at a knockdown price of £93. The



Photo 2: Clive's 7Y



Photo 1: "Piccadilly Jims" four model Ys

car was discovered as a farmyard runabout in 1987. In two years it was rebuilt with new floor, full engine and gearbox overhaul, new clutch and restored interior, the car being completed and ready for the road in 1989. Clive obtained the car in November of last year and he is lucky in having the full service history of the car from 1939 to 1968. The car came via the E-Bay site. The 7Y was apparently one of the few cars driven throughout the war years, as its owner, Mr Tupper, worked in the Ministry of supply. As a former civil servant I can admit to some nice little perks in government service, which, as in yesteryear, are just as beneficial today. Photo 2 (Clive's 7Y - note the quarter window deflectors).

## Angela Hume's E93A

Angela Hume of West Horsley, a leafy area of Surrey, has recently been handed down a truly rare beast, a pre-war Prefect E93A, registered HBP 862. It has been in the family since new and now is to be restored via a restoration car company in Aldershot. Inherited down the line from family (mother), then son to daughter, the car from the photographs appears to be in quite remarkably good condition, especially considering the time it has spent hidden away in a garage and then dry storage facilities. The original owner, Isobel Hume, was Angela's mother, who acquired the car on the 4th November 1938.



Photo 3: the interior of Angela's E93A

Again from family memory it was one of six Prefects, which the local Ford main dealer "Moore's" of Weybridge had been supplied with. Against the other black painted Ford models and the remaining Prefects, HBP 862 stood out in its paintwork of Gascoyne Grey and the Prefect was duly purchased for the sum of £152 and 10 shillings with delivery charge including number plates licence holder of £2 and 10 shillings. With an allowance of £34 for the existing car, a Ford Model Y with a sliding roof, and road tax of £1, 7 shillings and 6 pence, the total paid came to £122 7 shillings and 6 pence.

In 1991 the car was inherited and passed to Angela's brother, but with little time to restore the car, the Prefect remained laid up in the garage. However, in late 2005, the car was turned over to Angela, and with the endeavour to restore the car to its near enough original condition, hence membership with the FSOC and contact with this register.

On the motoring front the Prefect was used on a regular basis by the family until 1968, although at a reduced level during the war years, with trips around the Surrey area and regular excursions down to Devon. In 1968 it was left in a family member's garage for some minor work on the steering, possibly the tracking, where it remained - due to the availability of another car the work on the steering having never been carried out. In 1996 when the owner of the garage died, the Prefect was placed into dry storage and when passed



Photo 4: Angela's E93A

to Angela, kept in one of the family's garages.

Keen on properly identifying the car and its restoration possibilities, searches on the Web were made with few hits for the Pre-war Prefect E93A and with enquiries to this register came a number of questions concerning these early and quite rare models. The original engine, alas, had been taken out when it expired on a Devon trip with a broken sump, but with the family history, together with the accompanying invoices, sales ledgers and log book, inclusive of original invoice, early road tax certificates, invoice receipt from Moores Weybridge Ltd, warranty certificate, original instruction book, running in booklet (1938 edition), repair charges and other documents. This is an ideal situation and retention of the original mark through the DVLA should be successful via the FSOC. (photo 3 shows how a car interior should be, note the cream coloured instruments, with photo 4 revealing the exterior which looks very presentable considering its life of slumber).

**Martin Chandler's 7Y**

Another DVLA application is a nice 7Y newly acquired by Martin Chandler from Farncombe in Surrey. That's two cars so far from this area recently - see above. The model is the 7Y, which brings the number of these vehicles on the register well into three figures. The registration number is DAA 135. Similar to Angela Hume above, the car requires a DVLA application, although here no log book is available, except for some detail of its registration plate via earlier tax discs. The car will require a complete restoration from the photographs to date and there is much work to be completed both on the bodywork, mechanics and interior to bring back the 7Y to its original condition. Most of the original parts appear to be on the car, although whether they can be reconditioned is another matter, but like all things mechanical, it's amazing what can be done. (photo 6 showing DAA 135 needing some care and attention and photo 7 requiring similar treatment to the interior).

**From the Archives**

Pictured in Sidevalve News in the year 2000, illustration 5, via John Coleman, from the Ford dealer Gates of Woodford gives some idea of a 7W van. It would be most interesting to know if this model was built, as the potential



Photo 6: Martin's 7Y

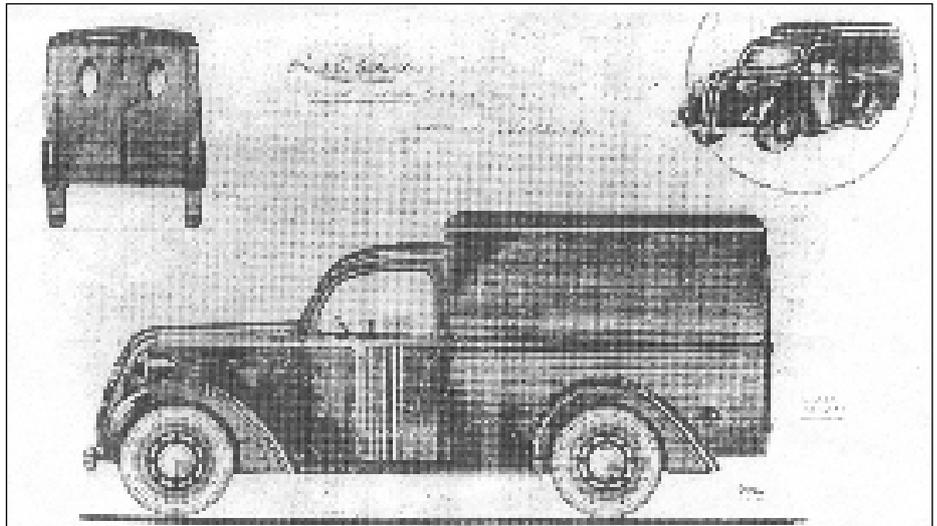


Photo 5: Period ad for the 7W van

is there. Again via John Coleman, publicity material for a model C with insert on the direction indicator on the gearchange, is shown in illustration 8.

**Assistance required**

From time to time I receive the odd query relating to things mechanical which may assist those who, as new members, may not be familiar with some of problems which beset our cars when the proper tools are not used. I think this one may have cropped up as a query with John, but my local garage recently had a 7Y in for an MOT after they had previously, the year before, renewed the kingpins. Somewhat put back by the play at the pins they contacted me and after asking what they had used I was informed that they had used an adjustable reamer. Now this is fine, but if this tool is used and the kingpin just slips into its bearings, play will certainly manifest itself in no time. There is nothing wrong with use of a reamer as long as one reams out each bearing a fraction smaller than the kingpin, but a broach is better. The initial part of the broaching tool automatically provides a smaller diameter aperture in the kingpin bearings and then compensates for a good fit by case hardening the walls by compression via the remaining part of the tool, leaving a superior surface for the kingpin to turn. One still has to whack the kingpins in, as they remain a tight fit, but the life expectancy of the steering is vastly extended, and oddly enough you may find it is the kingpin rather than the bushes which



Photo 7: the interior

will now show the wear. I am lucky enough to have a broach and reamer and broached out a new set to assist.

**Rustproofing Survey**

Two-pack paint is much used nowadays and it really does make for a brilliant finish. Regrettably there are dirty rotten scoundrels out there and 2-pack can be used to hide a multitude of sins, especially rust, and once this has got a hold underneath the paint, it is a major headache to remove. Many sidevalvers have restored their vehicle on their own and having used their vehicles over a number of years in probably all weathers, it may be interesting to survey as many of you as possible for your personal views on keeping the proverbial rust at bay and the products recommended. (personally I use "Jenolite - not the gel but the liquid in the larger unit). I can compress the survey information into an article for later this year, hence I do need your help.

Photo 8: Period ad for the model C van

**ANOTHER Ford Triumph!**

The Triumph Ford... "Ford's no competitor" Motor... the mechanical... performance... and... Bennett's Motor Works

**Bennett's Motor Works**  
STATION ROAD LETCHWORTH

# Specials Register

Rob Daniels

Happy New Year to everyone. Quite a lot to report this month. Some interesting cars have appeared on ebay and I have received some nice period photos again. Please keep them coming.

## Danish AKS Mk 2

The first correspondence this month comes from Henrik Badger from Denmark, who owns an AKS Mk2. This is another new car to the register and I think that the recent publication of pictures of my own car may have something to do with the emergence of three or four AKS over the last few months.

'Hello Robert,

Thank you for your Ford Special page. I found the page while looking for information on a Ford special I bought many years ago. Looking through the pictures I found it to be an AKS MkII or IV. As I have both the windshield and the hardtop, it is a hard to tell which.

It was built here in Denmark on a Ford Anglia E04C frame and was first registered in 1961. I have the registration papers! Only the frame and bodyshell remained when I bought it. I am now storing it (indoors) for a future project. The hardtop is in remarkably good shape and could easily be used for making a mould. The rest of the body has cracks and has been cut in half lengthwise, I'm sorry to say. Cutting it up and gutting it was a mistake I made back when I got it and had no idea what I had gotten my hands on. The body, which is without fiberglass rot, can (and will) be made ready for making a mould sometime in the future. Thank you again for the page.

Henrik Marvin Badger  
Denmark'



Photo1: Henrik's AKS Mk2

## AKS Mk 3 Sold on eBay

Just a few weeks after Henrik's email I received this short note.

'Hello,

I run a scrap yard and I have just picked up what I have been told is a AKS Continental mk3 on maybe tornado chassis. It has a sidevalve engine more or less complete, decent enough body (few cracks, nothing major). Has it any value or should I scrap it?  
Thanks. Ernie'

This was received after he could not sell the car on ebay (I think the bidding never got past one penny). Obviously I told Ernie not to scrap the car and it reappeared on ebay the next week. It attracted eleven bids this time and got to the extortionate price of £51.60. It was bought by club member Dave Monkton:

"Hi Rob,

Just acquired a AKS off ebay today, bit of a wreck but there you go. It's got a 100E engine, box & axle, front end is converted

to independent off Standard ten I think. Any chance of sending me a few photos of yours, especially inside?" (photo 4: top right on next page).

## Shirley Special

Another car sold on ebay recently was one that I had quite a lot to do with at one time in its not too distant past.

'Robert

I'm trying to find information on a 1939 Ford Shirley (Reg HPL 813) I have recently bought, do you hold any information in your database?

Sean Andrews'

Sean, you've come just to the right place. I used to build Jaguar XK8 convertible hoods at Browns Lane and I used to give my work partner a lift to work in my Rochdale GT. A few years went by and he mentioned that he would like a sports car of his own. I had heard about the Shirley and told him about it and we went down to Basingstoke I think, to pick it up. We decided that the chassis was too far gone, so I took him and the car trailer down to Bristol to get another chassis from Ivor Bryant.

My friend Tom had someone at work make up the boxing plates and weld them in for him. I think he built the car back up to the point where he acquired it, but am not sure what else he did apart from getting some parts and manuals for it, which in fact I actually got for him. After a few years he realised that he wasn't going to finish the car, and when someone offered him some money for it he sold it. I don't think this guy touched it before he put it onto ebay and you bought it.

'That's great Robert, I got it from a chap in Coventry who admitted that he'd done nothing to it, but when I saw it on ebay, (I was surprised to find all the bits & bobs in the back even down to the wiper blades!), I thought it



Photo 2: Henrik's AKS Mk2

# Specials Register



Photo 3

would look stunning when brought back from the grave, I'd found a pic of a Shirley at a motor show and that was it. I've brought it down to Downham Market in Norfolk and plan to restore it over the next couple or three years. I'm waiting to receive the V5 back from DVLA so I can fill in the FSOC application form. I guess I'll be in touch within the next couple of weeks. Thanks for replying so quickly. Sean' (see photo 3: above left).

## Some More Original Photos

The next three photos have all been received over the last few weeks; the first two show what were, along with the Ashley 1172, the best selling body shells of their type.

## 1962 Falcon

'Dear Sir

I enclose a photo of the car I built in 1962 using a Falcon body, boxed chassis, full Aquaplane converted 1172 engine and close ratio gearbox with high ratio back axle (see photo 5: bottom right at the top of the page),

Best wishes  
David Preatoni

## 1960 GT Special

'Rob

Following our chat at the Classic Car Show, I attach a photo of the Ford 8 based car I built in about 1960. It clearly shows the registration number, so if you know the whereabouts of the car I would be interested to know. I hope the photo arrives OK - I've just acquired a scanner and am still learning (see photo 7: bottom right).

Regards,  
Mike Rayment.

## Identification Required

This next picture (photo 6: below top) has got both Malcolm McKay and me foxed. Although the body shell has some very familiar lines it is not one that is known to either of us. If anyone recognizes the body please let me know. Note the lack of drivers door and the very square bonnet aperture. Below is the short note I got from the owner.

"Here is a picture of it. It is red, and has got a Ford steering wheel, 16" tyres, side pipes, and a fiberglass body over a tube frame. The papers call it a 1949 Ford, and Tudor, and Anglia.



Photo 4



Photo 5

Photo 3: (above left)  
Sean's 1939 Shirley Special (see previous page for details)

Photo 4: (above, top right)  
AKS Mk 3 acquired by Dave Monkton off ebay recently

David Preatoni's 1962 Falcon

Photo 6: (below, top)  
What is it? The special that has got the specialists foxed! Can you help?

Photo 7: (below, bottom) Mike Rayment's GT, built in 1960.



Photo 6



Photo 7

# Special Application Register

Andy Main

As a new year's resolution, which I do not usually make, I do intend to make the Specialist Applications Register a more regular feature. I am most pleased that our Chairman John Porter has been writing articles in the magazine too. I believe there are many interesting pieces of machinery out there powered by the 8 and 10 hp sidevalve engine, so if you come across anything then please record all known details. With the tremendous switch to compact digital cameras, which makes photography so much easier, with no worries about light meter readings, there can be a tendency to get carried away with hundreds of low resolution photographs. The higher quality the photograph is taken the better quality it will reproduce in the magazine.

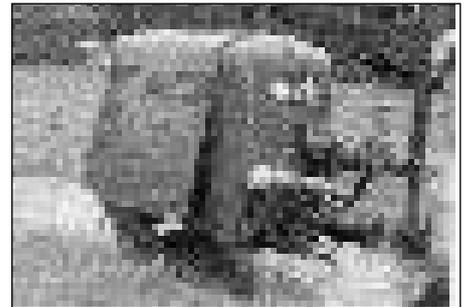


## For Sale

I have been informed of three interesting machines for sale. One of which I have been in contact with the new owner, hopefully further details will become known with the other two.

## Ransomes Motor Lawn Mower

Frank Johnson from Nottingham wrote to inform me that his sidevalve powered lawn mower was for sale and I have now learnt that it now resides near Lincoln. The Ransomes Motor Lawn Mower is believed to have been built in the 1930's and was purchased by Frank from the cigarette makers Players in Nottingham, who used it on their sports field. Since purchase, Frank rebuilt the 10hp engine and gearbox. Not used for a number of years and stored on an allotment this rare Ford sidevalve powered mower started within one hour at the time of collection.



Photograph 3 (top left), with the engine cover open, reveals the engine and radiator. Photograph 4 (bottom left) features the rear.

A Ransomes 40 inch Motor Lawn Mower Mark 2 was in very regular use in the late 1980's, mowing the extensive acreage of King William's College sports ground at Castletown on the Isle of Man. The Mark 2 had a different shaped engine cover than the one featured in the photographs. Of more stylish lines, the ex-Players mower may be a Mark 1?

## Two More of Interest

On eBay came two other interesting machines spotted by Ivor Bryant:

## DC Welder

Shown in photograph 1 at the top of page. Manufactured by H E Nunn & Co Ltd of Manchester for the War Department and powered by a 10 hp sidevalve engine and Cintilla magneto and fitted with an oil cooler to the engine.

The welder is of 250 amps and two people can weld from it at the same time. The dimensions quoted were approximately 5 feet 6 inches long by 2 feet 6 inches tall. The weight was not given.

## Pump

Photograph 2 at top of page. No details are known. Can anyone supply further information?

photo 1: (top of page) DC Welder spotted on eBay  
Photo 2: 2nd top) Pump also seen on eBay  
Photo 3: (top left) Ransomes Lawn Mower engine  
Photo 4: (bottom left) the Ransomes Mower

Glenn Bubb

Firstly, as this is the first Sidevalve News of 2006, although 2005 might seem a long way away now, Happy New Year to all fellow Sidevalvers, particularly the E83W owners amongst you.

Although I had hoped that 2005 would be an easier year than 2004, with the house move done and dusted, it was another busy year with a change of job (same office, different job), a lot of correspondence with the local council, and something we have been working towards over the last ten years - moving our 1953 ex London Transport Guy bus to Shropshire after ten years hibernation in Kent, and returning it to the road.

This required not only getting an MOT, driving it, along with several tonnes of spares requiring a small lorry to move, finding it a new home in Shropshire, setting a deadline for a full repaint in LT livery by August Bank Holiday, and achieving it, and having the aforementioned battle with the council over business rates. All these are the reasons that unfortunately FSOC correspondence has been somewhat sporadic over the summer. As I am writing this though, I am up to date with register correspondence, so if you have sent me a letter you should have had a reply.

## Period Ice Cream Van

One person who has been waiting for a response is long time FSOC member John Skinner from Worthing. John found a picture of RC 6335 (Picture 1), an E83W ice cream van, taken in Leicester in 1958.

The van belonged to D P Eric Products, who traded as Eric's Dairy Ice Cream, and was registered in Derby. It is interesting to note the way the body has been designed to take the bulbous Ford hubcaps. I am not aware who manufactured the bodywork - it could have been locally manufactured, and is looking a bit worse for wear.

Whilst the photograph and surrounding vehicles are interesting, the source is probably as interesting. This picture is copyrighted to an organisation known as ATPH (The Association of Transport Photographers and Historians). They maintain the National Archive of Transport, Travel and Trade (NA3T) which has over half a million images covering these three areas and aims to gather together black and white photographic negatives that would otherwise be lost. I have been corresponding with Bob Hobbs of ATPH, who has kindly agreed to this photo being reproduced here.



Picture 1 Ice Cream van in Leicester (ATPH)



Picture 2: 203 EPE, now back on the road in Gloucestershire being used for the purpose it was intended.

If anyone would like to contact ATPH for more information, to make a request for a search of the archives for an elusive photograph, or indeed to make available some negatives, they can be contacted via their website [www.transportphotos.com](http://www.transportphotos.com), or by e-mail [info@na3t.demon.co.uk](mailto:info@na3t.demon.co.uk), or by post - ATPH 14 Gannon Road, Worthing, BN11 2DT. This initiative deserves our support.

## Australian Blood Service Van

Picture 3 (below) shows a van of the Australian Red Cross and was sent to me by Andy Main, I think. The van has a body that looks very much like contemporary V8 vans of the period and has no common parts to the standard E83W van. It does look very stylish.

The photograph, which is from the Australian Red Cross Blood Service, is labelled "Red Cross drivers collect bottles of blood from the Red Cross Blood Bank at the

Royal Melbourne Hospital in the 1950's." This is obviously a posed shot, as I would think it unlikely that a trolley load of blood would be given to the driver one at a time through the cab window!

## Mr Newish's Pick Up

Picture 2 (above) shows Mr R Newish's E83W pick up, 203 EPE. He is from Dursley in Gloucestershire. Mr Newish has been successful in getting his pick-up reclassified as a historic vehicle for tax purposes, as it had previously been given a first date of registration as the date on which it returned to the road. I was able to confirm its date of manufacture and Mr Newish is now "finding it very useful to carry things about". Good to see that it continues to be used for the purpose intended.

That's all for this issue, the rally season will be on us shortly.

Picture 2 A very interesting Australian bodied van of the Australian Red Cross



# 100E & 107E Register

Tony Lloyd

## 100E Rarities

If you read the register column regularly you will probably know that the Escort/Squire derivatives are perhaps the rarest of all the versions of the 100E/107E. There are, however, versions of the basic car that, while looking no different from the outside, are rare cars in their own right.

Early examples of the 100E, for instance, are rare cars. The earliest known 100E - XTW 43 - an Anglia from 1953, is an extremely rare car. This is the 100E in its purest form. No modifications at all - just as the designers intended. With a chassis number of just 345 it is from the first few weeks of production. Also worthy of mention in this context are Anglias LCJ 286 (chassis number 1151) and JVS 418 (chassis number 1407). Strangely the Prefects do not fare so well - although production started in December 1953 the earliest Prefect known to the register is chassis number 39794, which was built around October 1954.

## Newtondrive 100E

The Newtondrive 100Es are another set of rare cars. There are just a handful known to the register, mainly Anglias, but there is one Prefect. The Newtondrive or Semi-automatic clutch was an attempt to dispense with the clutch pedal and to therefore make driving technique simpler, and was available from October 1957.

In those days before computer controlled management systems, the designers had to rely on electro-mechanical technology. The system worked well when in adjustment but it

was seemingly beyond the average mechanic of the day to maintain this adjustment. Consequently, after numerous complaints and mishaps, it was quietly dropped from the range of options available. Nobody quite knows when this happened, but it was certainly gone by October 1958. All the cars still known to be fitted with this have had a long period of storage, which accounts for why they still exist.

## 108E

All export versions of the 100E are rare cars and perhaps the rarest of all is the 108E. If the 107E is a fairly rare car, then the 108E is extremely rare. Details are scarce, but as far as I know there are only a handful known. Around 38,000 107Es were built and of these 10,000 odd were in knocked down condition for export. How many of these were actually left hand drive 108Es is not known, but I suspect that the number is small. Therefore, when a 108E comes to light it is a rare event.

One such car has recently surfaced in Minnesota, U.S.A. This one is an early car with chassis number 105E - 21836. 107E chassis numbers ran consecutively with the 105E, so this car is the 21,836th 105E 997cc engine vehicle to be produced.

In 1959 Ford produced 48,000 odd 997cc engine 105E Anglia saloons and 7,584 107E Prefects, of which 2,790 were in knocked down condition. So this car is certainly from 1959. As you can see from the photographs, it certainly needs work, but is complete and solid. Hopefully the owner will soon restore the vehicle to its former glory.

So there are some rare cars from the 100E/107E range. Rarity alone does not make anything more valuable. An item has to be rare and coveted by many people to make it more



Photos of the 108E from Minnesota, USA

valuable. Rarity does, however, make things just that bit more interesting than the run of the mill item. This applies to the 100E as much as anything else. All these cars are a bit more interesting than the ordinary 100E. But more valuable? That has to be left to the open market to decide.

# Using Locking Nuts

Yvon Precieux

In various places on our old Fords, locking wire is used to secure bolts in position. This may be time consuming in this day and age, but if you spend the time to do so you may find the car quieter, and in crucial areas the components lasting longer.

Lock wire works by having its tension resist any tendency for the bolt to turn in the direction of loosening. To do this effectively, the wire must always be tight. To lock two bolts etc, the wire should be run in a figure of

eight pattern, crossing over between the bolts, as illustrated in the diagram. The wire should be twisted as shown for right handed threads. When locking wires for a series of bolts, twist the wires between each pair, for if one does unravel, the whole lot will not come adrift.

By the way, genuine locking wire is annealed high tensile stainless. It bends easily between fingers. Copper is too soft and lacks strength, and normal hard stainless wire will easily fracture in service.

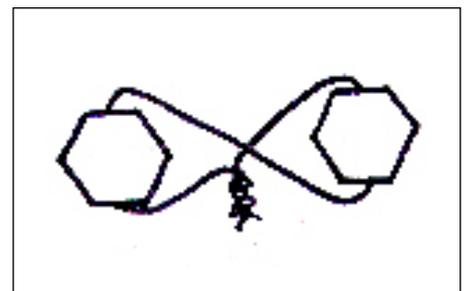


Diagram showing how to secure locking nuts with locking wire correctly

# Fitting A Tuned Ford Engine

John Porter

In the 1950s, it was popular to fit a tuned Ford sidevalve (8 or 10HP from 1937 - 1959) engine into all manner of small chassis, kit-car, competition car, and special. The article, adapted from an article by Bowden Engineering Co. Ltd, a company well known for their tuning parts, for the benefit of anyone interested in non-Ford vehicles using a Ford sidevalve engine. This article involved replacing the engine used in an Austin 7 powered 750 racing car, with the more robust and available Ford engine.

## FITTING INSTRUCTIONS

### Ford 8-10 hp Engine in Austin 7 Chassis

“Whilst the Austin 7 engine is a must for 750 formula events, when given any degree of tuning is liable, due to its age and method of construction, to disintegrate at all too frequent and inconvenient intervals.

A second hand Ford 8 unit costs from £5 to £8 from any car breakers. It is cheaper, quicker and far easier to recondition. The latter meaning, in 90 per cent of cases, about £6 odd for a rebore and pistons. The unit is smooth, indestructible, trouble free, potent and uses no more petrol than the A7 unit.

One of our price lists deals with the 4 speed gearbox conversion. All gearboxes in the Wolseley, Morris Minor, MG range 1933-1938 were manufactured by Wolseley, the gear tooth construction being of the herringbone type, which imposes no end thrust. The cases are made in three sections the centre being aluminium. It is extremely rare to find one after 25 years usage that shows any serious signs of wear. Cost ex-car breakers £2-10-0 to £4-10-0. Remote control units off MG, J or P, and Wolseley Hornet fit straight on except the Wolseley box post-1936, which will have to have the top of one selector trimmed down as this projects above the top of the gearbox case when the lid is taken off.

What follows is fairly comprehensive and the minor details I have left to the reader to adapt to his particular car. The undertaking is guaranteed to take more than five minutes, keep you awake at night, and give immense satisfaction when finished.

If the car in question is a special and the radiator can be moved forward of its original position, the least amount of work will be involved by mounting the engine with the fan pulley out over the chassis nose; centre of pulley in line and above the two forward nuts of the spring retaining the U bolts.

Next, remove a semi-circular section approx 1in deep from the nearside chassis sidemember; this includes part of the nosepiece forging. Remove the rivets securing sidemember to nosepiece and cut a reinforcing plate of 3/16in material about 6ins long, drill and bolt up with H.T. bolts 5/16in x 3/4in through the

holes left vacant by the rivets. This operation makes room for the oil pump bulge in the Ford sump.

Now move amidships and attack the crossmember centre. Cut away the top of this in the centre down to the level of the radius arm ball anchor and about 2.5ins either side (i.e. 5ins wide).

The handbrake and cross-shaft are now in the way so remove both and move back equal to two of the large holes on the fore and aft drilled member.

It is suggested that you use one of our 4-speed gearbox conversions to make a job of it, and probably the easiest to mount in the chassis is the post-1936 Wolseley which has single point suspension lug on the after end of the box, beneath the propshaft coupling. Some of these gearboxes are fitted with a free wheel, are considerably longer, and allow for the use of very beneficial short propshaft. A 4 bolt fixing Hardy Spicer propshaft should be used, a Ruby item suitably shortened. A Ruby coupling to fix it to the torque tube should likewise be obtained. The coupling on the gearbox should also be of a 4 bolt type. (There were three different but interchangeable couplings - 3 bolt, 6 bolt and 4 bolt made for Wolseley, MG and Morris Minor gearboxes.)

Heave engine into car and prop up in the front with pulley 1/2in clear of U bolts in front, and as low as possible at rear, so as to give as little angularity to the propshaft as possible.

Bolt a length of 1.5in angle iron underneath the chassis beneath the gearbox coupling. To this in the centre fix an upright piece of 3/16in x 2.5in plate with one hole at top in line with suspension point at the rear of gearbox. A ‘silent bloc’ bush with a bolt on it should be clamped into former and locked up with two nuts through the hole in 3/16in plate.

Now tackle the front end. Two short lengths

of 1.5in angle, drill up and bolt to holes in nosepiece intended by manufacturer to carry body brackets. Cut from 2.5ins x 3/16ins strip one length approx 1 foot long. Weld to it two similar strips extending down to reach the angle irons, forming in effect a flat inverted “U”. Drill and fix to holes in engine timing cover. Also finally drill through angles and strips that face down-wards.

Another method of installing engine and gearbox is to move it further back in the frame so that the pulley drops down behind the nosepiece. This dispenses with cutting the chassis sidemember, it being necessary only to knock down part of the under flange to clear sump bulge.

Centre of crossmember can be removed if you wish to drop the engine lower in the frame. Alternative anchor points have to be found for the radius arms, either side of the engine but at the same height (ie if centre of cross member is removed).

A Morris 8 dynamo may be used, the bracket for same may be welded to the offside of the inverted U bracket for the front of the engine.

The time and trouble taken in this entire conversion is truly rewarded by thousands of miles of fast and trouble free motoring.”

So there you have it, anyone could fit their Austin Seven with a Ford 10 engine just like that. It was remarkably common, for the humble Ford 10hp engine could be persuaded to fit into the chassis of the smaller 1930s MG sports cars (Midget), an act now seen a pure heresy by collectors who own such MGs today. Cars do still turn up with their original MG engines replaced with Dagenham iron, but will not be left like that, leaving the Ford engine in place.

If you have a vehicle that has had its original engine replaced with a Ford sidevalve engine, please get in touch.



Ford Engined Austin 7 Special

# Upright Technical Tips

John Pole

When I took on the challenge (or, as was suggested to me later, the quest) to restore my basket case 103E, I wanted to return it to as near an original condition as possible, and it was while searching for the appropriate parts at autojumbles etc, that I discovered how the Ford mantra of “continuous improvement” (i.e. the cheapening and trying to recover sales approach) resulted in several changes to the Pop in the production run from 1953 to 1959. I now delight in saying to people at shows “I see your car was made at Doncaster in 1959, etc.” I’m not sure how endearing a habit this is, but now, for those of you who do not want to read through the parts book from cover to cover, I provide below a rough guide to “Dating that car!”

## Start with the Scuttle Vents

Firstly look at the scuttle vents. Are they “opening/shutting” or “fixed”? If the former, the car was constructed pre April 1956 (See plate 26 in the parts list). If this is the case, look at the lights at the rear of the car. In 1954 the lighting regulations for cars changed and in response Ford had to modify the brake and number plate light. This they did in September 1954, replacing the single number plate/brake light set up with a single light over the number plate and the now characteristic “cheese wedge” shaped light lens on each rear wing. It was possible to buy a kit from Ford and other aftermarket suppliers at this time to alter the lights on your vehicle and so conform to the new regulations. Cars so altered would most likely, still retain their original central rectangular number plate brake light with the red lens blocked off and would be retrospectively fitted with twin rear lights of various designs. Geoff Hammond described the arrangements for the specific Ford kit in February. Dave Turner (Ibid page 71) gives the date as October and the chassis no., 814557.

## Bonnet Opening Supports

Now return to the front. Early cars (and I am confused by the parts list here), had two bonnet opening supports. The rods rest on two little supports either side of the cowl. Now at some point the support and rod was deleted on the side furthest from the carburettor and petrol pump. I think the parts list should read that this change occurred in January 1956 and not deletion of both supports from that date.

## Control Box or Cut Out?

With the bonnet open it’s easy to check whether a Control Box or Cut Out has been

fitted. Cut Out means constructed up to August 1955. Control Box after.

## Bottom of the Windscreen

Look now at the bottom of the windscreen. Is there a restraining metal strap fixed across the top of the dash board and fixed with three recessed screws? This “moulding (windscreen) lower” is an early feature and was deleted in later cars built after May 1956.

## Steering Wheel

The steering wheel fitted to very early cars was that used in the Prefect and Anglia, which were both now discontinued. Presumably the remaining “sprung” three spoke wheels had to be used up first, but from sometime in 1954 the Pop was given a wheel of its own. This had two spokes, which fixed to the central hub midway between the top and bottom of the hub. Although not clear from the parts list, there was a further change to the wheel. In the last cars the steering wheel spokes meet the hub at its base creating a “V” shape. Dave Turner describes and illustrates this in his book “Ford Popular and the Small Sidevalves 1984”. He gives the changeover date as November 1957.

## Seat Mechanism

Early cars had a similar seat moving mechanism to the Anglia - i.e. the driver’s seat moved along two rails on the floor and by engaging/disengaging a handle the seat could be moved backwards or forwards at will. This system was much simplified after May 1954, when the seat became hinged to the floor at the front, and the metal tubular seat frame was adjusted by moving a catch on the seat,

which would then allow the seat to move backwards or forwards about the hinge. There is an illustration of this fixing in the Ford Popular instruction Book published by Ford (page 19).

## Window Glass

From May 1956 safety glass was fitted (Dave Turner, page 71). Plate glass is much thicker in comparison to modern window glass and is easy to recognise. Partly unwind the window and check the door glass.

## Door Cards

Now look at the interior, and especially the door cards. Are they flat, covered in “rexine” and in most surviving cases deep red in colour? Is the piping around the seats the same colour? If so then these are “early” signs. Does it have painted door cards with broad horizontal impressions and “unusual” colours! Have the seats got different coloured piping? Then these are likely “late” indicators.

## Now Remove a Hub Cap

Finally, and you have to remove a hub cap for this, examine the “cap (front wheel hub grease)”. If it is a screw fit rather than a press fit it must have been manufactured before January 1955.

I hope this livens up your car shows and stops you getting bored. I am sure I have got some things wrong and there are bound to be omissions. Please let me know of the errors and let’s see if we can get it, as far as possible, correct. It would be helpful if, when referring to specific cars/dates of car, you could include the chassis number, as this may help to define a specific “change over” point.



Mark Gregory's 103E Pop

# Classic Trials

Ken Green

As you may know, through reading the pages of Sidevalve News, there is a small but active sidevalve presence in Trials. Trials involve driving the cars from a starting point (usually around midnight for the long MCC trials, or at about 8 am for the one-day events) and then following a route that can vary from 100 to 400 miles. At various points on the route you will be faced with an "Observed Section". This has to be traversed non-stop and is usually a slippery farm track on a steep gradient, there are also a couple of special tests - usually a "wiggle-woggle" round some cones, or alternatively a straight blast from A to B, when you have to try and stop across a line on a slippery surface.

Because of the basic design of the suspension on Pop and Anglia - the transverse spring and torque tube dating back to the time of Henry and the Model "T" - the "Pops" are very good at traversing trials hills. Usually it's a lack of power that defeats them.

## Trials Over the Years

I recently had a trawl through some old photographs and thought I would have a look back to see what was going on then.

Photo 1 (below on the left) was taken in 1975 on the Exeter Trial. Does anyone still own NLT 248? The white Pop was returning down the hill, having failed to make it to the top. Its registration is ND? 32?.

Photo 2 was again taken on the Exeter Trial in 1975. This was a serious bit of kit for the day - but I wonder if the dynamo could keep up with all those lights! Does 671 BVW still exist?

Photo 3 shows my Pop and was taken in

2005 on the Edinburgh Trial, whilst photo 4 is of the same car, but taken in 1974 on the Exeter Trial.

Photo 5 is just to prove you don't have to use an upright! Here is a 100E on the 1971 Lands End Trial - SGG 959 where are you?

The last photo (6) shows 103E Popular, registration RTA 540 on the 1971 Lands End Trial.

## Trialling Classes

Nigel Hilling, Dave Childs and myself have been using our cars all the year on Trials ranging from Yorkshire to Cornwall. I entered the easier class in my car, known as Class 0; whilst Dave and Nigel did the harder trial in Class 3. Prewar cars are also catered for in Class 2 and you can also run a 1950's upright in the prewar class if you run on crossply tyres.

I did Class 0 because I am still developing the car, so had an easier year, so Class 0 is the place for you to come and have a go at Trialling. This year I got three awards from four trials, including two Class 0 awards and a third in Class, behind a Dellow and an out-and-out Trials special. Just in case you think it is very easy in Class 0, only three cars got awards from an entry of forty - a 1500cc 105E Anglia, a supercharged Dellow and my 103E Popular.

Joe Caudle from Cornwall has entered his 103E in the Exeter Trial in January. He had fuel problems last year and retired, so we wish him better fortune this time.

It would be nice to see other sidevalves out on trials. If you are interested then contact the club and they will put you in touch with myself or Nigel.

Photo 2



Photo 3



Photo 4



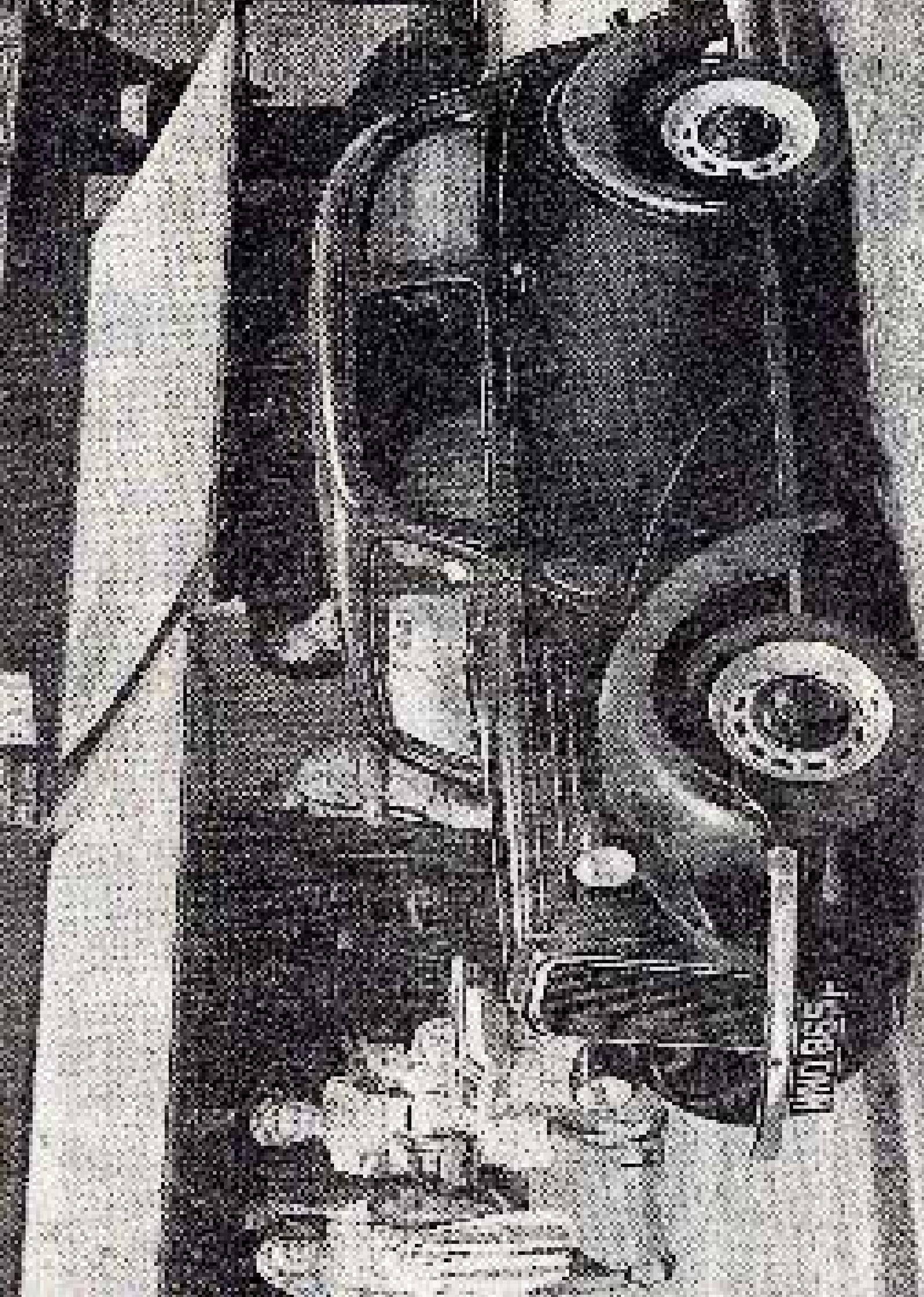
Photo 5



Photo 6



Photo 1



Mustang