

# News



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## Features this issue

Ford's 100E and the Simca Aronde

Over the Sea to Skye and Beyond



# Sidevalve News

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## 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.

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**Registrars (Specific Model Enquiries and DVLA Applications)**

**Pre-War** Yvon Precieux, Cliff Lodge, 9 Cliff Road Terrace, Wemyss Bay, Renfrewshire, PA18 6AP, Scotland. Email: prewregister@yahoo.co.uk.

**E83W** Yvon Precieux (Acting E83W Registrar). Contact details above.

**Anglia, Prefect, Popular** Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA.

**Specialist Applications** Vacant.

**Specials** Ian Woodrow, 1 Baddesley Close, North Baddesley, Southampton, Hampshire, SO52 9DR. E-mail: specialsregistrar@fsoc.co.uk.

**100E/107E** Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. E-mail: 100ERegistrar@fsoc.co.uk.

## Regional Contacts and Regional Groups

Regional groups are organised on a voluntary basis. Interests can include social gatherings offering mutual help and advice, outings, events and even holidays. To start a group in your area please contact the Regional Co-ordinator. When telephoning the Regional Co-ordinator or any of the Regional Contacts listed below, please call between 7.00pm and 9.00pm ONLY.

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

**Cambs, Lincs and Norfolk:** Brian Cranswick 07800 695756. E-mail: popular103e@yahoo.co.uk.  
Please ring for details.

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

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

**Essex:** Position vacant.

**Glos, Hereford and Worcestershire:** John Pole 01684 564829. Email: johnruthpole@googlemail.com. 3rd Thursday: The Farmer's Arms, Birts Street, Birtsmorton, Worcestershire: 7.30pm.

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

**Kent:** Richard Greenaway 01580 892169. E-mail: rntgreenaway@yahoo.co.uk. Third Wednesday: The Early Bird Pub, Grovewood Drive North, Weavering, Maidstone, ME145TQ (next to Tesco on the Grove Green Estate) 7.30 pm.

**East Lancs:** Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rautenstall) 7.30 for 8.00pm.

**London North:** Robin Thake 01279 659245. 1st Monday: ring or e-mail before meeting to confirm venue.

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

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

**North West Midlands and Welsh Borders:** John Crowe, Brook House Farm, Norbury, Nr. Whitchurch, Shropshire SY13 4HY. Tel 01948 663768. Email: john.crowe3@btinternet.com.

**North Yorkshire and Teesside:** Martin Hatfield, 25 Hailstone Drive, Northallerton, North Yorkshire, DL6 1SP. Tel: 01609 771984. Please contact.

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

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

**Scotland - East:** Robin Barlow 01356 648876. Email: robin-17\_bar@tiscali.co.uk.

**Scotland - West Central:** Please contact John Duckenfield for details.

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**Surrey:** Mike Jillians, 54 Grafton Road, Worcester Park, Surrey. KT4 7QP. Tel: 0208 335 3442.  
Email: michael.jillians@btinternet.com. Please contact for details.

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

**Wiltshire:** Sally Litherland 01722 323035. Email: salitherland@tesco.net.

**Yorkshire:** Nigel Hilling 01484 843115. E-mail: nhilling@tiscali.co.uk. Last Tuesday at NEW VENUE: the Reindeer Inn, WF4 4RL, just off the A642 Huddersfield to Wakefield road near the Mining Museum, 8.00pm.

**International Contacts**

**Australia:** Gordon Cowley, 5 Weebo Street, Gilles Plains 5086. Tel: 00 61 8 8261 7631, email: gordon14days@gmail.com.

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# Editorial

John Porter

The mumbling and grumbling over the ending of the requirement for an annual test on pre-1960 vehicles continues with very little advice coming from VOSA. This is the government agency that takes care of vehicle testing, identification (VIC – vehicle identification check) and the IVA (was SVA) for imports and kitcars.<sup>i</sup> As I was getting the Siva and Nickri tested in mid August at the local MoT station, I asked the senior tester what information he had received from VOSA concerning the changes. He replied that at the moment he had heard nothing officially and, more crucially, received no guidance. He commented that due to staffing being reduced it was very difficult to get telephone advice during an actual test from VOSA. The tester was unable to tell me if the electronic system would allow him to carry out an unofficial test on my Sidevalves. He is happy to perform a 'roadworthiness' check should I so desire. He did not appear to be so sure about some form of a written report to confirm said roadworthiness, especially if that report would be required by the insurance company.

My particular insurance company has not decided if they want anything as yet (this is

<sup>i</sup> Neither the VIC nor the IVA are appropriate for our cars as the VIC is for cars less than 10 years old and the requirements for the IVA cannot be fulfilled by vehicles built in the 1950s and 1960s, let alone those that are older. Some local DVLA offices have demanded both VIC and IVA before registering a restored Ford Special for an age-related number. Please discuss applications for both age-related and original numbers with the FSOC's relevant registrar before you contact the DVLA.

likely to be a decision by the underwriters). What about your insurance company?

Post-31st December 1959 Sidevalves will, of course, continue as usual. The operative words are 'manufactured before 1960'. There will be many 100E Poplars, 300E vans and 107E Prefects that cross that divide as well as countless Ford Sidevalve Specials. The Nickri was built as a Special and registered in 1961 but the chassis is 1934 with many parts of the same age – axles and transmission. Will I have to MoT the car next year? The Siva is in a similar position, registered in 1938 and 'declared manufactured in 1937' on the V5C document but using all parts made prior to 1959.

I would very much like to hear your views about the new lack of MoT test and recent experiences in the testing bay. In particular, those of you presenting your Sidevalve for test after the 18th of November will be the first to know ... If you elect to have an unofficial test or some kind of engineer's report after that date then please also update us on how that works out in practice.

Hopefully the FBHVC will be in a position to offer some practical guidance to fill the void from VOSA in the near future.

I did hear that there is a notion that the removal of pre-1960 vehicles from the test regime may be connected with the proposed introduction of mechanical test equipment for the suspension and steering. Perhaps VOSA does not want claims for damage to vehicles on test? This does seem fairly far-fetched to me.

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## Membership Renewal for 2013

Enclosed with this issue of *Sidevalve News* is the first renewal reminder notice for your membership renewal for 2013.

Although your membership does not expire until 31st December 2012 it would be greatly appreciated if you would renew as early as possible to take some of the pressure of the membership secretary around the Christmas period. The Club is able to accept cheques, postal orders, credit card and debit card payments or you can use the direct debit form enclosed. The benefit of payment via direct debit is that the money is taken out of your account when its due and not before and you don't have to worry about remembering to renew in the future.

Remember if you want to receive your February 2013 issue of *Sidevalve News* on time you must renew your membership by the 31st December 2012.

Membership cards for 2013 will be sent out with the February 2013 magazine.

There are many advantages in belonging to the Club and below are just a few:

- Spares Service
- Magazine
- Technical Advice
- Local Groups
- Events
- Remanufactured Items
- Registrars
- Free adverts

The Pop Shopper includes advertisements from both members and non members. Can I remind members that if you are considering purchasing goods from advertisements in Pop Shopper that you should ensure that the goods are what they say they are before you part with your money.

Shirley Wood – General Secretary

# Events

## Brian Cranswick

A short list for this issue as things start to wrap up for another year, and time to get ready for the indoor shows. I cannot believe how quickly the last few months have gone. It really does not seem that long ago since the Eastern Sidevalve Day was held in June (picture below).

A more comprehensive and updated events list can be viewed at [www.fsoc.co.uk](http://www.fsoc.co.uk).

**14th October, Popstalgia Show, Bosworth Water Trust, Market Bosworth, Nuneaton.** All Ford Sidevalves are welcome to attend, including stock, modified and hill climb. For further details: [www.bosworthwatertrust.co.uk](http://www.bosworthwatertrust.co.uk).

**21st October, National Restoration show, Stoneleigh Park, Coventry.** FSOC stand requires volunteers to show their Sidevalves. Contact Geoff Hammond.

**21st October, Kent Group end of season meet, nr West Malling.** Contact Richard Greenaway for further details.

**16th, 17th & 18th November, NEC Classic Car Show.** Club stand. To display your Sidevalve, contact Geoff Hammond or John Porter.

If you are arranging a Club event, please send full details to the Events Co-ordinator so this can put on the Club website and logged for the purpose of the Club's insurance cover.

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Footman James Classic Motor Show tickets also allow FREE entry into the FJ Classic Motorbike Show.  
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Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Club single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £39.50! off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club gets a commission! See website for all information. All bookings are subject to a single transaction fee. Ticket price includes the official surcharge to the value of £7.50. All information correct at time of publishing.

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# Regional News

## Kent

Richard & Trish Greenaway

### Meeting round up

#### Appledore Show, July 15th

We'd been planning to attend this show for the last couple of years but it always seemed to clash with other shows. This year however it was a solo date so we were able to attend. As several other members were planning to attend as well I booked us a pitch for a Club stand as we don't normally venture to that part of Kent.

After the weather we'd had at the last couple of shows it seemed like summer had arrived as we were greeted on the day by glorious sunshine, although it was still rather soft under foot due to the heavy rain which fell on the previous evening. This was also the debut of our recently purchased event shelter. I'd said to Trish that we would have great fun putting this up with just the two of us but luckily John and Tony arrived shortly after we'd started, which certainly made the job a lot easier. We'd decided to club together to buy the new shelter as the previous 10'x10' gazebo was getting a bit small, as well as rickety. By the time we had the shelter and bunting up we had four other cars arrive, giving us seven in total. It's certainly a show we will be attending again as there was a good showing of about 200 cars with several quality stalls to look around as well. To round off the day we were presented with the cup for Best Club Stand, which had been won by the Folkstone Car Club for several years previous: I guess they are hoping we don't turn up next year! Just goes to show, it's quality rather than quantity on the day. Hopefully we can entice a few more from that part of the county to come along and join us for next year's show.

#### Great British Picnic, July 29th

Not a large show, just a private event held at Lynx Park (home of the 2012 barbecue), open only to invited friends. We had just under the 50 car mark, seven of those being Sidevalves. Of those we had two members out for the first time representing the Club: Derek Warner in his smart looking Model T and Michael Rodgers who had his 103E Pop out after its major restoration. In Michael's own words, he'd probably over-restored it: even so it certainly does look good, probably the best 103E seen in our area for a long time. I've since heard that he's picked up two awards: firstly, Best in Show at the Beech Court Garden's Classic Car Day; and then in as many weeks he picked up a second award at the Grand Old Timer's Show held on the Leas at Folkstone.

#### Southern Sidevalve Day, August 12th

This year we held our yearly event at the Bluebell Railway Vintage Vehicle Show in Horsted Keynes, Sussex. Due to them not letting us reserve a space for a Club stand

prior to the day we'd made arrangements to meet up outside the Green Man Pub in the middle of Horsted Keynes. Anyone living in the centre of the village must have wondered what was going on, seeing 17 old Fords parked up around the village green so early in the morning. Once the last one arrived we all set off in convoy towards the station which was a couple of miles down the road. On climbing the hill towards the station the E83W driven by Mick Scrase (only borrowed for the day) decided to go no further due to a shattered gearbox. We decided to leave Mick at the roadside and the rest of us headed off the show. Luckily for Mick his own E83W, driven by a friend, was in the convoy so he dropped back and took Mick back to Uckfield to collect his Transit van. Mick finally arrived at the show with the E83W on a tow rope.

As well as the 16 which met at the pub we had two others who joined us at the show, giving us 18 in total. Had we not had a phone call from Mike Jillians minutes after arriving at the show we would have hit our target of 20 but unfortunately Mike was unable to attend. He also told us that Fred Tutt wouldn't be along either as he'd broken down en route and had to be towed home.

Apart from the regular southerners it was great to see Dave Pearson, who was our furthest travelled, down from the Wirral area; and John Congram and family, who drove from the Heathrow area in their 1958 Anglia, Doris, complete with period caravan Paradise in tow. You may remember John had an article a few magazines back about his trip from Land's End to John o'Groats. It took him 16 days, covering a total of 1909 miles. The caravan certainly drew a lot of attention parked up amongst the other Sidevalves.

#### Time for the last show of the year

I can't believe I've just written the heading above. This year seems to have gone by so quick. I don't know whether it's the appalling

weather we had during the summer, but for whatever reason I'm now about to tell you about the last show of the year in the Kent area. It takes place as usual in the village of Offham. I know I've said it in previous years, but anybody who hasn't yet been to Offham should certainly make the effort to come along this year, as it's an event that's different from your average show. In my opinion the atmosphere is like no other (weather permitting). For anybody interested in coming along, it takes place on Sunday 21st October. There are no rules and no need to book in: simply turn up on the day whenever you like and leave whenever you have had enough. But, bear in mind that the earlier you get there the better parking space you will get. For more details please give me a ring.

### Bits & pieces

Firstly may I give a warm welcome to Callum Cornell who has recently joined the Club after purchasing a 100E Prefect as his first car. As he has only recently celebrated his 17th birthday he plans to use it to get him to college once he has passed his test, which he is confident of doing within a short space of time.

Talking about new members, it was nice to see Bernard and Ann Hull who both came along for the first time to our August monthly meeting. Hopefully we will see them out and about at shows with us next year, especially as they own an E493A and we don't currently have one on the show scene in Kent.

Talking of monthly meetings, anyone that would like to join us throughout the coming months is more than welcome to pop along to the Early Bird (full address on page 2 of the magazine) on the third Wednesday of the month at 7.30pm for a drink and a natter.

On a final note, may I give a big thank you to all members that have supported us at shows this year, especially those that have travelled from further afield.

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# Regional News

## Merseyside

Joe Wheatley

### Hale Carnival – Diamond Jubilee (9 June)

Another event seemingly doomed by very poor weather. It had been raining during the days prior to the event and it was still raining as I set off that morning with Jill, sensibly, staying at home. The event was being organised by Ian Trimble, an FSOC member, but also of the North West Casual Classics. He was putting on the display of cars as part of the carnival attractions so I did not want to let him down. After a trundle through Warrington and Widnes I got to the park at about 10.00 to find Bernard (100E), Dave R (E493A) and Arthur Speakman (Falcon Caribbean) there before me. The rain stopped and the strong wind soon dried off the wet recently cut grass so conditions underfoot were not at all bad. But by 'eck it were cold! I felt really sorry for the Rose Queen and her retinue as they arrived on their float and then on the stage to be welcomed by the mayor. Everybody else was well wrapped up and my five layers and gloves were only just sufficient.

Such a pity because it was a lovely location: quite a few charity and craft stalls, a funfair and other attractions. A local shooting club was set up so you could have a go at clay pigeon shooting. Dave Rothwell was an old hand at this but I had never fired a shotgun before. I was quite pleased to hit seven out of twenty 'birds' but my shoulder was pretty sore the following day. I also took the opportunity to visit the grave of the 'Childe of Hale' but I'll let you look that up on Google!

Ian managed to get about 35 exhibitors from various clubs, more than double last year and very respectable considering the weather. The NWCC also did some judging and Arthur was awarded 'Car of the Show' for his Falcon special which he built himself 40 years ago.

### Hope Motor Show, Travellers' Rest, Hope Valley (18 June)

This was one of the best days for ages. Jill and I set off just after 15.00 to try and get through the A57 bottleneck at Mottram and through Glossop before the traffic built up. The Snake Pass produced a lot of second gear protestations from Freddy but we covered the 55 miles in under two hours. David Manterman had reserved a plot for us and we eventually mustered eight Sidevalves, including a very rare E83W removal van with a beautifully restored wooden body.

For an evening show the number of cars and visitors is amazing. I would say there were two or three hundred cars on display from 1920s rarities like a Sheffield-built Simplex to

modern Italian classics, from a 1930s Morgan trials car to modern Subaru rally cars. I also spotted an F Type Morgan, a Buckler and another Sidevalve-powered trials car. The pub serves excellent beer though indifferent beef burgers and the setting in the Hope Valley is beautiful. Jill and I had to set off for home at 20.30 because I was off to Nottingham the following day but there were still hundreds (thousands?) of people enjoying the evening sun and the cars. Would there be more days like this!



Hope Valley

### Shaw & Crompton Classic Car Show (24 June)

I had not intended to go to Shaw this year, but as the show is held in Market Street there would be no problems with mud. Dave Rothwell (E493A), Bernard (100E), Julian (E93A) and Neil (E493A) and Alan Tomlinson (E493A) also lined up. Part of the show is a tour / procession around the environs of Shaw and there were more people out and about waving at us despite the sun failing to appear. Too many speed bumps, though! Not as many vehicles as in previous years, probably down



Barton

to the appalling summer we were having. Still not a bad day out and they have a new Wetherspoons selling real ale at £1.50 per pint! Julian won a prize in the pre-war section with his E93A, which made his day. I think he will need a bigger mantelpiece.

The following day there was a devastating gas explosion in Shaw no more than 150 yards from where we were parked. The last I read was that 30 houses would now have to be demolished because the damage to the terrace was so extensive. Puts complaining about the weather into perspective.

### Manchester City (Barton) Airport Family Fun Day (1 July)

Another miserable day but I decided to brave the rain as the forecast indicated a better afternoon. Fortunately we were on a hard standing close to the hangers so mud was not an issue. Despite all the rain in previous days the grass areas were not boggy and the grass runway was sufficiently dry to allow light aircraft to land and take off all day, which provided something to watch. Probably 40 cars in all and a good turnout of emergency vehicles. Unfortunately we were a bit close to the police cars that regularly played their sirens to entertain children. Quite a few charity stalls, a proper bar and café, and an interesting little museum detailing the history of the airfield.

We ended up with a good display of eight Sidevalves. Bernard (100E), Dave Rothwell (E493A) and Steve McKenna (103E) were there before me. We put up my small gazebo to shelter under and were soon joined by Ian Sidebotham (103E), Alan Tomlinson (E493A) and Glen Dale (100E). Ron Taylor (E83W) arrived at lunchtime after the rain had eased off. Dave set off back to Southport at about 15.00 followed by Ian, Alan & Ron off to a local hostelry. I was back home by 16.00.

## North London

Robin & Jennie Thake

### Change of venue

We will meet at least for the next three months at St Albans Fire Station community room, 153 London Road, St. Albans. AL1 1TQ, 8.00pm to 10.30pm, first Monday of each month

**Reason:** the Quiz night has won and also the pub has been putting reserved notices on nearly all the tables. We have not been the only people affected. If any members in the area have not yet given our meeting a try, then come along, bring your own refreshment and join us for a chat. Either e-mail robjenthake@aol.com or ring 01279 659245 for more info.

### Shows

The show season has finally got started in our area. The Highland gathering at Harpenden managed to go ahead after a wet week. The old saying 'in Village Hall if wet' proved correct as all the dancing had to take place inside so it made the normal spectacle not quite as good as usual.

The sun shone at the All Ford Day at Gaydon where it was good to meet up with so many fellow Sidevalve enthusiasts. It was probably the most Sidevalves we have seen together for a long time. We had two

Wednesday evening events with the first one at Harpenden Common: a glorious evening of sunshine and local fish and chips and about 800 plus classic cars and motorcycles ranging from Ferraris to BSA Bantam motorcycles. The second evening event was at Croxley Green where there was a good display of classics, although we did not take the Anglia due to busy roads and 6 volt electrics not being a good idea. The MGF joined the classics for a change.

For our first show in August we went to Bletchley Park, home of the code breakers and a very informative place to visit. We took our granddaughter Ella with us and so she was able to play with all the computers on display. She also bought a 1940s doll with Grandma's money which she loves as it was lonely in a



David Heard receiving his award at Quainton Railway.

box under a table. She has called it Florence. We were hoping for a flypast by a DC3 Dakota but in the middle of the afternoon there was a heavy thunderstorm so it was cancelled and some of our members had a very wet journey home.

Due to our normal trip to Rougham Air Display being cancelled we went to the Woburn Rally, as we had not been for a number of years. Another good turnout of various cars. On the hottest day of the year we went to the village of Tewin for their village show, where a slow drive through the village to find the site and half a dozen marshals stopping people to welcome them to the show combined to have several cars litter the show ground with the dreaded vaporisation. Unfortunately Fords of all sorts came off worse.

Bank Holiday weekend is always busy for shows with Terry Tomlin going to the Enfield Heavy Horse Show and the rest of our group going to the Little Gransden Air Show and Quainton Railway. The Air Show is a very enjoyable day out with nearly five hours of flying of vintage aircraft, helicopters and aerobatics. An aerobatic glider, the Flying Fortress and the Vulcan Bomber also did a flypast. On the Bank Holiday Monday at Quainton Railway David Heard won first prize for the Best Classic Car, so we will have to go back next year as it is an annual trophy. Andy Westwood returned last year prize for the best commercial on this trip out.

## Yorkshire

Nigel Hilling

### General Info

After having a good evening at the Electra Cinema for our August meeting (with John Duckenfield entertaining us with guitar and songs) we will be back at the Reindeer for the October and November meetings. The December meeting will probably be back at the Electra on Tuesday 18th December but contact me shortly before if in any doubt.

The weather has continued to disrupt activities this year. Thornes Park was eventually re-run after being postponed in early July but the large Newby Hall event, at which we would have had a stand, fell victim to waterlogged ground conditions and was unfortunately cancelled.

### Old Ford Rally, Gaydon

I joined a good number of fellow Club members at this event for all old Fords up to the 1980s, this year jointly organised by the FSOC. The weather was excellent, which made a change, and there was some decent autojumble to be found, so a good day was had by all. There were hundreds of Fords of all types to see but

it is worth a visit to this event for the Heritage Museum alone. A number of the Merseyside branch travelled down on A-roads the day before and stayed locally overnight whilst I did the return on the day on motorways. Either way it demonstrates that the event is accessible to Yorkshire members – why not try it next year? Photo 1 shows one of the tourers in the Y&C club area.

### Northern Sidevalve Day

This was again organised by the Yorkshire, Merseyside, and East Lancs groups as part of the Hebden Bridge Vintage Weekend. It stayed dry and sunny all day despite some strange weather in nearby areas. Some parts of Bradford were deluged by hailstones! The



Photo 1

town was very welcoming after the awful flooding that has taken place twice earlier in the year. We had around 20 Sidevalves parked up for the event and Brian Cranswick popped in to say hello as part of his holiday in the area. Photo 2 shows a few of the entry with the hills of Hebden Bridge in the background.

### Tatton Park

This is another big event that is accessible to Yorkshire members with a stand run by the Merseyside branch and the event includes a large autojumble. Joe Wheatley would be happy to see a few more of us at any of the Merseyside events next year. He sends me a list early in the year which I can pass on to anyone interested. Equally we welcome everyone to our Yorkshire events.



Photo 2

# Regional News

## Scandinavia

Håkon B. Øverland

### No gathering of Scandinavian members

In the last issue I bragged about making an attempt to gather some of the Scandinavian members at an Autojumble at Falun, Sweden.

I am sorry to have to report that I failed utterly in that attempt, mainly because the transport to Falun that I relied on was cancelled. As the distances here in Scandinavia are great, I could not afford to drive there by myself, so I had to send a message to 'my' members that the meeting as such was off. I also had replies from a few members giving the same excuse for not meeting.

I have been to the Autojumble at Falun on one previous occasion. There was not much to find for an old English Ford, but I did get some 6V bulbs which are hard to find here in Norway, and a 'new' red glass for the rear lamp. Yes, you read me rightly: I am trying to restore my treasure to its original state, and it had originally only one rear lamp, combining the rear light/light for the registration plate and the stoplight.

### U-5347

I have changed tactics in restoring my treasure. To vary the job a little, I have given up the idea of completing the chassis before I go on with the bodywork. So, now I have started at the rear end and am working forward. I have finished restoring the inner mudguards on both sides and have also almost completed the metal sheet under the rear seat and the base for the spare wheel. Only painting remains here.

I have a challenge fitting both front doors, as the lower ends of the A-post are rusted away on both sides. I am a little reluctant to meet this challenge so I am finding other things to concentrate on. There really are lots of things still to do. I am also spending some time making spares for some of my English friends!

### The patient Ford

May I finally take this opportunity to thank my Danish friend Søren for helping me to give some impressions of Scandinavia to our British and overseas club members. It is not so easy to find an interesting subject every second month for our magazine.

*Søren Palsbo writes:* An old Ford can be patient. I know because I once owned a Ford A 1931 which had been waiting for many years to be restored when I bought it. 'The motor in a car like that is in a very bad condition if it



A scene outside the famous round church in Østerlars which could have been photographed many years ago.  
Photo by Søren Palsbo.

isn't running after twenty minutes,' one of my friends remarked when he saw the car in my garage. And, indeed, he persuaded the motor to run in less than twenty minutes.

My little Popular 104E had not waited quite so long when I succeeded in starting it this year after a very long winter, spring and summer asleep in an outhouse by our country house. But certainly the little Ford has been very patient, waiting until 1st September. Driving a Sidevalve is filed under 'amusements' and this year it has been necessary to do many less amusing things, such as painting windows, before having fun.

Fortunately the first day of autumn was warm and sunny on the island of Bornholm in the Baltic. Although we have had moderate temperatures this summer in Denmark the weather hasn't been all that bad. Even the Danish farmers don't complain. Hopefully the rest of the vintage driving season will bring many more days like autumn's 'official' start. From 15th November the Popular's vintage status dictates another long sleep in the outhouse.



The little Pop on its late first performance among huge rolls of straw, each weighing two thirds of the car's weight. Photo by Søren Palsbo.

## Cambs, Lincs & Norfolk

Brian Cranswick

Unfortunately things have been really rather quiet this summer, due to a combination of damp weather and some events being cancelled, which has meant my 103E Pop not being used very much this year. Many thanks to everyone who supported the local Club events, a very wet Drive It Day, and a not quite as wet Eastern Sidevalve day.

I recently assisted Boston member John Wilson in carrying out a Club inspection on his E83W (as shown on page 12 of the last magazine), which has finally resulted in a successful DVLA application. John is now in receipt of the long awaited registration documents. Another E83W owner, Dave Durrant, lives close to John, which gave a great photo opportunity to take a picture of the two vans parked side by side. Dave has owned his E83W for over 30 years. It's used regularly and he has clocked up over 300,000 miles, including one engine lasting for 100,000 miles without a rebuild: could this be some kind of Sidevalve record? I like the durable look of all those additional gauges – just compare Dave's dashboard (top left) to John's (top right) – and the extra front bumper gives the van a real workhorse appearance.



## Obituary

### Martin Shaw (1939–2012)

Yvon Precieux

Martin Shaw was the Specials Registrar for the Ford Sidevalve Owners' Club when the Club started the register to cater for these more sportier models in the 1990s.

His eventual tinkering with Ford Sidevalve engined Specials and cars started initially in his boyhood days when he dismantled his parent's Morris 8. His choice of faster vehicles continued in his teens and parenthood with two Morgans, ending up with a Ford Prefect E493A, E83W Utilecon and umpteen rebuilt and uprated Ford Specials that every so often he drove into the ground and then took to another. Assisting in the many rebuilds and travelling with Martin in those halcyon days, the experience could be quite interesting and on occasions quite alarming when bits occasionally flew off, such as the odd bonnet, although luckily enough the road wheels stayed put on all cars.

There was one instance where we both had to lose our trouser belts to strap the dynamo down after it had snapped from its mountings

on a foray to Leeds, where the Club spares were once located. The odd farm animal could also be found as a fellow passenger as Martin occasionally took on the odd favour to the smallholder in Banstead on whose land he kept his vehicles.

He started his career as a teacher at a Secondary Modern School in Dover in metalwork and engineering. After various appointments in Cambridgeshire he freelanced, taking in exhibition work and commissions. His work was sold in numerous countries including France, Germany, Hungary, Switzerland, Canada and the United States. His silversmith work received much acclaim with commissions for the Bishop of Leeds and the Dioceses of Ipswich and Bristol, although pressure of work caused him to discontinue in this profession. He had a special affinity with the continent of Africa and worked as a humanitarian volunteer in Malawi. He also travelled to the former Yugoslavia (Croatia and Bosnia) during the country's break-up to assist in similar work. Afterwards he transferred back into teaching at Greenacre, a private school for girls in Surrey; and in later life, when he had stopped driving sidevalves and cars, he was frequently asked to open a number of special exhibitions organised and promoted by his former students.

In retirement Martin concentrated on a submission to the Royal Academy and during his last years, ever resourceful, he taught himself computing and assisted me in the ways of Windows, Linux, Debian and Ubuntu computer operating systems. He was diagnosed with cancer last autumn, and even in his last days he was still intending to plumb in a new bath and kit out his studio, and was on the way to installing a full miniature version of the Dover Priory train layout in his bedroom.



Martin at Greenacre School.

# Regional Report

## John Duckenfield

Over recent years there have been regular requests for members to become Regional Contacts. As personal circumstances change, individual members have responded and it is extremely pleasing to witness the number of Regional Contacts and Regional Groups increasing year on year to such an extent that there are now 23 listed in this edition of *Sidevalve News*.

That's great news for the Club and its members, for these people represent the FSOC on the ground at shows and events throughout the country, often recruiting new members and offering support to existing ones. Their contribution should not be undervalued and yet, somewhat surprisingly, the great majority of members choose not take advantage of their efforts. This remains a mystery to those who do, for Regional Groups are one of the great benefits of Club membership. It is the *club* element of the Ford Sidevalve Owners Club whereby enthusiasts with a common interest come together to support each other, and enjoy classic car and *club* activities!

Each Regional Group of course is different and that is down largely to the fact that every Regional Contact is different, with different commitments and different priorities in life. There is, though, one common factor that unites them. Every Regional Contact is doing his or her best for the Club and putting as much back into it as they can.

### What does being a Regional Contact involve?

There are no specific demands on Regional Contacts but for obvious reasons there are certain expectations of anyone becoming an unelected representative of the Club. These are:

- To be a point of contact for the FSOC in an area.
- To promote and encourage membership of the FSOC and be a source of information for and about the Club.
- To encourage the restoration and use of Sidevalve vehicles by those who own them.
- To act as a link between owners, members, enthusiasts and the FSOC via the Regional Co-ordinator.
- If willing, to suggest, encourage, co-ordinate and/or organise meetings and events for FSOC members in their region.

- To be responsible for any FSOC equipment provided for the regional group.
- To be responsible to the FSOC committee in maintaining the good name of the Club.

Consequently, being a Regional Contact for the Club can be as time consuming and demanding as you want to make it. You dictate the level of your own involvement relative to the time and commitment you can give.

### Is it difficult?

There is no denying that at times being a Regional Contact can be very frustrating! Apathy is common throughout the vast majority of clubs and societies, and motivating others to get involved seems increasingly difficult in the dynamic world of today. Establishing a Regional Group, therefore, has to be regarded as being as an evolutionary process rather than a revolutionary one! Nevertheless, it can be done as this year's very successful and enjoyable AGM in Kent testifies. Four years ago the Kent Regional Group did not exist!

Whether or not it is possible to establish a large and successful regional group obviously depends a great deal on how many members live in the area, but it is not dependent on numbers alone. There are two other important considerations to be taken into account. Firstly, there has to be someone capable and enthusiastic enough to become a Regional Contact; and secondly, local members have to become involved and support it.

### Who can become a Regional Contact?

Any member can put their name forward to become a Regional Contact for the Club! All they have to do is get in touch with me. Obviously they have to be suited to the role and have their appointment endorsed by the Club Committee, but other than that there are no formal interviews, application forms and so on. It's as easy as that! Thereafter it's entirely up to you how involved you become and how much time you give.

### Where are Regional Contacts wanted?

The Club would like to be represented throughout the UK. Even if numbers are such that it is not feasible to establish a Regional Group, there is still great value in having a Regional Contact in as many places as possible. There are, though, areas of the country where large numbers of FSOC members would certainly make a Regional Group a possibility. Although not postcode based, potential regions

based on April 2012 membership numbers include:

- **Essex:** the home of Ford is still without a Regional Contact/Group despite having over 70 members living in the county! (Postcode CB – 3 members; CM – 25; CO – 15; IG – 2; RM – 12 and SS – 14)
- **East Anglia:** there are at least 15 members with IP postcodes and 12 with NR but the Club is only represented in the area because Brian Cranswick kindly offered to extend his Cambridgeshire and Lincolnshire area to include Norfolk.
- **South-Central England:** with over 36 members living in the counties of Oxfordshire (postcode OX – 12 members); Berkshire (RG – 12) and Buckinghamshire (HP – 12) surely there is someone willing to put the 'Ford' back in Oxfordshire – home of the FSOC!

Other areas that could support smaller Regional Groups and in which the Club would very much like to have a Regional Contact include:

- **Derbyshire:** where a number of new members have recently joined
- **Leicestershire:** which once had a strong Regional Group
- **Northern Ireland:** where there are 18 members with BT postcodes
- **South Wales:** with 20 or so members (in total) living in the CF, NP and SA postcode areas
- **Tyne and Wear:** that also used to have an active Regional Group.

### Are you interested in becoming a Regional Contact?

With the 2013 classic car season just around the corner I would again ask all members, especially those living in the areas listed above, to give serious consideration to becoming a Regional Contact. Personal circumstances do change and large numbers of new members join each year, so it could well be that the time is now right for you to take on this important role within the Club. If you are interested and would like to know more, please get in touch. My contact details can be found on page 2.

Whilst it may be true that at times the job may be frustrating, it can also be extremely rewarding and I honestly believe that anyone with a true affection for the FSOC would thoroughly enjoy contributing in such a way to its continued success.

# Pre-War Register

**Yvon Precieux**

## Registrar's comments

I have been out of action for roughly a month due to the death of a good friend and once fellow registrar for the FSOC, Martin Shaw (see Obituary). In the circumstances I have been behind on paperwork and should be back into the swing of things, although there are still many tasks to do on my old Fords re basic work and checking prior to their MOTs. I regret the photos of the bulkhead in the last issue didn't turn out too well and it was hard to depict the set up for the bulkhead tools, such as the starting handle. Drop me a line if you need to verify.

## Revisions to the Roadworthiness Testing Directive

The draft of this new Directive does have implications for all of us as motorists, not just historic vehicle owners, as it requires tests to make reference to a vehicle's original 'technical characteristics'. The points of reference are defined as follows:

1. Was manufactured more than 30 years ago.
2. Is maintained by use of replacement parts which reproduce the historic components of the vehicle.
3. Has not sustained any change in the technical characteristics of its main components such as engine, brakes, steering or suspension.
4. Has not been changed in its appearance.

The FBHVC rejects the suggestion that Roadworthiness Testing should relate to a vehicle's 'technical characteristics', whatever the age of the vehicle. As with our Ford models, modifications, alterations and improvements are all part of our history, especially as the Model range from 1932-37 and 1937 onwards can share many component parts up to 1959. Hence the older the vehicle, the more likely it is that it will, at some stage in its life – especially in the 1960s – have had some alteration in engine and other component parts. The FBHVC will be responding formally to the DoT for comment when further analysis of the detailed proposals has been completed. However, it should be remembered at this stage that this is still just a proposal. The areas we need to watch are use of a later and larger engine in an 8hp car and variations made to the specification of the vehicle. The former is the one that it probably is easier for the powers that be to legislate on. It the meantime, go out and enjoy your hobby.

## Membership

Welcome to Douglas Allen (Model Y), John Braund (Model 7W) and Richard Trevorowr



Photo 1



Photo 2

(another Model Y). To new members, the register is here to assist with your restoration and to answer questions on the mechanics, spec and other queries related to the running of your vehicle. You can drop me a line any time. See my email under list of officers.

Douglas Allen from Ross on Wye in Herefordshire has known about us for many years and now has joined us with his 1937 Tudor Model Y (Photos 1 and 2). Coloured black, ACJ 86 was advertised in the motoring press to be sold at the Brightwells classic vehicle auction at Leominster in July of this year. At the time it was Douglas's endeavour to locate a 1932/33 Short Rad Model Y to rekindle the days

of his youth, when he was an owner of such a model, a 1932 Short Rad purchased in 1954. By 1961 he had gone through some 30 such models, having purchased and sold Model Ys during this period. His last vehicle was sold off in 1961. Being just some 30 miles away from the venue, a viewing was deemed paramount. In Douglas's words, 'I saw and decided that the mileage was as near enough dammit genuine (some 26,773 miles) and bought it.'

The car was taxed with just a week left on the current MOT. A phone call was immediately made on purchase to insure and the Model Y was driven home, and noted as being the quietest of all the Ford Ys he had driven. This

# Pre-War Register contd

trip and a further journey to update the MoT later incurred a mileage of some 29 miles. This was near enough the mileage the car had done in the past 22 years under earlier ownership, possibly due to the car being trailered rather than driven to events. Douglas might want to tell us more on those other Model Ys?

Richard Trevorrow's car is similarly coloured black but a Fordor model with a 1935 registration. Here a full restoration has been initiated with the shell, wings and doors totally stripped to bare metal and all mechanicals, running gear and interior removed.

There is no known history. Although initially located in a pub car park in St Austell, Cornwall, its previous owner had sold the registration, JT 2576. Richard is endeavouring to restore the car to its near original condition, having owned the car since 1990 when he purchased and drove it home the same day. Considering its age and condition, the Model Y bore little rust bar a couple of small patches in the chassis and wings. At some stage in its life the car had been painted cream and black, similar to the colour scheme brought out onto the Model C that took away the rather barrelled effect on this model when it was the one colour. Regrettably the black paint used for the top of the Model Y had peeled so it did look quite scruffy. Having delivered the car safely back, it was stripped as indicated, welded in the appropriate places and sprayed with just the one colour, black. As with all of us, restoration can elapse; similarly Richard has just recently restarted work. Naturally parts taken off and even where labelled can be a mystery now and that hopefully is where I come in, although I would always suggest purchasing the parts book and bulletins for these models as they do assist the brain cells to cope. (Photo 3)

I am awaiting the registration form and photos from Jon Braund from Dorset of his 7W that many years ago was converted from a saloon to a pickup. Hopefully we should see some information and photo on this vehicle in the next issue?

## That 7W

Returning to Alec Edward's unique 7W, in the last issue I mentioned the Buckler suspension that the vehicle retains. David Montgomery from the Buckler register forwarded the information through Alec and, as you can see, it is quite a set-up. The split axle and split steering set-up is identified in photo 4 and photo 5. Also note the suspension unit at the axle in photo 6. It picks out the reinforcement panel, which may appear to some not to be man enough to support the telescopic shock absorber shown, but seems to be adequate. Looking closely at the Buckler suspension, it sometimes is difficult to distinguish from its Ballamy equivalent. Photos show a split axle, with split steering (otherwise



Photo 3



Photo 4

the traditional draglink would snap) and a split braking system that is taken diagonally, à la Model Y and C, rather than transversely as seen on some varieties of vehicles that have previously been shown in the Specials register. (Photos 4, 5 and 6)

## Pre-war and post-war E93A Prefect

The E93A gave us the standard for the ultimate sidevalve. Let us not forget that once upon a time all sit-up-and-begs were identified in this manner and E93A is still used to make reference to one particular component, the 10hp engine.

I call the E93A 'ultimate' – when some may say it is an unassuming vehicle – because it gave us the most up to date model with the ubiquitous chain-driven 10hp engine in its ultimate and final guise: a solid drive shaft, wired wings, a better carburettor, hand primer for pump, a larger dynamo, constant voltage control, moisture resistant condensator plug caps, improved seats, improved starter handle



Photo 5



Photo 6

support, heat resistant/moisture proof HT leads, non-spill oil filler and many more. The longer wheelbase also gave slightly better steering, so even if the Prefect model does not get as full a mention in these pages that it deserves, we can at least detail and remind members of the qualities that defined sidevalve components at their best.



## October 2012 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

**Minimum order £10.**

### Regalia List

#### Books

Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	£18.00
Popular 53-59.....	£18.00
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,	£18.50
Popular 53-59.....	£18.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y .....	£13.40
Reprint Model Y Bulletin .....	£12.50
Reprint Workshop Manual for 100E and 300E .....	£25.55
Reprint Parts Manual for 100E and 300E .....	£20.75
Technical Tips for the 100E/107E by Jim Norman .....	£8.30
100E Anglia and Prefect Instruction Book (1953-59).....	£9.90
The John Howe Book of Cartoons .....	£6.30
Ford Motor Cars, 1945- 64.....	£9.15
Ford Model Y, Henry's Car for Europe by Sam Roberts .....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner .....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell .....	£21.60

#### Stickers

Running In Instruction Sticker (Upright) .....	£1.15
Running In Instruction Sticker (100E) .....	£1.15
Running In Instruction Sticker: First 500 miles (100E).....	£1.15
Window Sticker-FSOC design.....	£1.06
Silver Jubilee Window Sticker .....	£1.06
Historic Ford-'Keep off My Arse!!' sticker.....	£2.05
I Love My Sidevalve Sticker.....	£2.05
Register Sticker (state model) each .....	£1.42
FSOC 30th Anniversary Sticker .....	£0.90
FSOC 40th Anniversary Sticker .....	£1.12

#### Magazines

Binder for Club Magazines (holds 2 years).....	£8.45
Following back copies of Sidevalve News available .....	£1.20
1990 April, June, August	
1994 December	
1995 February, April, June, October	
1996 February, April, 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, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August	

### 100E and 107E Spares List

#### Front Brakes

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit (axle set) .....	£10.95
100E-2038	Adjuster repair kit (front) .....	£16.00
100E-2061-B	Wheel cylinder 1957 onwards right hand side .....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side .....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *).....	£35.00
100E-2061	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
/ 02062-B	Hydraulic flexi hose.....	£13.25
E0A-2078	Master cylinder .....	£72.00
100E-2140	Master cylinder retainer.....	£4.50
100E-2185B	Master cylinder repair kit .....	£12.50
E66-Z-1	Snail cam (shoe adjuster).....	£0.75

#### Rear Brakes

#### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.90
Running in booklet Anglia / Prefect (date 9/49) .....	£1.95

#### Models

Ceramic Cream Model of 103E Popular .....	£5.70
Limited Edition E494C FSOC 30th Anniversary Model .....	£19.99

#### Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£2.15
103E Popular Cut-out Lapel badge (Black or Blue) .....	£1.66
FSOC Grille Badge: Round or Square .....	£12.45
Register Grille Badge: Popular/Prefect/100E/107E .....	£12.50

#### Clothing

<b>Please state size, design, colour and second choice of colour for all items of clothing.</b>	
FSOC black and red quartered rugby shirt embroidered in script	
SM/L .....	£25.25
FSOC Sweat Shirts embroidered in script .....	£16.20
<i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL; Navy in Med/XXL; Red or Sky Blue in Med/L/XL/XXL; Black in Med/L/XXL</i>	
FSOC Polo Shirts embroidered in script .....	£14.60
<i>Lemon, Sky Blue or Emerald in SM</i>	
New FSOC Sweat Shirts embroidered with FSOC logo .....	£16.50
Royal Blue only in Med / L / XL	
New FSOC Polo Shirts embroidered with FSOC logo .....	£13.90
<i>White or Royal Blue in Med / L / XL only</i>	
New FSOC Sweat Shirt and Polo Shirt embroidered with FSOC logo .....	£27.90
Royal Blue Sweatshirt with either Royal Blue or White Polo shirt Med / L / XL	

#### T-Shirts

Model designs .....	£9.50
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*E83W picture printed on front in Red or Black XL*

*Upright picture printed on front in White L/XL*

Script Badge Design .....	£8.60
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Navy or Green in SM/MED; Red SM; Royal Blue MED</i>	
<i>Ford Anglia: White or Yellow in SM only; Green, Royal Blue, Navy or Red in SM/MED, Black MED</i>	

#### Other Regalia

Licence Disc Holder .....	£1.05
Blue FSOC Mug .....	£4.85
DVD of Ford Archive material and FSOC events .....	£5.95
FSOC 40th Anniversary Beer Glass .....	£20.75
FSOC 40th Anniversary Beer Tankard .....	£23.50
Tea Towel, All models design .....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which) .....	£2.85
FSOC Woven Tie .....	£7.95
Xmas cards (pack of 5 different designs) .....	£3.50
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre	
Per duster .....	£2.45
Pack of two dusters .....	£4.50
Pack of three dusters .....	£6.00
Gift Vouchers (can be exchanged for Regalia, Spares or Membership) .....	£5.00

100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4) .....	£22.00
100E-2103	Late hand brake lever .....	£14.00
100E-2119-B	Compensator (hand brake cable) .....	£5.20
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order) .....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order) .....	£29.95
100E-2261-B	Rear wheel cylinder 7" (53-55) .....	£14.00
100E-2261-C	Rear wheel cylinder 8" (55-57) .....	
	Reconditioned exchange only-old unit must accompany order .....	£22.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D) .....	£7.00
100E-2295-B	Hand brake cable .....	£32.50
100E-2857B	Hand brake clevis .....	£1.50

#### Steering and Front Suspension

E55-DB1	Top suspension mount .....	£40.00
E55-DB1	Pair top suspension mount .....	£75.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings .....	£110.00

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

Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£23.00	100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *).....	£44.50	
Suspension insert .....	£65.00	100E-17286	Ring speedo gear retainer .....	£1.00	
Suspension insert plus top suspension mount .....	£99.00	<b>Cooling System</b>			
Pair suspension inserts .....	£120.00	EOA-8100	Radiator cap, fits 100E and 107E.....	£4.99	
Pair suspension inserts plus pair top suspension inserts .....	£190.00	100E-8115	Radiator drain tap (not original).....	£3.50	
Hub seal 0.983" .....	£7.00	100E-8260A	Early top radiator hose, 100E only.....	£15.40	
Hub seal 1" .....	£7.00	100E-8260B	Late top radiator hose, 100E only.....	£12.40	
Hub bearing inner 0.983" .....	£30.00	100E-8275	Water inlet tube.....	£13.90	
Stud and bush.....	£15.00	100E-8286	Bottom radiator hose, 100E only.....	£12.50	
Bushes per set (track control arm / cross member).....	£7.00	100E-8501	Water pump, 100E only (old unit must accompany order) .....	£55.00	
Track control arm repair kit.....	£16.00	100E-8507	Water pump gasket.....	£3.00	
Track control arm right hand (exchange £10 surcharge *) .....	£27.50	116E-8575	Thermostat .....	£6.50	
Pair track rod ends .....	£30.00	EOTA-8620-C	Fan belt, 100E only.....	£6.00	
Drag link (exchange £10 surcharge *).....	£59.00	<b>Fuel System</b>			
Steering box oil seal (early and late models) .....	£7.25		Fuel pump with spacer (no primer) .....	£43.50	
Front suspension bush kit - 4 x E-10-DB- and 8 x 3063 .....	£25.00		Petrol filler grommet.....	£12.50	
<b>Rear Axle</b>			Gasket (fuel tank sender).....	£1.25	
100E-1107	Wheel stud .....	£2.50	Flexible fuel pipe .....	£15.80	
100E-1175	Rear hub seal, original material .....	£12.25	Hot spot gasket .....	£1.95	
100E-1175	Rear hub seal, modern neoprene .....	£7.00	100E-9437	Rubber (air cleaner) .....	£7.25
E493A-4050	Retainer (rear axle shaft grease) .....	£7.30	100E-9959	Gasket carburettor float chamber .....	£1.45
100E-4209	Crown wheel and pinion.....	£80.00	<b>Electrical</b>		
100E-4235	Half shaft.....	£30.00	EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *) .....	£65.00
100E-4676	Pinion seal, 100E only .....	£7.00	105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *) .....	£43.00
100E-4851	Flange (propshaft).....	£18.00	105E-10043	Brush set .....	£4.75
100E-5713	Bar rear spring shackle-inner.....	£5.00	E274-CQ-1	Pinion (starter motor drive) .....	£11.00
100E-5719	Bush rear spring shackle (set of 4) .....	£7.25	100E-10505-B	Voltage regulator (push on terminals) .....	£35.98
100E-5781	Rear spring eye bush.....	£6.50	100E-11001-C	Starter Motor (please send old unit with order) .....	£45.00
100E-5781	Pair rear spring eye bushes .....	£11.00	105E-11057	Brush set starter motor .....	£3.75
100E-7091	Yoke (propshaft) .....	£12.00	204E-13007A	Headlight bulb pre focus 40 / 50 watt .....	£5.99
100E-18080-A	Shock absorber.....	£40.00	100E-13450B	Stop/tail bulb, 12v, 21/5 watt .....	£2.99
E-7ED-1	Rubber bush (bottom shock) (2).....	£3.00	300E-13450	Rear light lens, red .....	£14.95
<b>Exhaust</b>			E0A-13480	Rear light lens, red .....	£14.95
100E 5250/5225/ 5255	100E mild steel exhaust system.....	£138.00	E1050-NC-1	Brake light switch .....	£6.50
100E 5250/5225/ 5255	100E stainless steel exhaust system .....	£235.00	100E-134641-C	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts.....	£9.95	50563-S	includes fixing screws.....	£15.75
	100E exhaust fitting kit.....	£22.50		Pair of rear red tail light lamp lenses .....	£26.50
<b>Engine Parts</b>		<b>Ignition System</b>			
100E-6038	Engine mount .....	£30.85	100E-12029	Set 100E ignition leads .....	£14.95
	(exchange £10 surcharge*-remove rubber from mount)		7V-12098	12V Ignition coil .....	£42.95
100E-6051-B	Head gasket.....	£19.95		Nut H.T. lead distributor cap (set of 5) .....	£3.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040") .....	£200.00		D type distributor only (rebuilt-exchange £10 surcharge) .....	£50.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040") .....	£65.00	100E-12116	Round type distributor only (rebuilt-exchange £10 surcharge) .....	£50.00
E93A-6270	Timing Chain .....	£17.99	105E-12116	Distributor cap (D type) .....	£25.00
100E-6308	Crankshaft thrust washers (per set) std, + 0.025" .....	£13.50	100E-12199	Distributor cap (round type) .....	£14.75
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£41.00	EOTA-12199-C	Contact set (D type distributor only) .....	£15.20
100E-6347	Packing Seal Crankshaft Rear (set of 2).....	£4.00	100E-12200	Contact set (round type distributor only) .....	£15.20
100E-6521	Gasket valve chamber cover.....	£5.00	100E-12300-B	Rotor arm .....	£5.25
100E-6505	Exhaust valve .....	£7.50	100E-12300-A	Condenser (D type distributor only) .....	£9.60
100E-6505	Exhaust valves (per set of 4) .....	£26.00	105E-12300-A	Condenser (round type distributor only) .....	£9.60
100E-6507	Inlet valves (per set of 4) .....	£20.00	100E-12405-T	Spark plug .....	£3.70
100E-6513	Valve springs (per set) .....	£15.00	<b>Badges</b>		
100E-6714-B	Oil filter element.....	£5.00	100E-16185 / 9	Triangular wing motif .....	£15.25
100E-6763B	Oil filler tube.....	£15.00	E6AJ-1	Prefect boot script .....	£15.25
100E-9278	Oil pressure switch .....	£7.50	100E-16606	Prefect bonnet .....	£15.25
100E-9448	Manifold gasket, 100E only .....	£2.50	E5AJ-1	Anglia boot script .....	£15.25
	Manifold stud .....	£4.95	100E-16606	Anglia bonnet .....	£15.25
E55Z1	Conversion gasket set .....	£27.00	100E-16606-G	Popular bonnet .....	£15.25
E81Z1	Decoke gasket set .....	£27.00	100E-7042514	Popular boot script .....	£15.25
353000ESA	Core Plug .....	£2.50	100E-16850	Bonnet 'V' motif .....	£35.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£29.50		Deluxe boot script .....	£15.25
	Small end bushes (set of 4).....	£23.50	<b>Miscellaneous</b>		
<b>Clutch and Gearbox</b>		E40GB1	Gear lever gaiter .....	£25.50	
EOA-2078E	Flexi hydraulic hose.....	£13.00	100E-17262	Speedo cable .....	£21.50
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *) .....	£32.00	100E-7029744	Rear side window rubber per side (2 door model) .....	£15.50
E149-Z-1	Slave cylinder repair kit, 100E only .....	£4.00	100E-7042084-B	Rear screen rubber-deluxe only .....	£29.95
100E-2140	Master cylinder .....	£72.00	EOA-732003-B	Floor grommets-per set of four .....	£5.15
E66-Z-1	Master cylinder repair kit .....	£12.50	100E-7322610	Interior door handle .....	£8.95
E74-7580-A	Release bearing .....	£14.50		Stainless steel locking petrol cap .....	£14.95
100E-6068	Gear box mounting fits 100E and early 107E .....	£24.95			
100E-7039	U / J repair kit .....	£13.95	<b>107E Specific Items</b>		
100E-7052	Front oil seal .....	£7.00	105E 42A8B	Rear hub oil seal, 107E only .....	£7.00
100E-7086	Gasket tail shaft housing.....	£1.80	105E-4676B	Pinion oil seal, 107E only .....	£7.00
100E-7111	Counter shaft.....	£31.00	107E-6020	Timing chain cover gasket .....	£2.50
100E-7114B	Gear and bush assembly .....	£25.00	E72-Z1	105E oil filter .....	£6.50
Y-7119	Washer (counter shaft gearbox thrust) .....	£6.32		Clutch slave cylinder kit, 107E only .....	£4.00
100E-7223	Gearbox lid gasket .....	£0.90	105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *) .....	£26.00
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *) ..	£30.00	105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *) .....	£44.50
100E-7657	Rear oil seal .....	£7.00	107E-8260	Top radiator hose, 107E only .....	£10.75

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107E-8286B	Bottom radiator hose, 107E only .....	£12.50
105E-8501	Water pump, 107E only .....	£40.00
105E-8620	Fan belt, 107E only.....	£5.75
105E-9448	Manifold gasket, 107E only.....	£2.00
107E-9959B	Float chamber gasket.....	£2.00
105E-12116	Distributor cap (round type) .....	£14.75
EOTA-12199-C	Contact set (round type distributor only) .....	£15.20
105E-12300-A	Condenser (round type distributor only) .....	£6.50
105E-10043	Brush set .....	£4.75
105E-11057	Brush set starter motor.....	£4.75
353000 ES	Core plug, 107E only.....	£2.50

## Spares List for 8 & 10hp Type Models

### Rear Axle

Y-1175-A	Retainer (Rear wheel grease) assembly .....	£7.20
B-1175	Rear Wheel Retainer (fits E83W).....	£7.05
48-1190-A	Retainer (front wheel grease) assembly .....	£5.85
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W) .....	£76.50
68-1225-A and	Rear Hub Bearing including outer race (fits E83W only) .....	£66.50
68-1236-A	Rear Wheel Bearing Kit (fits all models except E83W) .....	£160.00

### Braking System

YE-2019A }	Brake Shoes (set of 4-all models-exchange £10 surcharge) .....	£55.50
CE-2019B }	Spring (brake retracting).....	£5.50
7W-2019 }	Spring (brake retracting) (set of four) Model Y .....	£20.00
Y-2035	Spring (brake retracting) not E83W .....	£4.95
7W-2035	Spring (brake retracting) (set of four) not E83W .....	£18.50
7W-2035	Spring (brake retracting) E83W only .....	£6.30
E83W-2035	Spring (brake retracting) (set of four) E83W only .....	£21.00
E83W-2035	Spring (brake retracting) short.....	£5.75
Y-2036	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£8.50
7W-2116	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W) .....	£13.20
7W-2205	Rear axle brake plate securing bolts, long (each).....	£5.99
E93A-2248	Rear axle brake plate securing bolts, short (each).....	£5.99
7W-2249	Brake Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.85
Y-2454	Brake pedal return spring .....	£6.25
E83W-2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W-2580/1B	Front Brake Cables (Pair E83W).....	£22.76
7W-2580/1/4/5	Set of Brake Cables (not E83W) .....	£60.95
YE-2793	Spring (handbrake lever pawl) .....	£0.85
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W) .....	£24.95
E83W-2853B	Hand Brake Cable Clevis Pin .....	£2.00
	Hand Brake Cable (fits E83W).....	£27.40

### Steering and Suspension

Y-3030	Bolt (front axle to radius rod Model Y) .....	£25.00
CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W) .....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£24.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans .....	£65.00
	Track Rod Ends (pair) E83W .....	£60.00
YE-3304C	Draglink (Y model).....	£72.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models).....	£1.87
YE-33111	King Pin Set, complete (Model Y) .....	£70.00
CE-33111	King Pin Set, complete (Model C) .....	£70.00
7W-33111	King Pin Set, complete (7Y,7W,Anglia,Popular,Prefect,5cwt vans) .....	£79.95
E83W-33111	King Pin Set, complete (E83W) .....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y-3446	Front axle A-frame Bush (fits all models).....	£5.85
YE-3616B	Horn Button and Nut (Y model).....	£7.80
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.65
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four) .....	£21.00
E493A 4050	Retainer (rear axle shaft grease) .....	£7.30
Y-4217	Bolt (diff gear case) .....	£3.30
18-4217	Bolt (diff gear case) .....	£4.60
Y-4507	Gasket (torque tube to differential housing cap) .....	£1.75
7W-4507	Gasket (torque tube to differential housing cap) .....	£1.75
Y-4515	Gasket (universal joint housing cap) .....	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W .....	£2.55
Y-4637	Thrust Washer (pinion bearing)	

Y-4655	all models except E83W .....	£1.95
E93A-18055A	Torque tube bearing sleeve .....	£9.95
E93A-18055B	Front Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
E83W-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E .....	£20.00
6E-18055B	Front Shock Absorber Link to fit E83W .....	£25.00
	Rear Shock Absorber (specify which one required) .....	£85.00
	Front wheel bearings (wheel), not E83W .....	£56.00
	Front wheel bearings (per axle set), not E83W .....	£110.00
	Front wheel bearings (wheel), E83W .....	£56.50
	Front wheel bearings (per axle set), E83W .....	£110.50
	Suspension Buffer (fits all models except Model Y) .....	£15.99

### Exhaust Systems

E93A-5255-C	Model Y stainless steel exhaust system.....	£117.00
	5 cwt stainless steel exhaust system .....	£111.00
	E83W stainless steel exhaust system.....	£106.50
	E93A-5230/Prefect and 7W stainless steel exhaust system .....	£199.00
	Anglia, 103E and 7Y mild steel exhaust system.....	£170.00
	Manifold to exhaust clamp .....	£9.95

### Engine Parts

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly .....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines) .....	£12.95
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) .....	£9.99
E93A-6250A	Front Engine Mounting bolt .....	£0.95
E93A-6258	Camshaft (Chain Driven) .....	£62.75
E93A-6270	Retainer (camshaft sprocket) chain driven camshaft .....	£3.15
YE-6280A	Timing Chain .....	£17.99
	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE-6310	Crankshaft Oil Slinger .....	£1.85
E93A-6310	Crankshaft Oil Slinger .....	£1.90
Y-6384	Starter Ring Gear (fits all engines) .....	£47.95
E93A-6510B	Valve guide (per split guide) .....	£23.00
	Valve guide (per set) .....	£169.50
CE-6505A/B	Short Length Valve (exhaust and inlet available) .....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£14.95
Y-6513	Valve Springs (set of eight) (fits all engines) .....	£22.50
Y-6520	Valve Cover (fits all engines) .....	£15.95
Y-6560	Drive Bush (oil pump and distributor) (fits all engines) .....	£4.97
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£4.09
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines) .....	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines) .....	£0.86
Y-6610B	Oil Pump Gear (fits all engines) .....	£4.85
YE-6623	Oil Pump Screen (fits all engines) .....	£9.77
	Stainless steel dip stick tube .....	£29.75
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") .....	£55.00
	(fits all engines) .....	
	Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....	£40.00
	E93A 10hp Piston Set including rings (std, +0.010", +0.020", +0.030", +0.040") .....	£205.00
	E93A 10hp Piston Ring Set (std, +0.020", +0.030", +0.040") .....	£43.00
	3-Ring 10hp Piston Ring Sets (+0.010", +0.020") .....	£15.00
	8hp decoke gasket set (1932-34) .....	£35.00
	8hp decoke gasket set (1935-1953) .....	£45.00
	10hp manifold gasket .....	£7.25
	Manifold stud .....	£4.95
	Manifold stud (set of 4) .....	£18.80
	Decoke gasket set (E93A 10hp engine) .....	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine) .....	£29.95
	10hp cylinder head gasket .....	£19.95
	Studs (Cylinder head) set .....	£34.99
	Set nuts for cylinder head studs .....	£4.00

### Clutch and Gearbox Parts

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£13.85
Y-5102	Gearbox Rubber Mounting (Y & C models only) .....	£38.50
	Gearbox Mount Upper (not Model Y or Model C models) .....	£9.95
	Gearbox Mount complete, per side .....	£20.95
Y-7015	Main Drive Gear (8hp) .....	£35.75
YE-7015	Main Drive Gear (10hp) .....	£38.50
Y-7040	Baffle (main shaft gear bearing oil)-rear .....	£1.25
7W-7050	Retainer (main drive gear bearing) .....	£17.50
7W-7052	Seal (main drive gear bearing oil) assembly .....	£4.60
YE-7059B	Mainshaft and Bush .....	£35.50
Y-7065	Bearing (main shaft) drive gearball assembly .....	£21.95
Y-7069	Washer main shaft intermediate gear thrust .....	£7.50
E04A-7070	Retaining Ring (snap ring) .....	£1.55

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YE-7071B	Washer intermediate gear thrust washer.....	£7.60	E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£115.00			
E93A-7085	Baffle (main shaft oil)-front.....	£1.25	YE-11001C	8hp starter motor (exchange-send with order).....	£115.00			
Y-7086	Rear Bearing Retainer.....	£19.75	7W-11359	Spring (starter pinion retaining) .....	£0.98			
Y-7111	Gearbox rear gasket .....	£4.50	BE-11450	Starter Switch.....	£18.00			
103E-7114	Layshaft.....	£41.65	E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only) .....	£3.90			
Y-7119	Counter Gear (10hp).....	£46.95	E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only) .....	£5.70			
CE-7141	Washer (Counter shaft gear thrust).....	£6.32	ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.20			
YE-7222	Reverse Gear.....	£29.95	7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W) .....	£0.75			
Y-7223	Selector Housing.....	£19.05	CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E) .....	£0.75			
Y-7523	Gearbox lid gasket.....	£2.50	E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only) .....	£4.00			
7W-7533	Clutch return spring .....	£5.90	YE-13081	Spring (from sidelight socket 1934 onwards except E493A) ..	£0.62			
Y-7550	Clutch linkage clevis pin .....	£2.15	CE-13101	Spring (headlamp focusing).....	£0.70			
YE-7563B	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50	E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only).....	£25.00			
E83W-7563	Clutch Cover – All models, except E83W (exchange – send with order) .....	£62.00	103E-13408B	103E Plate Rear lamp base (pair).....	£41.50			
E74-7580A	E83W Clutch Cover (exchange-send with order) .....	£66.00	103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.99			
E70-7600-A	Clutch release bearing-All models .....	£14.50	103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99			
C.943070	Clutch Pilot Bearing .....	£6.35	ET6-13465	E493A refurbished number plate lamp.....	£70.00			
E83W-943070	Gear Lever Gaiter (except E83W).....	£19.60	40E-13466	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available) .....	£3.05			
E83W-943070	E83W Gear Lever Gaiter.....	£19.99	78E-13466	Panel bulb 6V 3W.....	£3.60			
<b>Cooling System</b>								
Water Pump Repair Kit.....	£32.50	BE-13466-A	E493A Sidelight Bulb 5W MBC (E493A Prefect only) .....	£2.95				
E0A-8100	Radiator Cap (pressure type for 103E and some E493As) .....	£4.99	E83W-13550B	Sidelight Bulb 5W CC (not E493A) .....	£2.99			
Y-8109	Radiator cap (brass screw type).....	£6.99	CE-13740A	Popular no. plate lamp (E83W and 103E only) .....	£21.75			
Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top) ..	£5.20	38193-57	Toggle Switch (panel lamp).....	£10.60			
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom) .....	£4.95	ET6-13465	Headlamp mounting bolts plus nuts (each) .....	£8.99			
E83W-8286	Radiator Hose (moulded-E83W, top) .....	£19.05	40E-13466	Model C Semaphore Direction Indicator (6volt only) (exchange only) .....	£99.00			
E83W-8286	Radiator Hose (moulded-E83W, bottom) .....	£16.50	78E-13466	Semaphore Direction Indicator (6volt only) (exchange only) £65.00				
E83W-8286	Radiator Hose (moulded-bottom) .....	£17.40	BE-13466-A	Semaphore Direction Indicator (6volt only) (no exchange)... £95.00				
E83W-8286	Radiator Hose (moulded-top, pressurised radiator cap .....	£16.95	E04A-118004B					
E83W-8286	Radiator Hose (moulded-top, brass non-pressurised radiator cap) .....	£15.60	E04A-118004B					
E493A-8501	Reconditioned export water pump (exchange only – send with order).....	£95.50	<b>Rubber Grommets and Seals</b>					
YE-8606B	Fuel Pump with spacer (no primer).....	£43.50	E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards) ...	£1.99			
E494A-8610	Fuel Pump repair kit .....	£27.45	7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..	£4.95			
E93A-8620-A	Fuel pump stud .....	£6.35	E83W Bonnet Corner Pads (Pair).....	£11.99				
E493AFS-8620	Fuel pump stud (set of two).....	£10.60	E83W Bonnet Corner Pads (Full set).....	£15.50				
E04A-9080	103E/E494A Petrol Filler Grommet.....	£12.95	81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.95			
7W-9080	7W / E93A /E493A Petrol Filler Grommet .....	£10.85	81A-16760	Bumper (bonnet dowel locating) fits E493A.....	£3.90			
BE-9288-A	Flexible Petrol Pipe (except E83W) .....	£15.35	CE-171515A	Grommet-gearbox cover .....	£4.60			
YE-9355	Fuel Pump Cover (all models).....	£1.97	E93A-17772 / 3	Set of three grommets-gearbox cover.....	£12.20			
YE-9364-B	Gasket (fuel pump screen cover) .....	£0.65	E493A-17772/3-B	Grommet (windscreen wiper) .....	£3.50			
YE-9365	Fuel Pump Cover Screen (all models) .....	£1.50	E93A-35184	E93A Prefect / Anglia / 103E Bumper Grommets (pair) .....	£19.99			
YE-9374	Gasket (fuel pump to cylinder) .....	£0.95	CE-171515A	E493A Prefect Bumper Grommets (pair) .....	£32.25			
7W-9425	Inlet Manifold (10hp) .....	£17.00	E83W-111172	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) .....	£1.99			
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) .....	£3.10	48-702610A	Opening windscreen rubber for E83W .....	£21.30			
YE-9448	8hp manifold gasket.....	£7.50	E04A-7040318	Door post rubber bumper (one per door post 1937 onwards) ..	£2.50			
YE-9447	Rebuilt 8 hp Carburettor (exchange-send with order) .....	£82.00	100E-7043531	Rear no plate rubber bumper (Anglia and Popular 1939 onwards) .....	£2.20			
CE-9447	Rebuilt 8 hp Carburettor (exchange-send with order) .....	£87.50	62E-731942	Boot T Handle Escutcheon rubber seal .....	£4.50			
YE-9502	8hp Gasket (carburettor to inlet manifold) .....	£1.25	7W-940502	E83W Door Rubber seal (enough for both doors) .....	£16.95			
YE - 9555	Carburettor Gasket Kit.....	£7.95	7Y-940502-B	Opening windscreen rubber for Prefect and 5cwt van .....	£18.30			
YE-9660	Carburettor Float (all models) .....	£4.50	7W-941480 / 1	Front screen rubber for 103E/E494A/E04A.....	£19.50			
48-9735	Connector (Starter Valve) Assembly.....	£6.00	7W-970700	Weatherstrip door bottom (per ft) all saloons 1937 onwards ..	£2.80			
<b>Ignition System</b>			103E-7025856	Roof weatherstrip (per foot) All models except Y and C.....	£2.30			
Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....								
E83W-12024A	Set E93A ignition leads .....	£14.95	<b>Miscellaneous Body Fittings</b>					
YE-12100B	6V Ignition Coil (All models-not original) .....	£39.75	E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99			
YE-12116B	Distributor-rebuilt (exchange-send with order) .....	£50.00	E493A-5036	Tube (starting handle guide) assembly – E493A Prefect .....	£30.99			
YE-12185B	Distributor Cap (All models 1935 onwards) .....	£13.50	E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W) .....	£12.70			
YE - 12191B	Toggle (All models 1935 onwards) .....	£0.62	103E-8213-A	Ford Popular Grille Badge (103E Popular) .....	£9.99			
YE-12199B	Spring (distributor weight) no 1 - light .....	£2.85	E494A-8215	E494A/E494C/103E Grille Badge Mount .....	£14.95			
YE-12200C	Contact Set (All models 1935 onwards) .....	£15.20	E83W-8215-A	E83W Grille Badge Mount .....	£19.50			
YE - 12242-B	Rotor (All models 1935 onwards) .....	£5.25	E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..	£5.99			
YE-12300B	Spring (distributor weight) no 2 - heavy .....	£1.28	YE-16750B	Bonnet Clip (Y model) .....	£19.95			
52-12405A	Condenser (All models 1935 onwards) .....	£9.60	Y-17275	Gasket (Speedo drive cap) .....	£1.95			
<b>Electrical System</b>			103E-17261 / 2-B	Speedo Cable (not E83W) .....	£26.00			
Dynamo-2 brush, early type (exchange-send with order) .....			C46412AR	Speedo Cable (E83W) .....	£23.95			
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order) .....	£110.00	E93A-7022400-A	Dovetail (female) .....	£4.35			
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order) .....	£89.50	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included) .....					
YE-10094	Bearing (generator drive end) assembly .....	£5.95	E493A-7022400	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van .....	£49.80			
YE-10160	Felt (dynamo drive end bearing) .....	£0.85	E493A Locking Door Handle with escutcheon (shaft and barrel not included) .....					
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only) .....	£25.95	E93A-7043500	Locking Boot Handle, chrome plated, with keys .....	£12.50			
Dynamo-2 brush, early type (exchange-send with order) .....			C-943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E) .....	£0.60			
Dynamo-3 brush, early type only (exchange-send with order) .....			BE-964280-H	Window Winder Handle .....	£4.99			
Dynamo-3 brush, late type only (exchange-send with order) .....			7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards) ..	£4.95			
Bearing (generator drive end) assembly .....			Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934) .....	£4.00			
Felt (dynamo drive end bearing) .....			C-949967C	Striker Plate (C and CX, 1934-1936) .....	£4.00			
Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only) .....			Bootlid Script Badge (Popular, Prefect and Anglia) .....					
E83W wing mirror .....			E83W wing mirror .....					



# 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.

## 100E & 107E

1958 100E Anglia. MoT due March 2013. In reasonable condition but in need of some work on wheel bearings. Sale due to illness. Offers. Manchester. Tel: K. Chadbourne on 0161 881 2220 or email [kchadbourne@btinternet.com](mailto:kchadbourne@btinternet.com).

1959 Ford Popular. De Luxe model. 66,000 miles. Ambassador Blue. Recent engine overhaul. Waxoyled. Lots of original paperwork including numerous MoTs. Taxed and MoT'd until April 2013. Further details upon request. As per the recent Brightwells auction catalogue. Stourbridge, West Midlands. Tel: Bob Lord on 01384 375417 or 07768 617007 or email [rsl15@tiscali.co.uk](mailto:rsl15@tiscali.co.uk). (Non-member)

## Wanted

Dashboard for 1938 Ford 7W. I need the Bakelite part of the dashboard that fits the gauges (with or without the gauges) – must be good and undamaged. North wales. Tel: Peter Tinsley on 07880 763871 or email [p.tinsley@tiscali.co.uk](mailto:p.tinsley@tiscali.co.uk).

Tank sender unit. I'm after a petrol tank sender unit for an upright Anglia or Popular. Coventry. Tel: Geoff Hammond on 02476 334201 or email [hammond.geoff@talktalk.net](mailto:hammond.geoff@talktalk.net).

Pre-war interior light switch. Can anyone help with an interior light switch for a pre-war Ford? It is a slider switch and has a Bakelite art-deco surround. I have a wartime Ford V8 and this switch was used in

my car. Reading, Berks. Tel: Robert Davey on 0118 9871937 or email [robert.davey6@btinternet.com](mailto:robert.davey6@btinternet.com). (Non-member)

Special – particularly a competition car. I'm looking for an early Special, either a full runner or restoration project. I will consider anything offered and am particularly interested in any early race cars used for circuit racing, sprinting or hillclimb events. Please contact me if you have anything of interest. Berkshire. Tel: Mark Ranger on 07834 032188 or email [m.ranger@autodata.ltd.uk](mailto:m.ranger@autodata.ltd.uk).

Upright camshaft. I'm after a standard camshaft for a 1955 103E Popular (1172cc). Also looking for a distributor drive shaft. Reading. Tel: Roger on 07778 239158 or email [rogergriffiths@mail.com](mailto:rogergriffiths@mail.com).

## Spares for sale

Various 103E & 100E parts for sale. 103E various brake parts incl. drums, shoes, backplates. Aquaplane engine/dynamo mountings, export water pump, stub axles, king pins. 100E drums and shoes, Wooler 100E wheel spacers, steering draglink & idler, bonnet, 100E/300E radiators, Escort rear quarter bumpers, starters, dynamos, steering box, heater matrix, crankshaft, cylinder head, vacuum tank, anti-roll bar, new pistons (part set). Windscreen, new 100E oil pump gears. Wheels, air filters, headlamp bezels, various other bits & pieces. Tel: Andy on 020 8656 7350 or email [andrew.rayfield@btinternet.com](mailto:andrew.rayfield@btinternet.com).

New tyres for Uprights. Set of four nearly new 450x17 crossply tyres. They will come complete with four tubes that are in perfect condition and ready to use. Hertfordshire. Tel: John Gumble on 07794 799505 or email [john@gumble.freeserve.co.uk](mailto:john@gumble.freeserve.co.uk).

Late 100E/107E rear window. It was originally off a long-scraped Ford Prefect 107E but it should be compatible for Ford Prefect, Anglia and Popular 100E sidevalve versions

with dimensions of 43.25 inches in length and 16 inches in height. E-mail photograph available. Free to good home – just collect from the Swansea area. We also have direction indicator flasher (also free). Swansea. Tel: Jonathan Sanger on 01792 883139 or email [jonathan.sanger@btinternet.com](mailto:jonathan.sanger@btinternet.com). (Non-member)

Free 100E Engine! 100E Short engine with clutch, starter motor and dynamo. No cylinder head. Rebuilt some years ago and forgotten. FREE to anyone that collects. Buckinghamshire HP16 9LF. Tel: A.Champion on 01494 837538 or email [tony@hollybush44.freeserve.co.uk](mailto:tony@hollybush44.freeserve.co.uk). (Non-member)

## Miscellaneous items

Hub puller. I have a rear hub puller Ford tool for removing rear drums to service brakes (etc.) – please contact me for details. Cambridge. Tel: John Morley on 01223 245301 or email [jamorley54@googlemail.com](mailto:jamorley54@googlemail.com). (Non-member)

Various Owners handbooks – free! I have several old owners' handbooks and would be happy give them away to any enthusiast. There are no Mark numbers shown on most of these manuals but they are Zephyr Six, Consul Cortina, Consul Corsair, Prefect, Anglia 1953 to 1959, Anglia 1953 onwards, and instruction book 'The De-Lux Ford' (no other details shown on cover). I also have a copy of the Austin Mini Cooper Handbook (also no Mark number shown). Tel: Trevor on 02476 417762. (Non-member)

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

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



# Sidevalve News

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

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

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

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

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

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

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

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

Please indicate heading:       For Sale       Wanted

Pre-war       Post-war upright       100E/107E

Special       Spares       Miscellaneous

Other (please state) \_\_\_\_\_

Name \_\_\_\_\_

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



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

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PO Box 8095  
Bishops Stortford  
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CM23 4XZ

**Name(s) of account holder(s)**


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- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

# E83W Register

**Yvon Precieux**

## Registrar's Comments

Now, what happened in the last issue: I made quite a blunder and amazingly none of you picked this up? That photo of the chassis with engine and mechanicals may have looked like a Ford, but was not a Ford due to its quite different mechanical specification. Food for thought, eh, as next time I might again come a cropper or indeed sling in another faux pas to test you. On the whole, though, the majority of you – if not all – are on the ball. The register has started to slow down but we still have some histories to tell and more varieties are still coming out of the woodwork. So keep up the good work.

## New members

Just one at present, so a welcome goes to SXC590 owned by Alan Watkins. (I can't read the address on the membership form but it looks like a Glasgow postcode?) Alan owns a pick-up and found us on the internet. This seems the best way to find us. Hopefully Alan will submit a register form and more info will be credited to the vehicle.

I mentioned John Stewart in an earlier issue, with another of the Anthony Hoists metal pick-ups. John lives in just the next village, Inverkip, although with the manner in which it is expanding it will soon be up to the outskirts of Wemyss Bay. We have bits of forest at the back known as the Ardgowan estate and I believe this is the area in which the van in photo 1 was pictured with John working around the estate. The vehicle carries an 8hp engine and it is intended to prepare one of my spare 10hp units at some stage to install in CB 96440. Historywise, the sale to John goes way back to a time when he was looking for a classic vehicle for sale. The pick-up became John's possession for a sum so small that it would seem incredible today, although he did have to drag it out of the barn it was stored in. (Photo 1)

## From the Archives

MPJ 779 was purchased in February 1988 by Steve Crich – a long time ago, it seems, when today is 2012. Last taxed in 1972 it was found standing in a field at Culverstone, Gravesend – Gravesend being a fitting place for any vehicle to end its days. The van with its original colour of green was owned by a model maker, Mace Models, which made a variety of car and van models as transport replicas but never made a model of the E83W van/pickup. Asked by Steve about the van's history, the former owner replied that he was not that interested but hinted that he had owned two such vans, one of which he had sent for mechanical work to be done in Essex and had disappeared. Not surprisingly, the next stage was a barrage of



Photo 1

questions on the possible option that the van purchased was that vehicle in question. A hasty retreat was necessary, even though it was not the said vehicle and the matter of its history was not pursued.

From the records, which are a bit obscure, Steve Crich retained the van from February 1988 to January 1996. I do have a sticker, with a Dan Hyndman of Bakersfield identified by the name Lord Hyndman of Selsdon. Can anyone

throw further light on its present ownership and the name Lord Hyndman?

Photos show the van in its restored state at Deptford, London, with a 100E engine installed and in an earlier state. As the illustrations show, much work was required with rot in the usual places. However the lower valance carrying the rear number plate looks as if it was made of fibreglass as I cannot see any rust or rust marks. (Photos 2, 3, 4 and 5)



Photo 2



Photo 3



Photo 4



Photo 5

# E83W Register contd

## A further delve

FOW 218 is as pictured in photo 6, a Utilecon vehicle seen coming off the trailer when purchased in 1976 by a Mr Spellar from Bromley, Kent. In this version, the side windows have a very narrow pillar between each pane of glass. Painted blue, the van was initially registered in December 1948 to a Sir Peter Curtis (Baronet) ... These aristos seem to be coming out of the woodwork this issue. It was then sold on the 13th April (hope it wasn't a Friday) to a John Buckler at Bishops Waltham who retained it until the early 1960s. From July 1963 its new purchaser, a Charles Fisher from Southampton, retained the van for little less than a year before sending it on its way to Colin Dalton of Compton, near Winchester where in 1976 Mr Spellar obtained the vehicle. Mr Spellar rebuilt the engine, overhauled the complete braking system, reinstalled a new loom and welded certain areas of the panelling. (Photo 6)

## Model village

Purchased in 1989 by Bill Frost from Telford in Shropshire, MLM 141 was originally painted black and an ex-government van. The sign writing and paintwork were completed in the 1960s in reference to the model village adjacent to the Wellington pier at Great Yarmouth, the top colour being in cream and the lower panel work in brown or tan. The vehicle sported a metal roof insert and a 12 volt electrical system. Where is it now? (Photo 7)

## The new 10hp Ford

One should note that when the E83W came out in 1938, the compression ratio for the engine was fixed at 6.06 and differed to the CR of the car engine. These days we put in engines for these vehicles with a 10 horse rating without noting this little fact. Ford Pop-type engines have a comp ratio of 6.01: fair enough these days and probably not much of a difference now, but in those days that little bit extra helped these vehicles to take the load. Also helpful was the design of the rear axle with good spacing of the taper bearings supporting the crown wheel and pinion. Initially hard wood framing and steel panelling provided the bodywork and if at any time the brakes did not work then the handbrake was sufficiently powerful to lock the wheels. Forward control and forward thinking in those days.



Photo 6



Photo 7

# 100E Register

## MOT or not?

Tony Lloyd

Well, that is the question that will soon be asked of all pre-1960 100E and indeed sidevalve owners. Whether it is nobler in the mind to suffer the slings and arrows of outrageous fortune if you have an accident or to MOT and be safe in the knowledge that you are roadworthy (apologies to William Shakespeare).

I believe that this MOT change has been brought about by people who do not know the classic car movement at ground level. If you own a classic car of the type that most of us can only dream about, then it is certain that it will be maintained by some specialist at vast expense. The ordinary enthusiast cannot afford to do this and an annual MOT was perhaps a way of finding those faults that may not be immediately apparent to the average owner.

Of course, some owners will be qualified mechanics or vehicle technicians and others will be skilled home mechanics. There are however many owners or would-be owners that have very little idea of how to check over a car with a view to finding out its roadworthiness. It is these people that rely on a yearly check to maintain their vehicle in tip top road worthy condition. There will be also that type of unscrupulous vendor who will say, 'That doesn't matter, it doesn't need an MOT, mate,' when in fact the car could be lethal on the road. It will be a case of buyer beware.

By the time that you read this we may know more about what the lack of an MOT will mean for the ordinary enthusiast. What is pretty certain is that the owner and/or driver of a pre-1960 vehicle will be legally responsible for making sure that it is roadworthy. With the low mileages that we do in our Sidevalves, an annual MOT meant that this was pretty certain. So, will the law be on your side if you have an incident while out driving in your MOT-less Sidevalve that is found to be unroadworthy? Unless you are a qualified mechanic, engineer or MOT tester then I suspect not. You may have checked the said item a couple of weeks ago and found it okay, but are you qualified to do so?

The insurance companies have remained ominously silent over this. You can be sure that if your car is found unroadworthy then they will invalidate the insurance quicker than you can say 'It wasn't me, guv!' I suspect that either the premiums will go through the roof or you will have to sign a document that states that the car is fit for the road.



HPV 667

All of this puts more onus on the owners who only want to enjoy their prized possession. I believe that it will be in the best interests of all enthusiasts to get their vehicles checked by a qualified person annually, if only for peace of mind. Whether this is a full MOT or a shortened version remains to be seen at the time of writing.

If you are buying a car privately, insist on it having a current MOT. If the vendor has faith in the vehicle then they will not mind doing this.

### Do you need an MOT?

As I write this I am no further forward in accurately dating cars that were manufactured in late December 1959. I have written to some

people that I hope can help in this as well as the Ford Motor Company. All I can say at the moment is that if you have a car that was registered early in 1960, let me know and I will do all that I can to help date it.

### Where are they now?

This is where we try to find out about cars that have not been heard of by the register for some time.

White Anglia HPV 667 was last heard of in Suffolk in 1989.

Ludlow Green Anglia URK 529 was last heard of in Lancashire in 1990.

If you know of the whereabouts of either of these cars, please let me know the details.



URK 529

# Anglia, Prefect & Pop Register

Andy Main

## Registrar's comments

In this more health and safety and regulated world we now live in, it was most unusual to be segregated from the norm and to be let off by the Department of Transport with the MOT exemption for pre-1960 manufactured cars. Most enthusiasts with pre-1960 cars that I have talked to believe there is some hidden agenda behind the change. I compare visiting the dentist for me and the car having a MOT: I consider things to be okay but I know that the professional will either confirm that there is no problem or remedial work is required. Those of us that self maintain our historic vehicles should still consider a voluntary test. I spoke to a police vehicle examiner, who turned out to own a classic car; he had no personal problem with the exemption as they are usually maintained to a high standard.

'The original consultation ruled out voluntary tests: however as a result of pressure, the DfT and the Minister agreed that this facility would be made available as part of the implementation process' – acknowledgement FBHVC.

## New members

We welcome five new register members: Vic Lowne from Suffolk with an E494A Anglia; Paul Slater from Derbyshire with an E493A Prefect; and David Altham from Lancashire, Alwin Harrison from Yorkshire, and brothers John and Matthew Logan from Middlesex, all with 103E Populars.

## 1960s with a Sidevalve Ford

Dick Eburne's article bought back memories to me of the traffic jams through Strood and Rochester on the A2 on the way to the Isle of Thanet. In 1955 we moved to Rochester and Pops, our 103E, was purchased the following year. Dad commuted to London by train; my mother did not drive then so Pops was only used of a weekend, usually the Sunday. We used to visit the Thanet coastal resorts but we missed the jam through Strood and over the River Medway Bridge into Rochester.

We would have been ahead of the morning traffic but the evening was some crawl. After coming up through Faversham/Sittingbourne on the A2 the jam started in Rainham before going through Gillingham/Chatham, Rochester High Street over the Medway and into Strood. Chatham Hill had 4/5 public houses and it was not unusual for the coach travellers to get off and visit one of the public houses at the top of the hill, have a drink or two and then walk down the hill and get back onto the coach whilst it was still queuing. I thought it was great queuing as it meant we got home later and I got to go to bed later.

During the early 1960s the M2 motorway was under construction It bypassed Strood to Faversham and the roadside public houses that catered for the coach parties then closed. This was just one of many motorways built to take through traffic away from town centres and I expect many can recall similar experiences.

However today, due to a bad accident on the coast bound carriageway of the M2, it was closed for many hours. Whilst another motorway nearby and other roads have since been constructed, once again Rochester-Gillingham experienced long queues as drivers diverted.

## Regalia

Never know what you want for Christmas? These may be of interest to Register members unless you have already purchased them.

- Reprinted workshop manuals/parts manuals contain a wealth of technical information. For those looking for a good read, consider the following three books: *Ford Model Y, Henry's Car for Europe* by Sam Roberts, *Ford Popular and the Small Ford* by Dave Turner, and *Out In Front – The Leslie Ballamy Story* by Tony Russell.
- Stickers: from Running In Instructions, Club, Register, and Anniversary.
- Leaflets: one for the Popular and one for the Anglia/Prefect.
- Models: Ceramic 103E Popular and limited edition E494C FSOC 30th Anniversary.
- Badges: Lapel FSOC and 103E Popular, and 103E Popular cut out lapel in black or blue.
- FSOC grille round or square; register grille, Popular/Prefect.
- Clothing: polo/rugby/sweat and t-shirts of various designs, colours and sizes.
- Other regalia: licence disc holder, FSOC mug, DVD of Ford Archive material and FSOC events, beer glass/tankard, tea towel all model design, leather key fob Anglia/ Prefect/Popular, FSOC woven tie, Christmas cards, Duster with various Sidevalve models around border.

See the Regalia list for further details and prices. If you want them for Christmas then don't leave it too late to order.

## A classic tale

YMD 414, a 1952 E493A Prefect, first joined the register in August 1987 after being purchased in April by P. Tinsley from Rhyl, North Wales. It was new to British Bath Co, Greenford, Middlesex on 7th October 1952 and the colour

was channel green. In 1987 it was black, but when the change of colour occurred is unknown.

On 27th March 1956 it was sold to Harry Blake from Southall, Middlesex; on 22nd April 1969 to Harry Blake (assumed son) living in Broughton, Flintshire; on 4th February 1975 to Nigel Warr in Broughton but later in 1975 it was back with Harry until 14th November 1977 when Nigel re-acquired it. He was now living in Queensferry Deeside, Flintshire. Nigel must still not have really liked it as on 9th February 1978 it was purchased by Kenneth Hallmark from Buckley, Clwyd. Kenneth must have had the same problems as he sold the Prefect towards the end of the year to Leonard Clatworthy from Chester. Leonard did not register it until 1981 and sold it to P. Tinsley in 1987 with a mileage of 56,304, but how long he kept it is unknown.

My next update is when Richard Johnson from Royston, Hertfordshire, having purchased it on 30th September 2011 with a mileage of 62,755, registers YMD 414 with me and most kindly supplied the following article.

*Richard Johnson writes:* For many years I toyed with the thought of owning a classic but was hesitant because I had little or no mechanical skill. However, in 2011 I resolved to cast doubt aside and get started, having reached the age when it was now or never. I pored over many classic car papers and magazines and eventually came across a 1952 Ford Prefect being offered by a Peterborough dealer. I was able to view it on the internet and thought it looked in good overall condition and was within my budget. I am old enough to remember this Prefect model in the 1950s and always admired the styling, so decided to give it a visit. Digressing for a moment, I bought my first car in 1958, a Wolseley 450, and can still remember how I found the column gear change confusing and in the first few days must have started off in third as often as in first gear.

Together with my daughter Rachel, who is a keen motorist, and my granddaughter Emily who herself will soon be driving, we descended on Peterborough and viewed the Prefect. We were all impressed but unable to test drive as the battery was flat (no one thought of using the handle). We were told that a new battery would be fitted and came away buoyed up and looking forward to our next visit. In the meantime Rachel spoke to a friend who claims to be an enthusiast but he did his best to put us off because of the aspects of 6 volt and leaded petrol.

Anyway, back to the car. The bodywork was in excellent condition with no blemishes. The interior was good; seats had been recovered in a tan colour; roof lining excellent and good door cards. If there was anything not quite tip-top it was the carpets but even they were quite acceptable. There were also a couple of edge trimming pieces which needed gluing back in position. The dealer told us that the previous owner had spent a considerable sum in recent

years on an engine overhaul and bringing the bodywork up to scratch. This was certainly borne out by the overall condition and the way it drove. The only specification changes were the semaphore arms – although still there they were disconnected – and wipers fitted front and back. These wipers had, unfortunately, been fitted underneath the front and back bumpers and were not especially pleasing on the eye. The only other variations I noticed were replacement windscreen wipers, which are a trifle smaller than what I imagine the originals would have been and a windscreen washer system. It was later found that the water temperature gauge was not working.

Undaunted by the friend's best efforts we nevertheless went back for a second look. The dealer had recharged the battery and both Rachel and I had test drives. On this visit the friend accompanied us and had to admit he also liked the car and said it was a 'good 'un'. He looked over and under and could find no rust or welding and thought it would be a good buy. After some haggling with the price, a deal was done and four days later the Prefect was delivered by trailer and parked in my garage.

The first outing to Royston was not auspicious as the car refused to start for the return journey and a breakdown wagon had to be called. They could not get it started and it was hauled onto a trailer and brought back to our local garage at Bassingbourn. The garage needs a special mention as it has a separate bodywork section which is run by John. He is a specialist restorer and enthusiast and has, amongst other classics, a superb 1960s MG-C, of which I am most envious. Anyway, John soon discovered a blockage in the petrol supply caused by a small piece of Bakelite and we were back on the road again.

Already, Rachel has assumed the role of No.1 driver and I am only occasionally allowed behind the wheel! Subsequent outings have been more successful but starting from cold was often difficult. I must here warn purist readers that changes are about to happen. After having various opinions I decided to have the electrics changed to 12 volt with fuse, alternator and a separate petrol filter. This work was done by John and at the same time he renewed the fine mercury tube from radiator to dash board temperature gauge. Safety belts were fitted, mainly for the safeguard of grandchildren, and the front wipers were repositioned in the more appropriate place on the front wings. The rear wipers will be dealt with when suitable fittings have been located. Changing to 12 volt has made a noticeable difference to starting, lighting and general performance.

On New Year's Day this year we attended, with the whole family, our first rally at nearby Barrington. The weather in the morning was fine and attracted around two hundred classics and a few vintage cars. I saw only one other from the Ford stable, a green 1950s Upright Popular which looked in very good order. The



Rachel with Monty outside old preserved filling station in Melbourne, Cambridgeshire, 21 March 2012.

Prefect was not used for several weeks during the severe winter conditions which led to further starting problems. Again it was down to petrol starvation, even when using the finger primer pump. John came to the rescue and demonstrated a new pre-starting technique. He removed the petrol filler cap and with his mouth blew into the petrol tank whilst I actuated the finger pump and hey presto! Another shock for the purists – this trouble should not happen again as an electric petrol pump (*à la Morris Minor*) has now been fitted. This may seem a belt and braces job but I have heard it said that even in their day the Uprights were never good starters. I am hopeful that previous troubles are of the past and Monty, as he has been affectionately named, will be reliable for the coming season of outings and rallies.

### **Register 25 Years Ago – Sidevalve News, October 1987**

The Register now stood at 670 (1566 in 2012). Another bulkhead plate assumption was that the brass plate contained paint code details with TC referring to top coat. However, black Poplars including mine were not fitted with the TC brass plate as Henry Ford famously quoted that you could have it in any colour as long as it was black.

'Know your remanufactured parts' continued with a further four: script badges for the Prefect and Popular, E494A/103E petrol filler grommets (it was a real headache trying to obtain a good fit due to no good original grommets being available and not stretched), radiator muffs for the E93A, E493A Prefects and E494A/C and 103E models, and stainless steel exhaust systems for 7W/E93A/E493A & 7Y/E04A/E494A/103E.

An Anglia script badge and E93A/E493A Prefect petrol filler grommets are now additionally available. The radiator muffs which I got made through an old Austin enthusiast who lived in nearby Sittingbourne are no longer stocked.

'In Passing – Tip 5' was from experience when both my flashing indicators suddenly both stopped, which I thought was caused by the flasher unit. It turned out to be badly corroded bulbs. Fame at last: Pops was featured on the front cover of the Alan Sillitoe *A Start in Life* book. The smug looking chap beside Pops was not me.

Paul Bainbridge had photographed an E494A Anglia at Caister Castle Motor Museum, Norfolk which was reproduced. At first glance it looked like any other Anglia, but on closer inspection it had no air vents! Paul had a close look in case they had been filled in, but the Anglia looked very original indeed. An official Ford photograph of an E494C van appeared in *Sidevalve News*, December 1986 without air vents. Is the Anglia still on display at the museum?

There was a feature on the E494C 5 cwt van: a period shot from the 1950s, fitted with front and rear bumpers and extra side windows. Two were photographed at the Blindley Heath rally, one being cut down and a wooden drop side body fitted. The owner was believed to live in Kent but where is OCD 352 now?

There was a period advert to purchase a 103E Popular with an initial payment of £207 17s and: 12 monthly payments of £18 9s 1d, or 18 monthly payments of £12 15s 9d, or 24 monthly payments of £9 19s 2d.

# Specials Register

Ian Woodrow

Welcome to two new members, Tony Weale and Alan Mansell. Tony is a very experienced Specials builder; he produced the famous Altair a few years ago. Alan has just acquired two Super Twos, both in need of considerable work. I believe the Super Twos were owned by Martin Ortell-Shaw, but Alan is keen to trace their history, so if you have information on 2500VC or 93 MKJ (not too sure about the second registration number) please send it to me and I will pass it on to Alan. In the meantime Alan is keeping a photographic record of the restoration. He has already supplied me with over 200 photos, limited by the CD capacity!

## Cotswold Wildlife Park Historic Sports Car Day

Despite several other rallies taking place on the same day, there was a very good turnout this year.

The day started with just a light shower, but by the time people had fitted their tonneau covers and found umbrellas the rain had blown over and later it brightened up into a beautiful day.

There was an excellent selection of about 45 cars including 4 Rochdales, 2 Falcons, 3 Turners, 5 Bucklers, 2 Ashleys, 1 Dellow, 3 Reliant Sabers, 2 Tornados, 4 Fairthorpes, 1 EB60, 2 Super Twos, 4 Austin Specials, 3 Lotuses, 2 Nickri Spyders, 1 Stockcar and a Bailey. Unfortunately there weren't any Shirleys, Sivas or Cheetahs this year.

Some of the entries had travelled long distances in order to attend this one day a year that brings such a great selection of Specials together. An Ashley Sportiva was brought down from Preston while Dave Smith brought his Nickri Spyder on a 300 mile round trip.

Adrian Leveridge brought along his supercharged Wilment head Falcon Bermuda with its newly fitted 4-speed gearbox. Details of how Adrian managed to couple a 4-speed box to his 100E engine are below.

I'm sure all the people who attended would like to thank the organisers of this event, Richard Disbrow and the Fairthorpe owners.

### 4-speed gearbox

*Adrian Leveridge writes:* To fill you in, I bought the car as a basket case from Rob Daniels back in the early nineties. All that was there was a bare body shell and a Les Ballamy chassis; the engine, gearbox, seats and rear axle had all been removed, and the windscreen was cracked.

Over the years I managed to get bits to bring it back to its former glory, with a few tweaks for good measure.



Alan Mansell's Super Twos.

Ported and relieved of engine, I went for the 100E version as I had some go-faster bits, supercharged now – what a rush. Coupled to close ratio gearbox (Buckler "D" ratio), into a 4.4 diff., Ballamy wheels and rear hubs rounding it off very nicely.

Good, but a couple of niggles: the 4.4 diff, even with the supercharger, was a bit tall for some of the hill starts around Rickmansworth. The obvious choice would be a 4-speed box. Wooler did make a 4-speed box that would drop into the Ford 10 running gear, but I have only seen one of these and it was not for sale. Another option would be to change the whole running gear, to something a bit more up to date, but where's the fun in that? And it would not be a Sidevalve Special. With blind optimism I put an advert in the sales and wants

of *Sidevalve News*. Nothing came of it, but to be fair, I was not surprised. Then out of the blue Andrew Rayfield, a fellow member (thanks a million), responded to the advert I had placed.

Now, there was an option back in the day, to drop in a prewar MG (MoWoG – Morris Wolesley Group) gearbox. Andrew said he had one that had been part modified – the front bell housing had been converted to fit the Ford engine, but the back was for a live prop shaft, not a torque tube. A deal was struck, and off I went with my purchase.

Why prewar MoWoG? Well, the splined ends – front and rear – are the same as Ford. (There is a minor modification to do to the UJ, as you have to dismantle the UJ to be able to do up the securing castellated nut and get a split



Dave Smith's Nickri Spyder at the Cotswolds.

pin in, and the bell housing just unbolts. As the bell housing complete with clutch release was already done on the gearbox, there was just the back end to sort out.)

Fortunately I have access to machining facilities, and set about designing a plate to adapt the back to fit the torque tube. In the Lotus 6 they used the Ford 10 torque tube and rear axle, and married this to the MoWoG Box, but their plate was not suitable as the chassis is quite different and I wanted to retain the rear gearbox mount. So, with much metal being cut, I had a plate that would adapt the back end to suit, and in my humble opinion it was more elegant than the Lotus effort. The torque tube and drive shaft needed to be shortened by 8.3 cm and this time, unlike the last one I did, I paid particular attention to the front end bearing surface. Noise from this was the other niggle in the set-up of the car, with the drive shaft 'orbiting' in the bearing at speed, hence causing noise and vibration. As the surface was poor-ish, I opted to make a hardened sleeve that I could press over the shaft and grind to suit, and then used a slightly larger ID bearing in the torque tube.

With all parts, gaskets etc. ready to go, it was just a matter of weather.

On one of the hottest days of the year – timing! – I went for it, but it was dry! Eight hours later, I had the gearbox in, and the next evening the clutch slave was fitted. And off I went for a test drive.

The verdict: EPIC. It has transformed the car. Noise, what noise? And the ratios are great.

Now if anyone else is inspired to attempt this, I do have drawings of the plate that I made up to adapt the back end. I cannot help with the front end, but it is just a matter of cutting off the front end of a Ford box, facing it off to the correct depth, unbolting the front bell housing on the MoWoG box, and substituting the faced-off Ford front.

### Buckler stand at the Crowthorne Fete

*David Montgomery writes:* I book a stand at the Crowthorne Carnival Fete which is held every two years. Buckler chassis were produced in the town and the company is still remembered by local people.

The stand always attracts a lot of interest and this year was no exception – see the picture (right). Sadly the two young women in the photo were not permanent features on



Adrian's 4-speed gearbox adaptor to E93A torque tube.

the Buckler stand but were borrowed from a neighbouring hair and beauty salon stand.

SHO, a 1957 Mk V Buckler, belongs to Chris Johns, Chairman of the Buckler Car Register. Chris restored SHO, which previously

belonged to his father, to a very high standard and won the Best Sidevalve Trophy at the 2011 Historic Specials Show. Also on the stand was a Buckler Ultralight kart brought along by Brian and Lynda Malin.



Buckler at Crowthorne Fete.

# Tales of BLC

Jim Norman

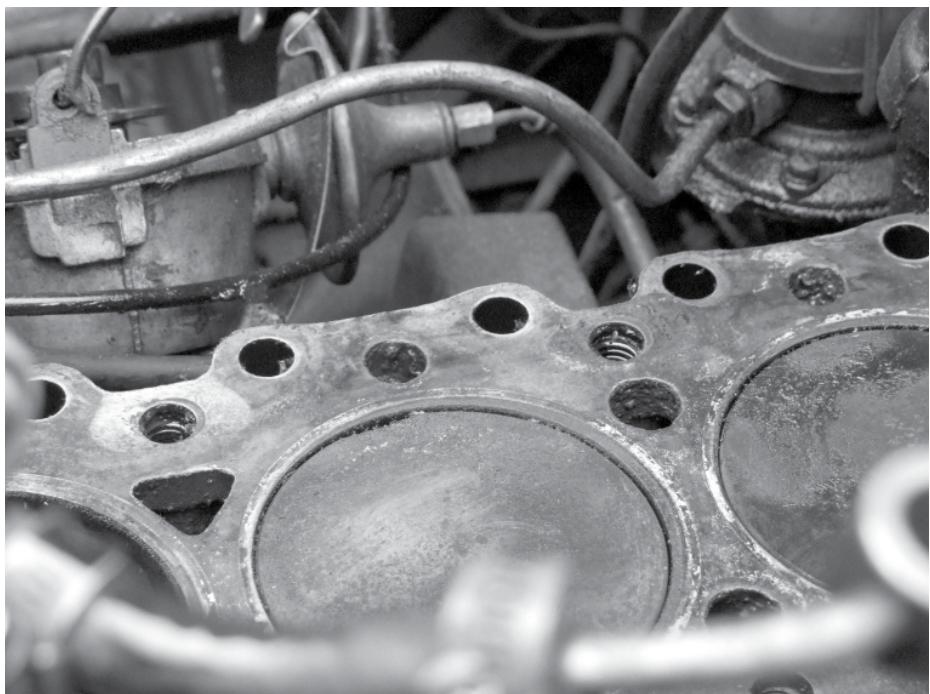
The road to Hell, it is said, is paved with good intentions, but the declaration in August's *Sidevalve News* that BLC's paintwork was to be given some attention was actually fulfilled. This was in defiance of the fact that I had never previously wielded a spraygun in my life: I had always worked with panel beaters and paint sprayers, so painting was a skill I had never needed. It was something of a learning curve, but that has now changed.

The paintwork had deteriorated over the almost six years of my ownership, chips and rust spots being a normal result of everyday, intensive use. The condition of the lower rear corner of the nearside front wing was also poor, and the wheel arches to the rear doors also needed some attention. The wing was certainly repairable: indeed, one day it will be attended to, but I just happened to have a brand new, unused wing in the garage, so fitting this was the obvious way forward. It was painted first, then fitted without drama. Its offside counterpart was also removed as it made repairs to the front seam to the front panel easier, and all the other bits were brought up to a reasonable standard. The front panel and bonnet, both of which were heavily chipped, were given several coats of cellulose, everything then being flattened and T-Cutted before a final coat of wax. I don't claim that the result is first class but it's certainly a vast improvement on the car's previous appearance.

The car also went to the August Tatton Park show with the Merseyside local group, which I have been able to rejoin. Some useful parts were bought in the autojumble, including a new wing mirror and stem. But the first item purchased wasn't even on the shopping list: a nearside front wing with no more than surface rust anywhere – for £60! It was too good to miss, so is now in the garage in place of the brand new one now on the car!

There was one other incident worth telling. In early August I had to go to Barrow-in-Furness in connection with my other major role as Archivist of the Stanier Mogul Fund. Somewhat south of Lancaster, I realised that there was a slight smoke haze behind the car. I carried on and exited the M6 at Junction 36 (South Lakes) as planned, but stopped at the first lay-by. The tick-over was very poor on only three cylinders with a lot of oil fumes billowing from the breathers and oil spread all around. No. 2 cylinder was doing nothing, and I concluded that the piston had succumbed to something or other. So I shut the bonnet, carried on to Barrow, then headed north to Kirkby-in-Furness, then back to Ulverston for the usual touristy things before driving home. Although unhappy at low speed, it cruised well enough at 50mph and we arrived home without incident.

It is said that the 107E sump can be removed without taking the engine out and



The piston in the cylinder, with the point of damage clearly seen.



The new wing, painted and in place.



The car from the rear. Much of the lower, grey areas also received some attention to their paint.

I can now confirm this, although I'd rather not do it again. The following day, head and sump were removed. A used piston of the right oversize was located in the garage and

fitted, and then the engine was built up again. The car was that afternoon back in action and none the worse for the adventure.

436 PRACTICAL MOTORIST AND MOTOR CYCLIST November, 1957

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# Ford's 100E and the Simca Aronde

John Porter

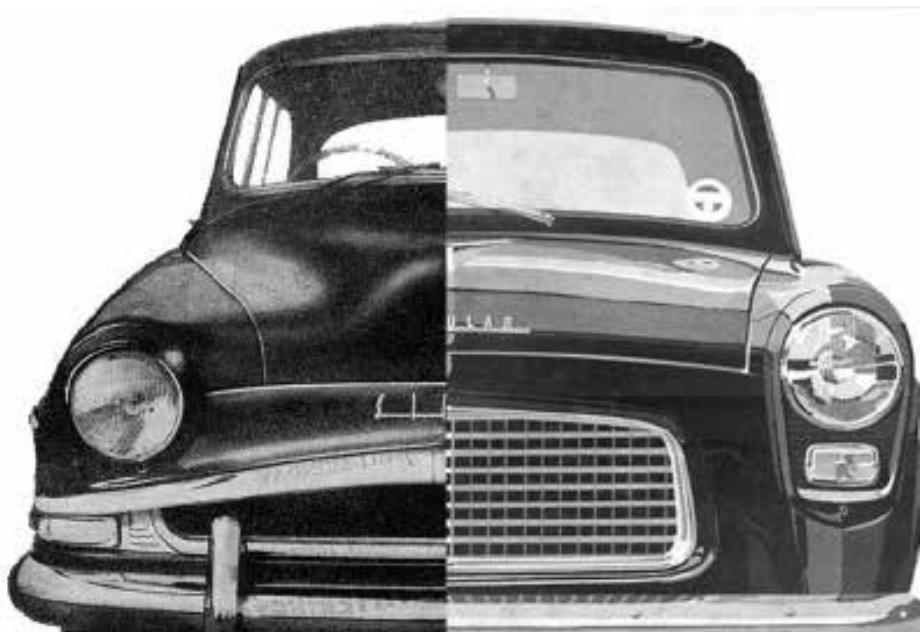
Simca<sup>i</sup> was established by Henri-Théodore Pigozzi in November 1934 with the intention of building Fiats for the French market. It took its first steps away from Fiat by launching the Aronde in 1951. The Simca Aronde was designed to go head to head with the Peugeot 203 and was Simca's first monocoque (unit-body) design. The Aronde soon became a big seller for Simca.

The Simca range of four door saloon, two door estate, van, and two door sports coupé were made in France with a history of strong Fiat support and influence. The Aronde (meaning 'Swallow' in French) was a much more independent design, although heavily relying on the Fiat 1400 floorpan and mechanics introduced in 1951 and finished in 1963. Very similar to the 100E range, this particular model paved the way for the later wholly French-developed rear-engined Simca 1000 (very much influenced by the Renault 8). The engine went on to power most of the small Simcas and later Talbot/Chrysiers. Unlike our 100E, the Aronde engine was OHV with an aluminium cylinder head coupled with a four-speed column-change gearbox.

These cars were imported into the UK when new and I remember them being very able performers in motor club events in the early 1960s. The design was quite American in look and with a touch of the Panhard in some areas. Both the 100E and the Simca are unmistakably from the 1950s era. Both exhibit a sturdy rounded image with chunky window frames, unlike the more glasshouse cabins of the later 60s and into the 70s. The modern euroboxes seem to have returned to small windows – is this result of Eurocap performance or privacy or just styling? Either way, all round visibility is not what it was.

The 1221cc engine was rated at 7CV (French fiscal horsepower – not the same as the RAC rating) and developed 45ch or 48ch for the deluxe (the French equivalent of our BHP and not the same). The Ford obviously suffers in the on-road performance with three gears and Sidevalves but the Ford was a little less heavy. Neither cars featured synchromesh on bottom gear. As was typical at the time, there is no separate filter for the oil on the Simca – just the recommended and frequent oil changes. Renault, Citroen and Fiat were in a similar situation in the 1950s. The 100E was a step-up from the Ford 8/10 in this respect having a bypass element filter.

Two-toning was a popular option on the deluxe models from the factory and adds to the 1950s appeal. Black, blue and green all topped the cream main body colour with matching accented wheels. The interior metalwork was painted to match the secondary body colour



with cream steering wheel and controls. Seats were two-tone cloth with a fold-back front seat for golden opportunities after a wine enriched picnic ... There was only a four-door option for the Simca car buyer (estates and vans were two door) whereas the 100E of course had the option of the two-door Anglia and later Popular. One of the options for the Aronde was a folding sunroof to enjoy the never ending French summers. Not a factory option on the 100E range – did any dealers offer a folding sunroof in the day?

Boot space was not taken up by either the fuel tank or spare wheel (being stored in a wheel well) whereas the 100E lost space in both cases. Also the boot sill was at bumper level – a bonus with heavy suitcases.

Electrics are 12 volt on both cars at a time when most small continental cars and commercials were firmly wedded to six volt systems. Only Ford remained true to their vacuum wipers – why was this? Surely the vacuum motor was as expensive to produce because of the lower numbers used?

The vacuum wiper motor lessens the load on a 6 volt system on a dark, wet night with limited charging and headlights on, but with 12 volts it is not so much of a problem. Both cars featured a simple dashboard with the speedometer and gauges all to hand. The Simca sported an indicator switch on the top of the steering column cover, so the driver either reaches through or around the steering wheel to turn them on – they did at least cancel automatically!



Aronde engine bay

<sup>i</sup> Société Industrielle de Méchanique et Carrosserie Automobile.



1959 Simca Aronde Break



1961 Simca Aronde panel van



Aronde Simca publicity photo

Values are similar to the 100E in that a running example of an Aronde would be in the region of 1800 euros and a really good example around 3200 euros. Due to the nature of the national car parc at the time, there are far less Aronde survivors than our plentiful 100Es. This certainly affects the price and availability of parts with an air filter element costing 39 euros and dampers at 164 euros per pair. A water-pump and ignition kit is quoted at 370 euros. A complete clutch kit is 260 euros. With those sorts of prices the 100E is without doubt an economical classic!

The Simca weighs 930 kgs with a maximum speed of 115kph – unfortunately a figure for acceleration is not available. An example was tested at Montlhery covering 100,000km at an average of 113 km/h. This was the limited edition called the Flash with 57 French bhp. Fuel consumption is 7 litres per 100km on a



Aronde interior



Simca Aronde Elysée

42 litre tank, which is around 40 mpg – rather better than that quoted for the 100E range. Tyres are larger than the 100E at 5.60 x 14. Ford, of course, was one of the manufacturers that introduced the smaller wheel sizes (13 inch) with the 'Three Graces' earlier in the 1950s. Dimensionally the Simca was average for its class at 4.11 x 1.56 x 1.5 metres.

To keep in line with the metric measurements, the 100E is 3.8m long and weighs 755kg. How much power? Pick from

these: 36.5 PS / 36 bhp / 26.8 kW @ 4500 rpm. The torque is 72 Nm / 53 ft.lb / 7.3 kgm @ 2500 rpm. Fuel consumption is in the region of 33 miles per gallon for touring. Finally, top speed: 113 km/h, 70 mph.

So, overall, two very well matched cars that were both popular (pardon the inevitable pun) and well suited to the task of getting post-war families mobile.

# Over the Sea to Skye and Beyond

John Porter

Following on from my brief notes on a trip that an old school friend and I made in our Model Y, I was contacted by a long time member Roddy Murrey from Stornaway on the Isle of Lewis asking for more details of the trip. Roddy owns a lovely E494C van.

Our trip was conceived in a moment of madness that coincided with the disinterment of a 1934 Model Y shooting brake that had not moved a wheel since it was put away during WWII. This car was a real time warp example of the conversion of an old saloon (a fordor deluxe) into a more useful van or estate car. This particular example was modified with rear bodywork made from reclaimed furniture timber and thin plywood. The rear floor consisted of a row of thick planks which certainly kept the back down on the road. Preparation for the trip consisted of replacing all the tubes in the tyres, an MOT and an oil change ...

Camping equipment including our old tents, sleeping bags and cooking equipment was loaded along with the vast array of tools and spares that were thought to be useful for the trek north. At the time I was living south of Bristol so the thought of driving to the Outer Hebrides was not an undertaking to be made lightly. The M5 took us up to the M6 at 42 miles an hour – a natural gait for the old Ford. As the charging system utilised a cutout rather than a regulator, we had to bleed off some of the charge after we found the battery was bubbling a little!

The lack of driver's window glass became noticeable as we ventured further north and to solve the problem we dropped into a DIY store and bought a piece of clear acrylic to keep the weather out. On Day One we got as far as somewhere in Cumbria for the first night, which was no small feat, although we had been driving for the whole day to get this far. As the motorway turned into the old A-road into Glasgow we inevitably ended up in the less salubrious area of the city as we tried to find the road to the



Camping near Kyle of Lochalsh.

Western Highlands towards Aberfoyle. We then drifted across to Callander, home of Dr Finlay and where we spent the night in a very basic farmhouse B&B. We visited Stirling and then Pitlochry and on to the Road to Isles – not the most direct route but my friend wanted to see some of the areas where he spent a part of his childhood.

Although the plan was to drive to Ullapool and take the ferry to Stornaway, we diverted to the Isle of Skye via a steep climb up and down to Glenelg where we camped on the beach with a few million midges which we fended off with a very smoky fire. The Glenelg ferry was a more interesting trip than the large Kyle of Lochalsh ferry. We found our way to Talisker Bay (not far from the distillery which was well worth a visit). The beach features black sand and small waterfalls that the wind keeps up in the air before it comes to earth as a drenching spray. The Y took us to the farthest point north on island – Duntulm – and around the coastal roads until we got back to the main ferry at Kyleakin.

The drive to Ullapool took us via Plockton, where *Hamish Macbeth* was set – Robert Carlyle's first starring role, as a village policeman. The road that took us north towards Ullapool was pretty wild and desolate and we were hoping to find a B&B or hotel. The only hotel that we encountered was full so we had no option but to continue into a darkening landscape. By 9 o'clock we were getting worried when we came upon a small croft with a handpainted B&B sign. Yes, the crofter had a room which he showed with a knowing smirk – we realised that he had the wrong idea as we tossed a coin to decide who slept on the floor. The evening meal was rough and ready, after which we settled down to watch *Sink the Bismarck* – black and white. The other guest was an elderly German gentleman so it became more and more uncomfortable as the documentary got to the final moments of the great battleship.

Ullapool was the port from which we were to catch the ferry to Stornaway and the Isle of Lewis – there was little else to commend it other than a bay full of Russian trawlers resting up before their trip into the North Atlantic. They certainly livened up the pubs on the quay! The CalMac ferry was full of small trucks and vans, laden with the necessities of life on Lewis and ruddy faced islanders returning home, and two callow youths with an old Ford. Stornaway at that time was a commercial fishing port with fishwives on the quay gutting fish and 24/7 pubs near the trawler fleet moorings.

Leaving the town we headed for the beaches of Tolsta and the remains of the old military road that would take us to Port Nis – as far north as we could get! In the event we could not go the distance as the road became too much for the heavily laden old Ford, and we had to bottle out and return to the metalled road and the west coast. As the sun set we came upon a B&B for the night. This croft showed the development of the families as they left the black house for the white house and finally a square rigged block-built two storey farm house. A busy vegetable



Camping on the beach at Glenelg.



Repairing the axle, west coast of Lewis.

plot and a cow with a few sheep completed an idyllic scene but, what, no chickens? The crofter said that they used to have chooks but they blew away last winter!

We travelled south past beautiful and deserted golden beaches, but try a dip and you soon realised that this was the North Atlantic after all – clear but icy cold! At the southern tip of Harris is a very popular fisherman's hotel – a real chap's place that is not for families. Shabby chic is the best way to describe it.

As we travelled back to the port of Tarbert for the ferry to North Uist, we lost our way and drifted to a halt accompanied by a light tinkling noise. There was no drive but there is no open propshaft to observe if the drive is coming out of the gearbox. So, out with the axle, but how to support the old girl? On these islands there are no pieces of wood around and no trees, so we had to use boulders manhandled from a nearby quarry. Once the torque tube was separated from the axle all became clear – the splines in the driveshaft had worn away. Hundreds of miles from home and no recovery service! All we could do in this wild and deserted place was to nut and bolt the shaft in place and refit the axle. We got only five miles and the familiar tickling reappeared and we drifted to a halt in a small village. This was getting serious ...

Asking around the locals we were directed to a workshop where I was able to persuade the young owner to allow me to use his welding gear to weld lines of rod in the driveshaft. Then followed many hours with a rat-tail file in an attempt to provide some splines to engage with the pinion shaft. It fitted tightly and with the axle back in the car we hurried to the ferry port to spend the night on the hillside campsite before boarding the ferry for Lochmaddy in North Uist. The campers had experienced a bad night previously, with many caravans turned over and tents blown away. Wind is obviously an issue out here!

Lochmaddy featured the hotel of the same name and an evening meal straight out of a selection of tins. In those days all the decent

produce was exported to the mainland – fortunately the cuisine has much improved these days. The Uists are peppered with small lochs and ponds which provide some great fishing and the coastal bays were sprouting the first forays into salmon farming. The road follows the deserted western beaches of the islands – very few houses out here. If you like solitude then this is the place to be. Lochboisdale featured a rather run down hotel that had seen more busy times, facing the ferry terminal that would take us to the island of Barra. This last island on our island hopper ticket had one road around the perimeter with no complicated junctions. The last leg took us back to Oban on the mainland and from here we had to make our way to the border and Gretna Green before heading south.

Other than the axle issues, the car never missed a beat, which says a lot for Ford's engineering. Yes, you can explore the UK or even Europe in a Sidevalve, providing that you thoroughly check the car over and drive considerably, bearing in mind the post-vintage engineering in your Upright.



Military Road, North Tolsta.



Talisker Bay: another engine check!