

# News



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sidevalve



## Features this issue

Ignition Timing

VW vs Ford

1960s Shoestring Motoring

Drowning of a Sidevalve

Sidevalve Winter Warmer

Sidevalving in the 1960s

A Sidevalve in Brazil

AGM 2013



# Sidevalve News

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## 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 07984 631064. E-mail: [popular103e@yahoo.co.uk](mailto:popular103e@yahoo.co.uk).  
*Please ring for details.*

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maximum of 28 words, including area and phone number. Please use the form provided. No advertisements will be accepted by telephone.

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**NE Essex and South Suffolk:** John Gater 01206 240100. *Please ring for details.*

**Glos, Hereford and Worcs:** John Pole 01684 564829. Email: [johnruthpole@googlemail.com](mailto: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: [mtgreenaway@yahoo.co.uk](mailto:mtgreenaway@yahoo.co.uk). *Third Wednesday: The Early Bird Pub, Grovetown 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](mailto:steve.mckenna@rocketmail.com). *Third Wednesday of the month, Duke of Buccleugh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.*

**London North:** Robin Thake 01279 659245. *1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.*

**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.freemove.co.uk](mailto:joe@ajwheatley.freemove.co.uk) Mobile 07831 622075. *2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm.*

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John Porter

## Disclaimers

As the new season gets underway it is worth remembering that the old disclaimer for events situation, that has been mentioned in the past, is alive and well. If you have not come across this before then an explanation is in order. Part of the entry form contains a disclaimer that attempts to absolve the organisers from any responsibility and to pass that responsibility to the car owner. Classic car insurers advise that, by signing this disclaimer, the classic car exhibitor compromises their own insurance cover. If you are concerned about this risk then you may be best to not enter the event. These disclaimers are passed from organiser to organiser so it is difficult to be sure that they actually make sense anyway!

A typical disclaimer:

"In consideration for the opportunity to participate in the car show, by my signature below, I hereby waive, release and discharge any and all claims for damages or death, personal injury or property damage which I may have, or which may accrue to me, as a result of my participation in the car show and related activities. This release discharges, in advance, officials of this car show, and the organisers including but not limited to its employees, agents, affiliates, and volunteers, from and against any and all liability arising out of or connected in any way with my participation in the car show and related activities, even though that liability may arise out of any and all rights to photo or videos taken at this car show."

Another recent development is that the organiser demands a copy of your insurance certificate be sent with your entry form. In the past few years there have been fraudulent claims attempted that seek to bypass the insured exhibitor. The first knowledge that the owner has is a letter stating that a claim has been made. The fight is then on to disprove the 'accident' and regain the lost no claims bonus. This demand for a copy of your insurance certificate seems to be based on the fact that the

organiser does not have faith in your signed entry form, which normally asks if you have public liability insurance. Whether this is another way of absolving the organiser of their responsibilities remains to be seen.

In both cases it is best not to comply; or, if you do, then you could try putting a line through the disclaimer but your entry may well not be accepted. What happens if you do not supply a copy of your insurance certificate? At worst your entry is not accepted for the event.

Any information or experiences that you have with either of the above or anything similar would be appreciated to inform and warn the rest of us.

## Oil filters

If you have any of these old oil filters lying around then please let us know as the FSOC is able to convert these to take a screw-on canister. To do this we need a stock of used old units to convert so that the Club can offer the new units on exchange. At the moment, we would have to convert each unit as it comes in from a member, which does take time.

## Update on the Panhard Rod project

The Club is now ready to take orders for the Panhard Rod kits, both front and rear. These are available separately for £70 each including postage and packing. To those who have registered an interest, please send a £30 deposit per kit to secure your order (identify whether you want front, rear or both) to Shirley Wood, 8 & 10hp Spares Secretary, as interest will be high. If ordering both, the price will be £120 for the pair.

Please send deposits and orders to Shirley Wood, FSOC, PO Box 1172, Abingdon SO, Oxon OX14 5LW.

To keep costs to the minimum, the kits are in natural finish so that you can use whatever paint finish you prefer and possibly colour code for your car!

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# Events

Brian Cranswick

April is now deemed the official start to the events season and a good time to give your old Ford a run out after the winter, so why not polish up your Sidevalve and support your local group by taking part?

I am hosting the Club AGM this year in Cambridgeshire. The roads are Sidevalve-friendly for attending in your classic motor, as it's mainly all flat and there are very few hills to climb.

If you are arranging a Club event, please make sure that you send full details to the Events Co-ordinator as this has to be logged for the purpose of the Club's Insurance cover.

A more comprehensive list of events can also be found on the Club website.

**14th April, All Ford Show, Aylesford Priory, nr Maidstone.** Club stand. Further details from Richard Greenaway.

**20th & 21st April, Riverside Steam & Vintage Show, Banks, Nr Southport.** Drive It Day run on the Sunday. Details from Joe Wheatley.

**21st April, Cambs, Lincs & Norfolk Group Drive It Day.** Sidevalve run using back roads and coffee stop. Will start from the George Hotel in Whittlesey at 09.30, or meet up on route. Further details from Brian Cranswick.

**21st April, Coventry group Drive It Day.** Details from Geoff Hammond.

**21st April, Colne Valley Railway, Heddingham Station, nr Halsted.** North London group Drive It Day run & Club stand. Details from Robin Thake.

**21st April, Kent group Drive It Day.** Starts from Camer Park, Meopham at 10.00am. Will end at Hall Place, Crayford. Details from Richard Greenaway.

**6th May, Culcheth Community Day,** Merseyside Group Club stand. Details from Joe Wheatley.

**6th May, Sittingbourne Classic Car Show, Sittingbourne.** Club stand. Details from Richard Greenaway.

**11th May, Dartford in Steam, Central Park, Dartford.** Club stand. Details from Richard Greenaway.

**19th May, Strathaven Classic Rally, Bridge of Allan.** Club stand. Details from Graham Little.

**25th May, Deal Classic Car Show, Walmer Green Deal.** Club stand. Details from Richard Greenaway.

**25th to 27th May, Enfield Pageant of Motoring.** Club stand. Details from Robin Thake.

**1st & 2nd June, Tatton Park.** Club stand. Details from Joe Wheatley.

**8th June, Hale Carnival, nr Runcorn.** Club stand. Details from Joe Wheatley.

**8th & 9th June, Wrotham Steam Rally.** Club stand. Details from Richard Greenaway.

**8th to 15th June, NL Group SV holiday, Hotel Riviera, Bournemouth.** Details from Robin Thake.

**16th June, Southern Sidevalve day, Friars Rally, Aylesford, Nr Maidstone.** Club stand. Details from Richard Greenaway.

**16th June, Hatfield Heath Festival.** Club stand. Details from Robin Thake.

**23rd June, FSOC Kent Group fun day, Lynx Park, Colliers Green, Nr Cranbrook.** BBQ & driving challenge. Details from Richard Greenaway.

**29th June, Club AGM – Lakeside Lodge Golf Club, Fen Road, Pidley, Huntingdon, Cambs,** Overnight accommodation available at the lodge ([www.lakeside-lodge.co.uk](http://www.lakeside-lodge.co.uk)), and nearby is a caravan/camper site ([www.stroudhillpark.co.uk](http://www.stroudhillpark.co.uk)). Further information is available from Brian Cranswick.

**30th June, City Airport (Barton) open day, Manchester.** Club stand. Details from Joe Wheatley.

**7th July, Scottish Ford Day, Bridge of Allan.** Club stand. Details from Graham Little.

**13th & 14th July, Ardingly Vintage Vehicle Show, Ardingly.** Club stand. Details from Mick Crouch.

**14th July, Haverhill Historic Transport Rally.** Entry forms are available from Brian Cranswick.

**14th July, Darling Buds of May Classic Car Show, Bethersden, nr Ashford.** Club stand. Details from Richard Greenaway.

**21st July, Appledore Classic Car Show, Appledore Playing Fields.** Club stand. Details from Richard Greenaway.

**21st July, The Old Ford Rally, Heritage Motor Museum, Gaydon.** Club stand. Details from Geoff Hammond or John Porter.

**27th July, Merseyside group get together at the Bottle & Glass.** Details from Joe Wheatley.

**3rd & 4th August, Hebden Bridge Vintage Weekend, Northern Sidevalve day on the Sunday.** Early booking is recommended, to ensure a space. Club stand. Details from Joe Wheatley.

**11th August, Historic Specials Day, Cotswolds Wildlife Park, Burford, Oxfordshire.** Further information from Ian Woodrow (Specials Registrar).

**17th & 18th August, Tatton Park.** Club stand. Details from Joe Wheatley.

**24th & 26th August, Southport Town & Country Fair, Southport.** Club stand. Details from Joe Wheatley.

**8th September, Challock Goose Fayre, Challock Lees.** Club stand. Details from Richard Greenaway.

**22nd September, Kent Classic Car Show, Aylesford Priory, Nr Maidstone.** Club stand. Details from Richard Greenaway.

**6th October, Cambs group end of season Sidevalve meet & road run.** Details from Brian Cranswick.

**20th October, Kent Group End of Year Gathering, Offham Village, Nr West Malling.** Details from Richard Greenaway.

## Voluntary MoT Tests – A View from the FBHVC

At the NEC show last November, several FBHVC members raised queries regarding the operation of voluntary MoT tests.

All testing stations were notified by Special Notice from VOSA that as and from the date of exemption for pre-1960 vehicles, these owners can apply for a voluntary test. These can be booked in the normal way and charged the normal fee (or lower if the garage is giving special offers) and garages cannot refuse to test them. Please notify Mike Brocklehurst, the FSOC liaison officer with

the FBHVC, if any garages are refusing to conduct a voluntary test.

Those few vehicles that have always been exempt from MoT, mainly specialised vehicles for which no manuals exist and which fall outside testing protocols, are not eligible for voluntary testing. (These vehicles are listed on the V112 form, the Declaration of Exemption from MoT Testing.) However DfT have been under pressure from the EU and are starting to consider reducing the approximately 30 types of exempt vehicles (most of which are now built on modern truck/bus chassis) down to only those machines with specially tailor-made layouts, i.e. extremely low volume production.

Any voluntary test should be conducted as previously practiced and the normal pass or failure notification will be issued, together with 'advisories' if appropriate. It therefore follows that an electronic record will be held on the VOSA database, which the enforcement teams of VOSA and the Police may interrogate. It is plainly not acceptable for owners to ignore a failure and continue to use a vehicle without correcting a known fault, and use an excuse of: "Well, I need not have had it tested anyway." Good practice is to resubmit for a retest after the rectification of a failure fault.

# Regional News

## Cambs, Lincs & Norfolk

Brian Cranswick

I have been rather busy recently, getting some work done on my 103E in readiness for Drive It Day (below). The seats and panels were taken out and sent to the upholsterer for recovering, and now have been refitted. It certainly proved to be a very frustrating and tricky two-man job, removing the door and window handles, which was due to the small retaining pins being an extremely tight fit in the new replacement handles.

I am now very pleased with my new interior. However it was only replaced because I really hated the look of the vinyl material used on the previous retrim. When this was completed seven years ago, I made a costly mistake by selecting the earlier material from a very small sample, so I recommend to anyone who is thinking about having some reupholstery done, make sure that you compare a larger piece of the new vinyl that is to be used.

Also, I have decided for the sake of greater reliability, eradicating vaporisation issues and complementing my 12 volt conversion, to change the fuel pump to an electric system. Many thanks to Richard, Rob and Steve who all sent me useful information and photos of their electric units. I will provide a further update on how things went in the next magazine.

Finally, please make sure your old Sidevalve is ready to go for our Drive It Day run.

## North West Midlands & Welsh Borders

John Crowe

The second meeting of the North West Midlands & Welsh Borders Club was held on Tuesday 5th March at the Peacock Hotel, Nantwich.

Another interesting and enjoyable evening, with plenty of discussion on problems and remedies. Again, some interesting photos. Stuart Battersby, the Showing & Events organiser, had a superb record book of the complete nut and bolt restoration of his car, which has taken five years to restore. Also some interesting photos from another member with a Ginetta Special, which is under restoration. Due to unforeseen circumstances, another member has had to respray his, so a wide variety of discussion. We were pleased to see Allan Cornes joining us for the first time.

The members of the Club have decided to meet on a regular basis and the meetings will be on the first Tuesday of every month at the Peacock Hotel, Nantwich at 7.30pm. Please make a note and everyone is welcome.

If you would like more information on the Club's activities then please contact me, John Crowe 01948 663768 or e-mail: john.crowe555@gmail.com.

The next meeting will be held on Tuesday 2nd April at the Peacock Hotel, Nantwich at 7.30 p.m. when, hopefully, the weather will be better and the evenings lighter, and we will see some of the cars we have only seen photos of.

## North London

Robin & Jennie Thake

### Change of venue

After several years of meeting at the Bunch of Cherries, which later became the Speckled Hen, we decided that things had changed too much to make our meetings enjoyable. We coped with the Quiz Night, but when the tables started being all reserved we took the hint that we were being pushed out.

David Heard managed to find an alternative venue at the Fire Station community room, which was ideal as we could show our photos and DVDs of our cars on the large screen. We have now decided to use the pub which we used previously; we only moved because it turned into a Thai restaurant but now it is back to being a pub serving traditional food. Thanks to John Swade, as he spoke to the landlord and arranged an area where we could all meet. The pub is fairly quiet on a Monday and the drinks are cheaper.

Thank you to David and John for the work to help us change venues. We now meet at The King William IV, Sandridge Road, St. Albans AL1 4AH.

### Other news

The show invites are slowly coming through, so it is time to get out to the garage and do the jobs that we said we needed to do keep the car running trouble free.

With no MOT this year I have still done the same amount of servicing as usual. This year it's a complete brake shoe change and new tyres. I noticed one tyre was unevenly worn so I thought I would check the balance. I found the front wheel was a long way out of balance, so I removed the wheel and checked the brake drum. I found this was out of balance so made enquiries at the local tyre centres to find out if they still do on-car balancing: the answer was 'no' or 'what's that?' I have now balanced the two front wheels using the static method, which now means the wheel will have to stay in the same position on the axle. The back axles cannot be balanced in the same way.

Our first show of the year is at Colne Valley Railway with its great train rides, followed later on by the Enfield Pageant. Hopefully we will see you at the AGM – let's hope for sunshine!





# Regional News

## Kent

Richard & Trish Greenaway

By now you should have all had an opportunity to venture out in your Sidevalves, Down in Kent we have already had the Chatham Dockyard event and the Heritage show at the Detling Showground. These two shows are always the first of the year. Depending on the date this magazine comes out, we may well have been to the All Ford Show, which promises to be a good show after last year's first attempt.

Hopefully by now all Kent members should have received their yearly newsletter and show/events list. If you haven't, please contact us and we will send one out to you.

At the time of writing we have quite a good number of vehicles booked into most shows for the coming year, so let's hope the weather is a bit kinder to us than last year.

Moving on to future shows, below is a brief description of the main shows that we didn't feature in the last magazine plus an update on the forthcoming Drive It Day event.

### Sittingbourne, Monday 6th May

This year for the first time we are attending a show in Sittingbourne, with all proceeds going to the Kent Air Ambulance. Our reason for holding a Club stand at this event is that we now have three active members from the Sittingbourne area so, along with half a dozen or so others, hopefully we can put on a good show.

### Steam in Dartford, Saturday 11th May

Last year this event was a total washout. As we have several members living in this part of Kent we are holding a Club stand here. If you live in this part of the county and don't normally venture far in your Sidevalve, why not come along and meet up with us for the day? Not a vast show, but there are many types of transport on display as well as the park to look around, and the High Street is only a short walk away.

### Deal Classic Car Show, Saturday 25th May

Next up we have another first time for us – the Deal Classic Car Show which takes place at Walmer Green. This show is helping to raise money for the local RNLI. One of the main reasons for venturing over to the east of Kent is to show our support to some of our regulars – Andy, Jac and Rachel – who regularly venture up to mid Kent for shows. Not too sure how many we will get but hopefully any members living on the East Coast will be out to join us for the day.

### Wrotham Steam Rally, Sat/Sun 8/9th June

(Please check with us nearer the time as to which day we will be holding the Club stand if you wish to be included.)

Hopefully this year's event will have much better weather/crowd attendance after last year's dismal showing. Many of the regulars like this show so we will once again be having a Club stand.

### Southern Sidevalve Day, Sunday 16th June

Hopefully all local members with a vehicle on the road will make the effort and come along and join us for our main event of the year. Anybody who's not been to Aylesford Priory will not be disappointed as there is plenty to see and do there. As well as the car show, which is run by the Austin 7 Club, there is also a Craft & Summer Fayre (inside and out); also they have live music, and fun and games for the kids. So, make a date in your diary and come along with your Sidevalve to join us for the day (please contact us for an entry form).

### Darling Buds of May, Sunday 14th July

At one point it looked as though this year's show wasn't going to take place, due to the farm being sold earlier in the year, but arrangements were made with the new tenants to hold the show. After last year's new layout, which didn't go down well with many of the exhibitors/general public, the show is reverting to its former layout. At the time of writing this show is looking one of the most popular with members planning to attend, but I'm sure if you would like to join us then we will find room on the stand for a few more.

### Kent Group on their travels

During the month of August we are planning on venturing further afield. Several of us are crossing the water to visit the All Ford Show at Barleylands in Essex on the 11th August. A week later we are off for a short weekend away to meet up with the Surrey Group for two shows on the 18/19th August. Here we will be attending the Capel Show on the Saturday followed by the Cranleigh Show on the Sunday. The following weekend we are off to join up with the Sussex Group for the Hellingly Steam Fair.

If anyone would like to join us for any of the events listed, please get in touch for more information.

### Drive It Day, Sunday 21st April

Final arrangements for this event are as follows. We are meeting up at Camer Park in Meopham at 10am ready for a 10:15 departure. On leaving Camer Park we will head off to Ightham Mote where we will stop off for coffee. On leaving Ightham we will head off towards Hall Place near Crayford, taking in the countryside en route. I'm told by Glen that Hall Place has really nice gardens, lakes and cafe etc, so let's hope the sun shines on us as it has in previous years. Weather permitting, we are planning on taking along a picnic but

## Regional Report

John Duckenfield

### Scotland – West Central

I am delighted to report that after a year and a half of ill health, Graham Little has informed me that he now feels well enough to resume his role as FSOC Regional Contact for Scotland – West Central. That's great news and I would like to wish Graham all the very best on his way to a full recovery. I would also like to thank him for his outstanding commitment to the Club. Graham's contact details can be found on page 2 of the magazine.

### More Regional Contacts needed

At the start of a new classic car season it would be great the Club if it could be represented on the ground at shows and events throughout the whole of the UK. There are now 23 Regional Contacts but despite previous requests, there are still areas of the country where the Club is not represented. It is my belief that a club of the FSOC's size and standing should have at least 30. So, if your personal circumstances have recently changed and/or the time is now right for you to make a positive contribution to the Club, please get in touch. My contact details can also be found on page 2.

### Some late news

After thirty years of representing the Club in Northamptonshire, Danny Moody has decided that the time has come for him to call it a day and resign as Regional Contact there. Full details will be in June's report. In the meantime, on behalf of the Club and members in Northamptonshire, I would like to thank Danny very much indeed for the significant and valued contribution that he has made over so many years. Should any member be interested in taking over, please let me know.

should the weather be a bit iffy there is always the cafe to grab something to eat. May we take this opportunity to thank Barry & Lyn, two of our new members from last year for organising this year's route.

That's all for this month due to being busy with other things, namely building a new shed so as to free up space in the garage to accommodate our new Pop 103E (Poppy).

# Regional News

## Merseyside

Joe Wheatley

### Tatton Park (Trials, Tribulations & Winners!), Sat 18 & Sun 19 August

This was quite the weekend for breakdowns. On Saturday Dave Rothwell set off in a newly acquired 100E Anglia, but broke down several miles from home and despite his best ministrations the blighter would *not* go again. He called his cousin to give him a tow home and they set off again in Dave's 'old faithful' red E493A. Several cars vaporised in the queue to get in, including Dave's E493A and Mike's Squire.

Sunday was even more exciting. Dave and Sue set off in his 100E 'Coupe' (or push-me-pull-you, as I call it) but it would not run on tickover. Mike Brocklehurst was again having problems with the vapours but this time could not get going again. He called Dave, who met up with Mike, who decided to tow him into the park and fix the problem on the stand. The problem was the queue of exhibitors and punters, now over a mile of steaming, overheating machinery. Dave's 100E vaporised so they tried to get Mike's Squire going. He got 50 yards before conking out again. They eventually got to the pitch with Dave again towing Mike, his bonnet propped open to facilitate cooling and high revs to stop stalling. The eventual diagnoses were: Dave's 100E Anglia – faulty (new) rotor arm; Dave's 100E Coupe – dirt in the slow running jet; Mike's Squire – faulty and overheating coil. I think everyone got home okay!

We had the best tally of 'pots' ever at Tatton Park. On Saturday Steve McKenna got 3rd 1950s Saloon and 1st Sidevalve with his tuned 103E and Mike Brocklehurst got 2nd Sidevalve with his Squire. On Sunday Peter Tinsley was awarded 1st Sidevalve for his E93A, Terry Mortiboy 2nd Sidevalve with his Model Y Tourer, Mike Brocklehurst 3rd in the 1950s saloon class and we were awarded 1st Highly Commended for the FSOE stand.

**Saturday only:** Joe & Jill Wheatley – E493A Prefect; Ron Taylor – E83W Van; Bill & Adrienne Moore – 105E.

**Sunday only:** Alan Tomlinson – E493A Prefect; Brian Nutter – Model Y (Delux); David Westmorland – 103E Popular; Jim Norman – 107E Prefect; Steve Rooney – 103E Popular; Terry Mortiboy – Model Y Tourer.

**Both days:** Arthur Speakman – Falcon Caribbean; Bernard Ellicott – 100E Popular; Dave Rothwell – E493A and 100E Coupe; Glen Dale – 100E Popular; Ian Sidebotham – 103E Popular; Julian Ashworth – E493As (he has two); Mike Brocklehurst – 100E Squire; Nigel Hilling – 103E Popular (I think!); Peter Tinsley – 7W and then E93A; Steve McKenna – 103E Popular; Stuart Battersby – 100E Prefect.

### Ormskirk Motor Fest, Sunday 28 August

As usual this summer it was raining as I made my way to Ormskirk. Dave Rothwell and Peter Tinsley had made it into Jubilee Park before me so I was able to park up with them. We put up my small gazebo just in time for a proper downpour which eventually cleared away and by lunchtime we actually had a very pleasant afternoon weather-wise. Dave and Nicola Westmoreland parked their 103E a few cars away in the park but Bruce and Carol Allen in their Y were parked up in the town centre and thus were able to join in the procession around the ring road.

Ormskirk is Dave Rothwell's stamping ground and he gave me a tour of the centre showing where he used to work and play in his younger days. A few of his old friends turned up during the day and we heard stories of many youthful indiscretions which are not suitable to be repeated here! All in all a very good day out and should go on the list for this year.

### Southport Town & Country Fair, Monday 29 August

We were on site just after ten, but very little was happening because of the appalling weather. We stuck it for about an hour but then all gave in and returned to Dave's workshop where the kettle was fired up and we all ate out lunches while the rain continued to batter the roof. The rain showed no sign of letting up so we all left after our early lunch. I was back home by two!

You really have to feel sorry for the event organisers. This was just one of the many events washed out this year. As a result millions of pounds will not go to the usual charities and may result in many old favourite events disappearing in 2013.

### Vintage Festival – Preston Guild, Saturday 1 September

The Preston Guild is a city wide celebration going back about 800 years and is only held once every 20 years. It is the last of the Medieval Guild fairs still to be held and involves all manner of organisations and businesses from the local area.

At Tatton Richard Pratt of the TVVCCC asked if we would like to exhibit as part of the celebrations. This short notice was a result of the organisers only deciding at the last minute to include some vintage vehicles as part of the Vintage Festival to be held on the first weekend of the Guild. In fact Bruce Allan had contacted the council at the beginning of the year to ask if there were any car related events as he had attended the last Preston Guild in his Model Y in 1992! Not sure how many of us will be able to attend in 2032!

In the end I could only muster four attendees to join the six or so from the TVCCC. Bernard Ellicott (100E Pop), Dave Rothwell (100E Coupe) and Ron Taylor (E83W) met up outside the entrance to Avenham Park which lies between the city centre and the river. We were ushered in past a line of stalls selling vintage clothes and ephemera to a wonderful pitch on a terrace below the stalls but well above the marquees and exhibitions.

This was the first time Rory and Cathy (Jill's brother and sister in law) had been out with us in the Prefect and we could not have picked a better occasion. It was dry and reasonably warm all day; there were loads of stalls etc for the ladies to peruse; and there was a food fair going on just outside the park. Jill and I had our pictures taken in 1950s garb though she found a lot more choice at 5'2" than I did at 6'2" (men were smaller in the 50s!). One of the best days out in 2013. Pity I'll probably not make the next one!



Blue 103E (Steve McKenna), Blue 7W (Peter Tinsley), Red E493A (Dave Rothwell), Black 103E (Ian & Sheila Sidebotham), Red Squire (Mike Brocklehurst)



# Regional Report

## Scandinavia

Håkon B. Øverland

### Sidevalves in Scandinavia for sale

Since I last wrote about life among Scandinavian Sidevalve enthusiasts, I have twice had an approach from members who are about to advertise, or have seen advertised, old British Fords for sale.

From Sweden I had an email early in December asking if I knew of anyone in Norway who might be interested in a 1951 Ford Anglia as a project. It was obviously in pieces but most of them had been overhauled or checked to be okay. No rust on the bodywork, except for one plate in the boot that needed welding. Tempting to me, but for two grave obstacles: I have no garage or barn to put another Ford into, and I doubt that buying another classic would bring my family life any increased pleasures.

A series of spares was offered along with this car, among them a fuel tank in very good order. I have negotiated to buy this as my treasure lacks a proper fuel tank. I had two tanks but both were in severe condition from rust. Luckily the fuel gauge of one of them seemed to be in proper order.

The same arguments for not responding positively would apply to the next offer I received in mid December from Denmark. My active reporter from Copenhagen, Søren Palsbo, suggested that I should persuade my good wife to buy me a Ford Y 1934 (!) in tip-top shape for my birthday! It would have been something of an achievement if I had managed to get her to do that! I got exactly the reaction that I feared when I suggested this to her. I must admit, though, that the offer really tempted me a lot, but the hard facts remain.

Søren has also asked me to challenge our Swedish friends to provide some articles on classic car activities in their country. After all, the vast majority of Scandinavian members come from Sweden. So you are hereby challenged, my Swedish friends. We would

very much like to hear about your classics and/or about the interest for classic cars in your surroundings.

### A ride in the sun

*Søren Palsbo:* It was most likely an everyday ride from home to work or back for the driver of the upright Anglia in this picture (below). It dates from the early 1950s and was taken in the northern outskirts of Copenhagen. But the sunny scenery looks very romantic and charming today, some 60 years later, doesn't it? The picture is one of many in the archives of the Danish Tramway Society which – despite its name – is also fond of trolleybuses and motorbuses as well as their ancestors, the horse-drawn omnibuses. And of course trams of all ages.

The main reason the photo was preserved for posterity is no doubt the trolleybus to the right. It was owned and operated by Københavns Sporveje (Copenhagen Tramways) which operated two trolleybus routes from 21st May 1938 to 15th October 1963 – soon to be 50 years ago. Trolleybus 111 (the vehicle number is visible on the back of the bus) was one of four delivered in 1950. Although the four newest trolleybuses were only in service for 13 years before the trolleybus routes were converted to diesel they ended up with almost the same mileage as their older colleagues. Unfortunately only one of the oldest trolleybuses from 1938 was preserved by the operator as the management was not very interested in traffic history in the early 1960s and the private tramway-society was not founded until 1965 when the rest of the trolleybuses had been scrapped. The Danish Tramway Museum (Sporvejsmuseet Skjoldenæsholm) is now the owner of the preserved Copenhagen trolleybus as well as two other trolleybuses from another Danish operator (NESA).

The picture reveals that at the time the Danish authorities still accepted the centered tail-light as sole illumination and stop indicator. Anyway, who needs artificial light when the sun is shining in beautiful green surroundings?



## Scottish West Central

Graham Little

Hello everybody.

I am delighted to be able to resume my efforts as regional contact for this area. I'm sorry I disappeared after a good start in 2011, but as John Lennon once said, "life is what happens when you're busy making other plans."

My first duty is to thank publicly my good friends Jim, Scott and Gordon who, when I first became ill in October 2011, removed my part-restored Popular 100E from my garage and have spent much of the time since completing the car. This has meant a great deal of work and expense and is greatly appreciated. The progress that has been made so far is wonderful. It is now running, driving and stopping with its Aquaplane head, sports camshaft, twin SU carburettors and Handa overdrive gearbox. Much first class bodywork repair has been done and painting, panel by panel, is well under way as I write. You can see the results at [www.pop100e.com](http://www.pop100e.com). Well done, folks, and thank you. The photo shows the morale-boosting fitment of the number plate after much work repairing the rear panel and fitment of the new rear valance.



The Popular will be on display, with luck having been fully painted, at the Strathaven Classic Rally on Sunday 19th May. We had eight vehicles on the Club stand in 2011. Perhaps we can match or better that this year? Please email me on [gslittle@aol.com](mailto:gslittle@aol.com) if you'd like to come along to the show and I'll co-ordinate matters and organise hard standing instead of the field.

Please also contact me if you'd like to come along to the Scottish Ford Day in Bridge of Allan on Sunday, 7th July. We had three vehicles there in 2011 and I'd like to increase that total.

I look forward to seeing as many folks as possible at either or both shows.



# Pre-War Register

Yvon Precieux

## Registrar's comments

Just had my insurance through and noted the usual increase. However, as with most of us, I have kept to a particular Classic Car Insurance Company for many years for my classic cars and some 30% increase demanded an explanation. With premium rate telephone numbers for contact, email access was deemed necessary so I dropped them a line. Several days later, having not received a reply, I repeated the email with a cursory comment on their poor level of service. When the reply was received, the contents gave no explanation or identified how the premium was arrived at. Of note are so-called administration fees that these days have started to intrude into many areas of insurance, where simple amendments, updated valuations etc. demand a premium extra; and woe betide anyone requiring slight amendments as, at £20 upwards, they are a nice little earner for this industry.

This goaded me into making enquiries with another insurance company, and with exactly the same requirements as previous I now have an insurance that I can contact via a free number, that includes breakdown cover, mileage etc., etc. for 40% less. So, do shop around.

Coming back to the pre-war register, I am getting good feedback. Keep it up, and can new members please fill in those register forms.

## New members

We seem to be getting quite a lot of pre-war vehicles and it's good to see a few Ys and Cs besides some rare Tourers. Jakub Hunia from Krakow, Poland has Tony Calder's Model C registered on 1st October 1935. With several owners, the saloon car is in a remarkable original condition with the usual rust spots in prominent positions where they can be remedied. (Photo 1)



Photo 1

The engine is indicated at 1141cc – probably the European way of calculating the cubic capacity. These initial 10hp models are remarkable little cars, but they are different bodily to their seemingly similar cousin, the CX. Don't be surprised if you purchase a part from one model to try to fit to the other and it does not fit. I found this out many years ago when few models were around, but nobody

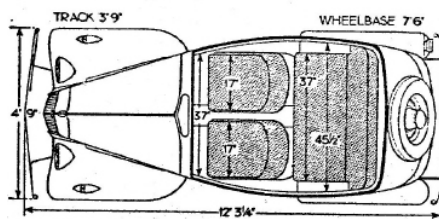


Photo 2

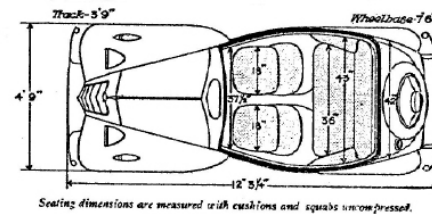


Photo 3

Seating dimensions are measured with cushions and squabs uncompressed.



Photo 4

believed me and even now some are sceptical. To explain, the CX is bodily marginally wider with a different sloping rear panel. Doors, wings and sills do have to come from the same model and modifications made to a panel from a C to a CX or vice versa may never fit exactly. (Photos 2-3)

Stan Bilous, Model C (South East London Group) has a constant gripe with one of the doors from a CX. A point of fact is that the CX was a much heavier car than the C it replaced and as a consequence some four seconds were lost from 0-50mph, and some three seconds from 0-60mph.

John Harris joins us with a green/black 1935 Model Y. It requires a period number as it has been transported over from the Netherlands. Regrettably Kevin Burke has had to sell his fully restored Ford Model Y. This is one of the rarer Short Rad models and it is now owned by Rod Janes. (Photo 4)

Another vehicle in Robert Brown's collection is a very rare 1939 drop head coupe Prefect E93A. With holes in the chassis and repairs required to panel work and many other fittings, it is hoped that the car will be finished by 2014. One item missing was the throttle pedal, otherwise the vehicle was complete and as advertised late last year, August, in *Classic Car Weekly*.

Robert's other car is a CX Tourer with a chassis down as C46124. This vehicle has been fully restored with green upholstery to go

with the green livery. This Tourer used to be part of the Ford vehicle collection on loan to the company via its previous owner. Although we do not have any information on a Model C vehicle that Robert purchased as his first car in 1960, it is hoped that CPP 796 is still around to be discovered. Although I was in my first year at college, I recollect members of the sixth form driving recklessly around in such cars ... So maybe not? (Photos 5-6 overleaf)

Denis Brennan, Co Tipperary, Ireland comes to us with three vehicles: a 300E van, an Australian Tourer and a Ford 7Y registration ZC 5738. Hopefully further information will be forwarded with history.

## Dating engines

John Head dropped me a note in reference to earlier information given in the register on the manufacture dates of engines. His Morgan F2 of 1938 vintage has had three engines during its life, and he asked if the pre-war register could help in dating these.

His Morgan left the factory in 1938 with Y 204706 and was replaced in 1956 with a reconditioned unit RY1262675PC. In about 1990 John was put onto a 10hp unit which came from a farm and thought to have powered a grain dryer. This was C808231\*IN. The last engine is an industrial unit and your registrar has done

# Pre-War Register contd

a lot of homework on engines, so whether it is pre-war/post-war or industrial, please drop me a line with photos of the engine if not quite sure. Dating is not a problem.

## How the 8 engine from 1935 owes its development to the 10

The 10 horse engine without doubt was the only way the Model Y 8hp sidevalve engine could survive and be continued as a separate engine unit. By 1934, the Model Y 8hp engine block in its existing form was limited and was too narrow a casting. By 1935, two further major component parts of the engine, the conrod and its respective gudgeon pin, had become uneconomic and cumbersome to supply in the way the former was manufactured and serviced. This meant that the conrod had to be exchanged and serviced complete with bushes and pins as a single engine part via the Ford Motor Company only.

The new wider 10 Ford engine block introduced in 1934 gave provision and access for improvements for not only this next generation of 8 engine but for future engines of both types in the small sidevalve Ford class. In utilising just the one casting for both engines, the water jacket between the cylinders could be improved upon as with more space between cylinders, coolant could circulate better and iron out some of the hotspots relative to these engines. Such hotspots even up to the 100E caused hard water salts to be deposited due to boiling in certain important areas of the engine that further aggravated the calcification of the interior. With the 8 engine being taken from the larger 10 casting, life was made a lot easier. The Model Y conrod was discontinued, together with the small gudgeon pin, to be replaced by the shorter 10hp C conrod with its much larger gudgeon pin. Now both the gudgeon pin, the conrod and the bushes could be supplied separately and serviced by parties other than the Ford Motor Company, making the manufacturing economies and servicing relatively simple via the single Model C casting.

In the next issue will be a full article on small end bearings, conrods and gudgeon pins. So, watch this space.

A final point on those early Ford 8 engines. If you have one it is okay to use as despite the situation of certain areas of servicing etc. these Ford 8hp engines are still robust, even in their earliest form, and will continue as long as you provide decent oil at regular intervals. Also, as this early design of engine was obsolete by 1935, you have a unique and rare engine.

## Mechanical specification

Although we now have some good books on our Fords, there is still much information that is still unaccounted for and books should only be taken as a guide on the technical information they contain. For example, most of us are aware that there are two variations of gearbox ratios available for our Ford 8s and 10s, but for the Model Y, there



Photo 5



Photo 6

were three overall ratios as we tend to forget that the 1932-33 Model Ys used a 5.43 ratio back axle as opposed to the norm of 5.5 onwards. Hence, for the first, second and top gears, the early Model Ys differ to the later pre-war Ford 8s of 1933-39.

The chart in photo 7 provides a reference to the technical information. I'll cover leaf springs next time as there are some 13 variations just for 8 and 10 passenger cars, nine of which are prior to 1939.

## GEARBOX

| MODEL          |         | 1932-33 | 8 H.P.<br>1933<br>1933-38 | 1933-35<br>1939 | 10 H.P. |
|----------------|---------|---------|---------------------------|-----------------|---------|
| Overall Ratios | 1st     | 16.67   | 16.89                     | 18.72           | 16.89   |
|                | 2nd     | 9.58    | 9.71                      | 10.76           | 9.71    |
|                | Top     | 5.43    | 5.5                       | 5.5             | 5.5     |
|                | Reverse | 21.8    | 22.08                     | 24.48           | 22.08   |
| Gearbox Ratios | 1st     | 3.071   |                           | 3.403           | 3.071   |
|                | 2nd     | 1.765   |                           | 1.956           | 1.765   |
|                | Top     | 1.000   |                           | 1.000           | 1.000   |
|                | Reverse | 4.015   |                           | 4.451           | 4.015   |

Photo 7



# E83W Register

Yvon Precieux

## Registrar's comments

It is always great to receive feedback after the magazine has been printed. Dave Smith in this issue gives us an account of an unusual situation encountered in an E83W with wooden floorboards and Steve Crick supplies more detail on MPJ 779; but first, a plea comes from Tony Duffield for help with a restoration. Major work is required here, as one can see from photos 1-3. The local group is probably a good start, but if anyone wishes to assist then please drop me an email with details and I can forward to Tony.

## Help (and I do mean Help) on MWD 902

*Tony Duffield:* My grandfather owned a newsagents, tobacconist and off licence business just after the war and throughout the 1950s. My father worked for him and one of my fondest and earliest memories is, when I was about four years old, regularly being able to ride in a van with my father to the old Star Brewery in Eastbourne to pick up the crates of beer for the shop. When I saw a similar van advertised some 10 years ago for sale in Wales, it similarly had spent its life as a fishmonger's van and I just had to have it, even though it needs much work as clearly can be seen from the photos.



Photo 1

The vehicle is a full restoration project and really does need an awful lot of time, money and effort. Work will start in earnest on a complete rebuild in the next few months as the weather improves. I intend to finish the van in the colours of our original company vehicle and sign write it accordingly, whilst trying to achieve the highest standard of finish possible given my ability and resources.

I would be eternally grateful to members, local or otherwise for any help, knowledge or



Photo 2

assistance they can give me in this mammoth task, along with obtaining some very necessary parts along the way. (Photos 1-3)

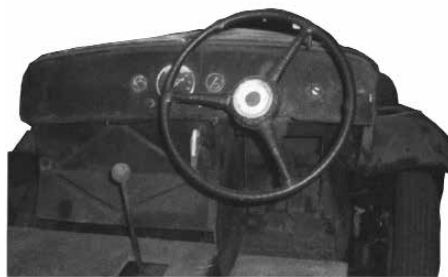


Photo 3

## Wooden floor boards

*Dave Smith:* Reference your column in *Sidevalve News* about floor boards in the cab of E83W vans, I can confirm that some were fitted and relate the following anecdote. I learnt to drive in 1965 and my first car was a 100E van with windows fitted in the back. My friend and mentor had joined the company I worked for and moved down from London to Kent in a series of E83Ws, purchased for £10 each from the London Co-operative Society. These vans were obviously past their best but served a turn. His second, the red one, had these floorboards fitted. On one occasion we had spent the afternoon working on the van and successfully managed to lock all the doors from the outside with the keys inside and the engine running. The problem was solved by dislodging the outer near side floorboard and using the 3ft metal bar that was the handle of my hydraulic jack, managing to knock the little lock knob over to the unlock position.



Photo 4

Both the vans did sterling service for him but were reluctant to start in the mornings, especially if it were cold or wet. Cold and wet would usually entail a short tow, usually just the length of the van to start them.

Hope this helps. Now it's back to work on the Nikri Spyder.

## That Utlecon

Yes, I know I have shown Shaun's vehicle in recent issues but this is its final transformation to date. Now fully restored, it looks great in its livery of green body and black wings. That extra windscreen wiper will prove its worth in the climate of major precipitation that we tend to have these days. One wiper in today's traffic and in poor weather is not much fun. (Photo 4)

## MPJ 779

*Steve Crick:* What a surprise to see photographs of my old 1948 Fordson van in the October issue of *Sidevalve News*. I enjoyed working on MPJ 779, and it took about a year to get her restored and through an MOT. I swapped her for a 1934 Austin Seven in about 1993, and the dealer was Morris Co-op from Chesterfield. He said he had a buyer looking for an E83W in top condition in Holland. Needless to say I have regretted it ever since, and after about a year I sold the Austin Seven on, as not really practical on today's roads.

I still have my Ford Popular 103E which I bought in 1982, after seeing an advert in *Exchange and Mart*, when I lived in Hextable in Kent. The owner was a Charles William Judd(?) who lived in Hornchurch, and he had bought it new as a Ford employee. He kept a record



# E83W Register contd

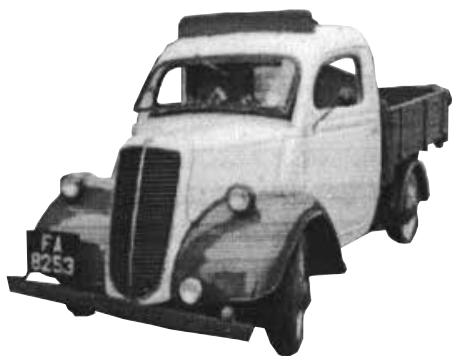


Photo 5

of everything he did on the car, which I have continued to do ever since. The Pop travelled to Exeter in Devon when I worked there, and I was lucky to find some new parts for her in the garage in Okehampton, which was in a time warp; and then she came to Formby when I moved back north in 1990.

The Ford Pop has just passed her MOT with no advisory notes, but I did have a scare a few days before the test. I filled up with petrol and forgot to put the filler cap back on. When I got home and realised what I had done, I rushed back, but it had gone. In panic I rang Joe Wheatley, who put me in touch with Dave Rothwell who had a spare chrome cap I could buy. It just shows that after owning a car for 30 years, you can still do something silly and forget to put the filler cap back on. *(I have left spanners etc on the roof also and I expect most of us have come across such a situation ... - Yvon)*

It was great to see the pictures of MPJ 779 again! I still wish I hadn't swapped it.

## New members

Peter Richards from Staffordshire has joined us with FA 8253. Purchased in December last year, it was originally a blue van registered in Burton on Trent. Its previous owners were Abela Autos and M J F Contractors, Birmingham. Made into a truck, it is painted white with brown wings. (The original colour as a van was blue.) Fitted with 17" wheels, Peter is looking at finding a decent windscreen or at least a decent fix to the tatty one he has at present. Again, drop me a line if anyone can help. (Photo 5)

John Stewart (Antony Hoist pickup) now has one of my 10hp engines as the one installed is just 8hp. It requires a good clean but it has little wear and should be in before the summer.

Another new member is Peter Molloy's 1952 E83W van from Uxbridge Middlesex, although we have it dated down as 1955? Vince Punter from Leicestershire has obtained the E83W van owned by the late Ken Devine.



Photo 6



Photo 7

Again, could I ask for registration forms with chassis and Briggs body numbers and any further information?

## From the archives

Registered during the war for the Co Operative Society, the somewhat rusty van FYC 786 (photo 6) was some time later during the

post war period converted into a truck with registration DSJ 358 (photo 7). Some vague history that I can just decipher from the handwriting relates this to a café in Wales called, ironically enough, The Old Cow's Pantry. Can anyone throw further light on the vehicle, or even the pantry?

# 100E Register

Tony Lloyd

## A new year

The show season will be upon us soon and, for many, Drive It Day in April will be the first time this year that the 100E will be out on the road. Let us hope that it is a good, dry and sunny day, and try to make certain that we attend one of the many events that are planned around the country. Even if you do not attend one of these events, get in your car and just DRIVE IT!

As you may know, when the 100E was first unveiled in 1953 it caused quite a stir amongst the sporting fraternity. Here was a car that could out-accelerate every other British small car that was produced at the time. Here was a car that had a higher top speed than any other British small car of the time. Here was a car that handled better than any other British small car of the time. All of this was available without any modification at all. You could use your 100E for commuting during the week and then use it for your clubman events at the weekend. I have received the following article and photographs from Colm O'Neill and I think that it makes very interesting reading for the 100E enthusiast, sporting or not.

## Hopkirk's 100E



*Colm O'Neill:* While Paddy Hopkirk is most usually associated with the successes of the BMC team of Mini-Coopers which won the 1963 and 1964 Monte Carlo Rallies, his earlier racing career is often obscured by these later glories.

As the young Belfastman moved to Dublin to study engineering at Trinity College in 1951, he soon progressed from motorcycle ownership to his first car an Austin 7 Chummy. He rebuilt the little car and by 1952 he was driving in local rallies. Many of these events involved navigation stages using Ordnance Survey maps and Romer cards to interpret the map references, interspersed with driving tests on closed off sections of public roads. The driving tests often featured driving between chalked lines and bollards or posts. Drivers had to drive up and around and then reverse, all in the shortest time possible, in order to win. Hopkirk soon became very adept at these tests and he competed in as many as possible. That same year he dropped out of university as his heart was really in rallying. To finance his passion he took a job as a car salesman with



Ballsbridge Motors in Dublin, the leading VW and Mercedes dealership.

Soon he was competing in VW Beetles, then a very popular saloon for rallying and driving tests, as they had the engine weight over the rear driving wheels and their independent suspension coped better on rough tracks than cars with a live rear axle could. By 1955 he owned a TR2 which he campaigned in trials and rallies as well as circuit and road races. His successes with the Triumph led to his first works drive in the 1956 RAC Rally in a Standard 10 where for a while at least, he was leading the event. In that same year he competed in the Tulip Rally, the Midnight Sun Rally and in the Alpine Rally in which he and Willy Cave won a Coupe des Alpes driving a works TR3.

In *The Paddy Hopkirk Story* by Bill Price with Paddy Hopkirk, published by Haynes, it says: "Towards the end of 1956 Paddy bought a Ford Anglia in Dublin. 'Why did I buy an Anglia? I suppose it was because it was after my VW days and I needed something cheap to compete in – but also because it was good for driving tests. It had a three-speed gearbox, so first and reverse gears were opposite to each other, so for parking in a "garage" and going out again you didn't have to stir around in a plate of porridge to find the right gear. After a few events I had the engine modified by Louis Carter, a wonder tuner and motorcycle racer in Dublin. He put an SU carburettor quite high up on the engine with quite a bit of ram effect from the manifold, and it went like hell.'"



Although the book does not have any pictures of the Anglia, pictures taken by an amateur enthusiast of Hopkirk chucking the Anglia around have come to light. These were taken on 13th April 1957 on a wet Saturday afternoon at Baldonnel military aerodrome near Dublin during the Irish Motor Racing Club (IMRC) Test Trials. The May 1957 issue of *Motoring Life* magazine recorded that although drivers often competed on loose surfaces, the greasy concrete at the airfield did not offer as much grip as hoped for. Hopkirk came first in the Saloon Class leading two VW Beetles. His car was an early Deluxe model, possibly in Corfe Grey, registered ZW 3113, a Co. Kildare issue of about mid-1956.

Through a mutual contact, these pictures were e-mailed to Paddy Hopkirk, who replied by e-mail very graciously, "That was indeed me, driving very badly on that occasion!" On looking at these pictures today, I am drawn to a quote in the Haynes book from Larry Mooney, a renowned VW mechanic and rally driving contemporary of Hopkirk's:

"I will never forget seeing Paddy on a driving test at Baldonnel after he moved on to a Ford Anglia. On the test Paddy braked heavily, and with the nose of the car down and the rear wheels in the air, somehow the rear of the car was swung over the pylons, allowing the car to reverse immediately into the next box or 'garage'. It was quite amazing!"

The Anglia was campaigned in many other trials, hill climbs, rallies and races with some successes before Hopkirk moved back to live in Belfast by the end of 1957, and of course, moved on to still greater success in motorsport.



Another 100E competing in that IMRC event was this 'chop-top' 1955 Anglia, registered BIP 1, a late 1955 Co. Kilkenny number. The driver is thought to be Barry Statham of Statham Ltd., the long established Ford dealership in Kilkenny City. At one point the Stathams operated three Ford dealerships in the south east of Ireland and ran a fine bodyshop. This Anglia had a twin, BIP 2, also given the convertible treatment in the firm's workshops and used by Terry Statham. The Statham brothers always had a taste for unusual Fords. In the thirties the family built a Model Y-based Special which enjoyed some racing successes and they operated a fleet of Model BB tow trucks with very distinctive bodywork and signwriting. In the fifties and



sixties, the Stathams were reputedly the first in Ireland to have an Abbotts of Farnham estate car and the first to have a Cortina GT.

I am indebted to the late Capt. Theo Ryan for giving me these remarkable pictures from his collection and my thanks go to Eddie Fitzgerald and Kieran White for their assistance in researching this article.

*Many thanks to Colm for taking the time and trouble to produce such an interesting piece – Tony.*

### Where are they now?

I have received news of PRU 860. In 2005 it lived in Little Waltham, Nr Chelmsford, Essex.

Its owner then has let his membership lapse so it may still be there.

This issue it is the turn of the 300E vans. First on the list is a yellow one from 1955. The registration of this was MVJ 466 and it lived in Swainshill in Hereford shire in 1991.

Next is another 1955 van, registration FGL 151. This one is unusual in that, according to the owner, although a van it was converted by Ford into an estate car. This was last heard of in 1989 in Wells, Somerset.





## April 2013 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, |        |
| Popular 53-59.....  | £18.70 |
| Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53,    |        |
| Popular 53-59.....  | £18.95 |
| Reprint Parts Catalogue, Y/C/CX/7W/7Y.....                            | £13.60 |
| Reprint Model Y Bulletin.....   | £12.90 |
| Reprint Workshop Manual for 100E and 300E.....                        | £25.75 |
| Reprint Parts Manual for 100E and 300E.....                           | £21.90 |
| Technical Tips for the 100E/107E by Jim Norman.....                   | £8.50  |
| 100E Anglia and Prefect Instruction Book (1953-59).....               | £9.95  |
| The John Howe Book of Cartoons.....                                   | £6.60  |
| Ford Motor Cars, 1945- 64.....  | £9.45  |
| 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.....             | £2.50 |
| I Love My Sidevalve Sticker.....                            | £2.50 |
| Register Sticker (state model) each.....                    | £1.42 |
| FSOC 30th Anniversary Sticker.....                          | £1.15 |
| FSOC 40th Anniversary Sticker.....                          | £1.15 |

#### Magazines

|  |       |
|--|-------|
| Binder for Club Magazines (holds 2 years).....                             | £8.99 |
| 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, October, December                      |       |
| 2013 February, April   |       |

### 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).....  | £12.00 |
| 100E-2038   | Adjuster repair kit (front).....  | £22.00 |
| 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   |   |        |
| / 02062-B   | Wheel cylinder repair kit 1957 onwards per axle set.....  | £7.25  |
| E0A-2078    | Hydraulic flexi hose.....   | £13.25 |
| 100E-2140   | Master cylinder.....  | £72.00 |
| 100E-2185B  | Master cylinder retainer.....   | £4.50  |
| E66-Z-1     | Master cylinder repair kit.....   | £12.50 |

#### Rear Brakes

|             |                                |       |
|-------------|--------------------------------|-------|
| 100E-2041-B | Snail cam (shoe adjuster)..... | £1.05 |
|-------------|--------------------------------|-------|

#### Leaflets

|  |       |
|--|-------|
| Ford Pop Motoring at Still Lower Price booklet.....  | £1.95 |
| Running in booklet Anglia / Prefect (date 9/49)..... | £1.99 |

#### Models

|  |        |
|--|--------|
| Ceramic Cream Model of 103E Popular.....               | £7.70  |
| Limited Edition E494C FSOC 30th Anniversary Model..... | £22.50 |

#### Badges

|   |        |
|---|--------|
| Enamel Lapel Badges: FSOC, 103E or 100E.....          | £2.15  |
| 103E Popular Cut-out Lapel badge (Black or Blue)..... | £1.70  |
| FSOC Grille Badge: Round or Square.....               | £12.95 |
| Register Grille Badge: Popular/Prefect/100E/107E..... | £12.95 |

#### Clothing

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

|   |        |
|---|--------|
| FSOC black and red quartered rugby shirt embroidered in script                |        |
| SM/L.....   | £25.25 |
| FSOC Sweat Shirts embroidered in script.....                                  | £16.20 |
| <i>Racing Green or Raspberry SM; Burgundy or Royal Blue XXL;</i>              |        |
| <i>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.....                         | £17.50 |
| 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.....           | £29.00 |
| Royal Blue Sweatshirt with either Royal Blue or White Polo shirt Med / L / XL |        |

#### T-Shirts

|   |       |
|---|-------|
| Model designs.....  | £9.50 |
| <i>E83W picture printed on front in Red or Black XL</i>   |       |
| <i>Upright picture printed on front in White L/XL</i>   |       |
| 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.....   | £7.95  |
| 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).....                                 | £3.99  |
| FSOC Woven Tie.....  | £7.95  |
| Xmas cards (pack of 5 different designs).....  | £4.00  |
| Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre..... | £2.70  |
| Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....                              | £5.00  |

|             |  |        |
|-------------|--|--------|
| 100E-2075   | Connector (5 way brake pipes).....   | £12.25 |
|             | 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)..... | £32.00 |
| 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.....   | £1.70  |

#### Steering and Front Suspension

|         |                                       |        |
|---------|---------------------------------------|--------|
| E55-DB1 | Top suspension mount.....             | £42.00 |
| E55-DB1 | Pair top suspension mount.....        | £78.00 |
|         | Mount bearings per side-2 x E 38- DB1 |        |
|         | plus 2 x E 37-DB8.....                | £34.00 |

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

|                |  |         |
|----------------|--|---------|
| E55-DB1        | Pair top suspension mounts and 2 sets mount bearings .....       | £115.00 |
|                | Suspension insert .....  | £65.00  |
|                | Suspension insert plus top suspension mount .....                | £101.00 |
|                | Pair suspension inserts .....                                    | £120.00 |
|                | Pair suspension inserts plus pair top suspension inserts .....   | £202.00 |
| 100E-1190      | Hub seal 0.983" .....  | £7.00   |
| 105E-1190      | Hub seal 1" .....  | £7.00   |
| Y-1202         | Hub bearing inner 0.983" .....                                   | £30.00  |
| E-20-LB-1      | Stud and bush .....  | £15.00  |
| 100E-3063      | Set bushes (track control arm / cross member) .....              | £9.00   |
| 100E-3073      | Track control arm repair kit .....                               | £18.00  |
| 100E-3078-C    | Track control arm right hand<br>(exchange £10 surcharge *) ..... | £28.50  |
| 100E-3289/90-B | Pair track rod ends .....  | £30.00  |
| 100E-3304      | Drag link (exchange £10 surcharge *) .....                       | £59.00  |
| 100E-3332      | Track rod end dust cover .....                                   | £1.90   |
| 100E-3591B     | Steering box oil seal (early and late models) .....              | £7.25   |
|                | Front suspension bush kit - 4 x E-10-DB1 and 8 x 3063 .....      | £30.00  |

#### Rear Axle

|              |   |        |
|--------------|---|--------|
| 100E-1107    | Wheel stud .....                          | £4.00  |
| 100E-1175    | Rear hub seal, original material .....    | £13.7  |
| 100E-1175    | Rear hub seal, modern neoprene .....      | £7.00  |
| E493A-4050   | Retainer (rear axle shaft grease) .....   | £7.50  |
| 100E-4209    | Crown wheel and pinion .....              | £80.00 |
| 100E-4235    | Half shaft .....                          | £32.00 |
| 100E-4676    | Pinion seal, 100E only .....              | £7.00  |
| 100E-4851    | Flange (propshaft) .....                  | £18.00 |
| 100E-5713    | Bar rear spring shackle-inner .....       | £5.50  |
| 100E-5719    | Bush rear spring shackle (set of 4) ..... | £8.00  |
| 100E-5781    | Rear spring eye bush .....                | £7.00  |
| 100E-5781    | Pair rear spring eye bushes .....         | £12.00 |
| 100E-7091    | Yoke (propshaft) .....                    | £12.00 |
| 100E-18080-A | Shock absorber .....                      | £45.00 |
| E7-ED-1      | Rubber bush (bottom shock) (2) .....      | £5.98  |

#### Exhaust

|                 |  |         |
|-----------------|--|---------|
| 100E 5250/5225/ |  |         |
| 5255            | 100E mild steel exhaust system .....   | £138.00 |
| 100E 5250/5225/ |  |         |
| 5255            | 100E stainless steel exhaust system .....                                    | £235.00 |
| Y-5251          | Manifold to exhaust clamp with stainless steel bolts<br>and brass nuts ..... | £9.95   |
|                 | 100E exhaust fitting kit .....   | £22.50  |

#### Engine Parts

|               |  |         |
|---------------|--|---------|
| 100E-6038     | Engine mount .....   | £30.85  |
|               | (exchange £10 surcharge*-remove rubber from mount)                           |         |
| 100E-6051-B   | Head gasket .....  | £19.95  |
| 100E-6065     | Set of 14 cylinder head bolts .....  | £18.00  |
| 100E-6102     | Piston set (std, +0.010",+0.020",+0.030", +0.040") .....                     | £200.00 |
| 100E-6149     | Piston ring Set (std, +0.020",+0.030", +0.040") .....                        | £66.00  |
| 100E-6261/2/3 | Camshaft bush set (std, -0.005") .....                                       | £40.00  |
| E93A-6270     | Timing Chain .....   | £18.30  |
| 100E-6308     | Crankshaft thrust washers (per set) std .....                                | £16.00  |
| 100E-6308     | Crankshaft thrust washers (per set) + 0.025" .....                           | £22.50  |
| 100E-6331     | Main bearing set (std, -0.010",-0.020",-0.030",-0.040",<br>-0.060") .....    | £41.00  |
| 100E-6347     | Packing Seal Crankshaft Rear (set of 2) .....                                | £4.00   |
| 100E-6521     | Gasket valve chamber cover .....   | £5.00   |
| 100E-6505     | Exhaust valve .....  | £8.60   |
| 100E-6505     | Exhaust valves (per set of 4) .....  | £30.00  |
| 100E-6507     | Inlet valves (per set of 4) .....  | £28.00  |
| 100E-6513     | Valve springs (per set) .....  | £30.00  |
| 100E-6714-B   | Oil filter element .....   | £5.50   |
| 100E-6763B    | Oil filler tube .....  | £15.00  |
| 100E-9278     | Oil pressure switch .....  | £8.85   |
| 100E-9448     | Manifold gasket, 100E only .....   | £2.50   |
|               | Manifold stud .....  | £7.00   |
| E55Z1         | Conversion gasket set .....  | £27.00  |
| E81Z1         | Decoke gasket set .....  | £27.00  |
| 353000ESA     | Core Plug .....  | £2.50   |
|               | Big end bearing set<br>(std, -0.010",-0.020",-0.030",-0.040", -0.060") ..... | £29.50  |
|               | Small end bushes (set of 4) .....  | £27.00  |

#### Clutch and Gearbox

|            |  |        |
|------------|--|--------|
| EOA-2078E  | Flexi hydraulic hose .....                                 | £13.25 |
| E266-GD-1  | Slave cylinder, 100E only (exchange £10 surcharge *) ..... | £46.00 |
| E149-Z-1   | Slave cylinder repair kit, 100E only .....                 | £6.00  |
| 100E-2140  | Master cylinder .....                                      | £72.00 |
| E66-Z-1    | Master cylinder repair kit .....                           | £12.50 |
| E74-7580-A | Release bearing .....                                      | £14.50 |
| 100E-6068  | Gear box mounting fits 100E and early 107E .....           | £24.95 |
| 100E-7039  | U / J repair kit .....                                     | £14.95 |
| 100E-7052  | Front oil seal .....                                       | £7.00  |
| 100E-7086  | Gasket tail shaft housing .....                            | £1.95  |
| 100E-7111  | Counter shaft .....  | £31.40 |
| 100E-7114B | Gear and bush assembly .....                               | £25.00 |
| Y-7119     | Washer (counter shaft gearbox thrust) .....                | £6.32  |

|             |  |        |
|-------------|--|--------|
| 100E-7223   | Gearbox lid gasket .....   | £1.40  |
| 100E-7550-C | Clutch driven plate, 100E only (exchange £10 surcharge *) ..         | £30.00 |
| 100E-7657   | Rear oil seal .....  | £7.00  |
| 100E-7569   | Clutch pressure plate, 100E only<br>(exchange £10 surcharge *) ..... | £56.00 |
| 100E-17286  | Ring speedo gear retainer .....                                      | £2.20  |

#### Cooling System

|             |   |        |
|-------------|---|--------|
| EOA-8100    | Radiator cap, fits 100E and 107E .....                    | £5.20  |
| 100E-8115   | Radiator drain tap (not original) .....                   | £5.30  |
| 100E-8260A  | Early top radiator hose, 100E only .....                  | £18.35 |
| 100E-8260B  | Late top radiator hose, 100E only .....                   | £15.80 |
| 100E-8255   | Thermostat housng gasket .....                            | £1.75  |
| 100E-8275   | Water inlet tube .....                                    | £13.95 |
| 100E-8286   | Bottom radiator hose, 100E only .....                     | £16.00 |
| 100E-8501   | Water pump, 100E only (old unit must accompany order) ... | £55.00 |
| 100E-8507   | Water pump gasket .....                                   | £3.00  |
| 116E-8575   | Thermostat .....  | £7.30  |
| EOTA-8620-C | Fan belt, 100E only .....                                 | £6.00  |

#### Fuel System

|             |   |        |
|-------------|---|--------|
|             | Fuel pump with spacer (no primer) ..... | £43.90 |
|             | Petrol filler grommet .....             | £12.50 |
| 100E-9502   | Carburettor gasket kit .....            | £7.50  |
| 100E-9276   | Gasket (fuel tank sender) .....         | £1.60  |
| 100E-9288   | Flexible fuel pipe .....                | £16.80 |
| &-9374      | Fuel pump gasket .....                  | £1.25  |
| 100E-9437   | Hot spot gasket .....                   | £2.00  |
| 100E-9627-A | Rubber (air cleaner) .....              | £8.75  |
| 100E-9959   | Gasket carburettor float chamber .....  | £1.50  |

#### Electrical

|               |   |        |
|---------------|---|--------|
| EOTA-10001- B | Dynamo, not Popular (exchange £10 surcharge *) .....  | £65.00 |
| 105E-10001- B | Dynamo, Popular only (exchange £10 surcharge *) .....   | £65.00 |
| 105E-10043    | Brush set .....   | £4.75  |
| E274-CQ-1     | Pinion (starter motor drive) .....  | £11.00 |
| 100E-10505-B  | Voltage regulator (push on terminals) .....   | £39.00 |
| 100E-11001-C  | Starter Motor (please send old unit with order) .....   | £65.00 |
| 105E-11057    | Brush set starter motor .....   | £4.75  |
| EOTA-11375    | Starter pinion spring .....   | £4.50  |
| 204E-13007A   | Headlight bulb pre focus 40 / 50 watt .....   | £6.20  |
|               | Stop/tail bulb, 12v, 21/5 watt .....  | £3.20  |
| 100E-13450B   | Rear light lens, red .....  | £14.95 |
| 300E-13450    | Rear light lens, red .....  | £14.95 |
| E0A-13480     | Brake light switch .....  | £6.50  |
| E1050-NC-1    | Rear red tail light lamp with<br>rear lamp gasket for Anglia Prefect 1957 onwards<br>includes fixing screws ..... | £15.95 |
| 100E-134641-C | Pair of rear red tail light lamp lenses .....   | £26.90 |
| 50563-S       |   |        |

#### Ignition System

|              |   |        |
|--------------|---|--------|
| 100E-12029   | Set 100E ignition leads .....                                   | £14.95 |
| 7V-12098     | 12v Ignition coil .....   | £44.50 |
|              | Nut H.T. lead distributor cap (set of 5) .....                  | £4.00  |
|              | D type distributor only (rebuilt-exchange £10 surcharge) ....   | £50.00 |
|              | Round type distributor only (rebuilt-exchange £10 surcharge) .. | £50.00 |
| 100E-12116   | Distributor cap (D type) .....                                  | £25.00 |
| 105E-12116   | Distributor cap (round type) .....                              | £17.00 |
| 100E-12199   | Contact set (D type distributor only) .....                     | £15.90 |
| EOTA-12199-C | Contact set (round type distributor only) .....                 | £15.90 |
| 100E-12200   | Rotor arm .....   | £5.65  |
| 100E-12300-B | Condenser (D type distributor only) .....                       | £9.90  |
| 105E-12300-A | Condenser (round type distributor only) .....                   | £9.90  |
| 100E-12405-T | Spark plug .....  | £4.08  |

#### Badges

|                |                             |        |
|----------------|-----------------------------|--------|
| 100E-16185 / 9 | Triangular wing motif ..... | £15.25 |
| E6AJ-1         | Prefect boot script .....   | £15.95 |
| 100E-16606     | Prefect bonnet .....        | £15.95 |
| E5AJ-1         | Anglia boot script .....    | £15.95 |
| 100E-16606     | Anglia bonnet .....         | £15.95 |
| 100E-16606-G   | Popular bonnet .....        | £15.95 |
| 100E -7042514  | Popular boot script .....   | £15.95 |
| 100E-16850     | Bonnet 'V' motif .....      | £35.50 |
|                | Deluxe boot script .....    | £15.95 |

#### Miscellaneous

|                |   |        |
|----------------|---|--------|
| E40GB1         | Gear lever gaiter .....                               | £25.50 |
| 100E-17262     | Speedo cable .....                                    | £22.50 |
| 100E-7029744   | Rear side window rubber per side (2 door model) ..... | £15.50 |
| 100E-7042084-B | Rear screen rubber-deluxe only .....                  | £29.95 |
| EOA-732003-B   | Floor grommets-per set of four .....                  | £5.15  |
| 100E-7322610   | Interior door handle .....                            | £8.95  |
|                | Stainless steel locking petrol cap .....              | £14.95 |

## 107E Specific Items

|            |                                    |       |
|------------|------------------------------------|-------|
| 105E 42A8B | Rear hub oil seal, 107E only ..... | £7.00 |
| 105E-4676B | Pinion oil seal, 107E only .....   | £7.00 |
| 107E-6020  | Timing chain cover gasket .....    | £2.50 |

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

|              |   |        |
|--------------|---|--------|
| 105E-7550C   | 105E oil filter.....  | £6.50  |
|              | Clutch driven plate, 107E only<br>(exchange £10 surcharge *).....   | £30.00 |
| 105E-7563D   | Clutch pressure plate, 107E only<br>(exchange £10 surcharge *)..... | £60.50 |
| 107E-8260    | Top radiator hose, 107E only.....                                   | £14.20 |
| 107E-8286B   | Bottom radiator hose, 107E only.....                                | £15.40 |
| 105E-8620    | Fan belt, 107E only.....  | £5.80  |
| 105E-9448    | Manifold gasket, 107E only.....                                     | £2.00  |
| 107E-9959B   | Float chamber gasket.....   | £2.00  |
| 105E-12116   | Distributor cap (round type).....                                   | £17.00 |
| EOTA-12199-C | Contact set (round type distributor only) .....                     | £15.90 |
| 105E-12300-A | Condenser (round type distributor only) .....                       | £9.90  |
| 105E-10043   | Brush set.....  | £4.75  |
| 105E-11057   | Brush set starter motor.....  | £4.75  |
| 353000 ES    | Core plug, 107E only.....   | £2.95  |

## 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<br>(fits all models except Models Y,C and E83W) ..... | £76.50  |
| 68-1225-A and<br>68-1236-A | Rear Hub Bearing including outer race<br>(fits E83W only) .....                       | £66.50  |
|                            | Rear Wheel Bearing Kit (fits all models except E83W) .....                            | £160.00 |

### Braking System

|               |   |        |
|---------------|---|--------|
| YE-2019A }    | Brake Shoes (set of 4-all models-<br>exchange £10 surcharge) .....                  | £55.50 |
| CE-2019B }    |   |        |
| 7W-2019 }     |   |        |
| Y-2035        |   |        |
| Y-2035        |   |        |
| 7W-2035       |   |        |
| 7W-2035       |   |        |
| E83W-2035     |   |        |
| E83W-2035     |   |        |
| Y-2036        |   |        |
| 7W-2116       | Front Brake Dust Covers<br>(pair, fits all models except Models Y and C).....       | £8.60  |
| 7W-2205       | Rear Brake Dust Covers<br>(pair, fits all models except Models Y, C and E83W) ..... | £13.75 |
| E93A-2248     | Rear axle brake plate securing bolts, long (each).....                              | £6.60  |
| 7W-2249       | Rear axle brake plate securing bolts, short (each).....                             | £6.60  |
| Y-2454        | Brake Pedal (exchange-remove rubber from old pedal<br>and send with order) .....    | £13.85 |
|               | Brake pedal return spring .....   | £6.90  |
| E83W-2498A/B  | Rear Brake Cables (Pair E83W).....  | £69.95 |
| E83W-2580/1B  | Front Brake Cables (Pair E83W).....   | £24.00 |
| 7W-2580/1/4/5 | Set of Brake Cables (not E83W).....   | £60.95 |
| YE-2793       | Spring (handbrake lever pawl) .....   | £2.95  |
| 7W-2853C      | Hand Brake Cable<br>(fits all models except Models Y, C and E83W).....              | £24.95 |
|               | Hand Brake Cable Clevis Pin.....  | £3.00  |
| E83W-2853B    | Hand Brake Cable (fits E83W).....   | £27.40 |

### Steering and Suspension

|            |  |        |
|------------|--|--------|
| CE-3030B   | Bolt (front axle to radius rod, not Model Y & E83W).....                                 | £38.50 |
| E83W-3032  | Bolt (front axle to radius rod E83W) .....   | £34.50 |
| 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<br>(C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....                       | £67.50 |
| YE-3332    | Trackrod End Dust Cover (each, fits all models).....                                     | £4.20  |
| 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<br>(7Y,7W, Anglia,Popular,Prefects,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).....   | £6.55  |
| YE-3616B   | Horn Button and Nut (Y model).....   | £8.20  |
| E93A-4020  | Shackle Bush (metalastic type)<br>saloons and 5cwt vans 1946 onwards.....                | £7.85  |
| E93A-4020  | Shackle Bush (metalastic type)<br>saloons and 5cwt vans 1946 onwards (set of four) ..... | £24.00 |
| E493A 4050 | Retainer (rear axle shaft grease) .....  | £7.50  |
| Y-4217     | Bolt (diff gear case).....   | £5.20  |
| 18-4217    | Bolt (diff gear case).....   | £5.40  |
| Y-4243     | Key (rear axle shaft) .....  | £6.00  |
| 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)<br>all models except E83W..... | £2.55   |
| Y-4637      | Thrust Washer (pinion bearing)<br>all models except E83W.....   | £1.99   |
| Y-4655      | Torque tube bearing sleeve .....                                | £9.95   |
| E93A-18055A | Front Shock Absorber Link to fit E493A, E494A & 103E ....       | £20.50  |
| E93A-18055B | Rear Shock Absorber Link to fit E493A, E494A & 103E ....        | £20.50  |
| E83W-18055B | Front Shock Absorber Link to fit E83W .....                     | £25.00  |
| 6E-18055B   | Rear Shock Absorber Link to fit E83W .....                      | £25.00  |
|             | 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<br>exhaust system ..... | £199.00 |
| E93A-5230 /<br>E04A-5255-B | Anglia, 103E and 7Y mild steel exhaust system.....               | £170.00 |
| Y-5251                     | 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<br>(exchange and send both parts with order – remove rubber<br>from mount)..... | £10.45  |
|               | Front Engine Mounting bolt .....  | £1.30   |
| E93A-6250A    | Camshaft (Chain Driven).....  | £62.75  |
| E93A-6258     | Retainer (camshaft sprocket) chain driven camshaft.....   | £3.15   |
| E93A-6270     | Timing Chain .....  | £18.30  |
| YE-6280A      | Washer (camshaft thrust) all engines from<br>1936 onwards.....  | £3.50   |
| CE-6310       | Crankshaft Oil Slinger.....   | £2.85   |
| E93A-6310     | Crankshaft Oil Slinger .....  | £2.90   |
| 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).....   | £5.25   |
| Y-6561        | Drive Sleeve (oil pump and distributor drive gear)<br>(fits all engines) .....                        | £5.25   |
| Y-6566        | Dowel (oil pump and distributor drive gear bush)<br>(fits all engines) .....                          | £2.15   |
| Y-23670       | Pin (oil pump drive gear to sleeve) (fits all engines).....   | £1.30   |
| Y-6610B       | Oil Pump Gear (fits all engines).....   | £4.95   |
| YE-6623       | Oil Pump Screen (fits all engines).....   | £9.77   |
|               | Stainless steel dip stick tube .....  | £30.20  |
|               | Main Bearing Set<br>(std, -0.010",-0.020",-0.030",-0.040", -0.060")<br>(fits all engines) .....       | £55.00  |
|               | Pre-War Piston Sets (8hp and 10hp, limited sizes only) .....  | £40.00  |
|               | E93A 10hp Piston Set including rings<br>(std, +0.010",+0.020",+0.030", +0.040").....                  | £205.00 |
|               | E93A 10hp Piston Ring Set<br>(std, +0.020", +0.030", +0.040").....                                    | £44.00  |
|               | 3-Ring 10hp Piston Ring Sets (+0.010", +0.020").....  | £20.00  |
|               | 8hp decoke gasket set (1932-34) .....   | £35.00  |
|               | 8hp decoke gasket set (1935-1953).....  | £45.00  |
|               | 10hp manifold gasket.....   | £7.75   |
|               | 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<br>and send with order) ..... | £13.85 |
| Y-5102   | Gearbox Rubber Mounting (Y & C models only).....                                  | £38.90 |
|          | Gearbox Mount Upper (not Model Y or Model C models) .....                         | £9.95  |
|          | Gearbox Mount complete, per side .....  | £21.95 |
| 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 .....                                 | £5.00  |



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|             |   |        |
|-------------|---|--------|
| YE-7059B    | Mainshaft and Bush.....   | £35.50 |
| Y-7065      | Bearing (main shaft) drive gearball assembly.....                           | £21.95 |
| YE-7071B    | Washer intermediate gear thrust washer.....                                 | £7.60  |
|             | Baffle (main shaft oil)-front.....  | £1.25  |
| E93A-7085   | Rear Bearing Retainer.....  | £19.75 |
| Y-7086      | Gearbox rear gasket.....  | £4.50  |
| Y-7111      | Layshaft.....   | £42.40 |
| 103E-7114   | Counter Gear (10hp).....  | £46.95 |
| Y-7119      | Washer (Counter shaft gear thrust).....                                     | £6.32  |
| CE-7141     | Reverse Gear.....   | £29.95 |
| YE-7222     | Selector Housing.....   | £19.50 |
| Y-7223      | Gearbox lid gasket.....   | £2.50  |
| Y-7523      | Clutch return spring.....   | £6.60  |
| 7W-7533     | Clutch linkage clevis pin.....  | £2.15  |
| Y-7550      | Clutch Plate-All models, except E83W<br>(exchange and send with order)..... | £29.50 |
| YE-7563B    | Clutch Cover – All models, except E83W<br>(exchange – send with order)..... | £62.00 |
| E83W-7563   | E83W Clutch Cover (exchange-send with order).....                           | £66.00 |
| E74-7580A   | Clutch release bearing-All models.....                                      | £14.50 |
| E70-7600-A  | Clutch Pilot Bearing.....   | £67.35 |
| C-943070    | Gear Lever Gaiter (except E83W).....  | £19.60 |
| E83W-943070 | E83W Gear Lever Gaiter.....   | £22.50 |

#### Cooling System

|               |   |         |
|---------------|---|---------|
| E0A-8100      | Radiator Cap (pressure type for 103E and some E493As).....                | £5.20   |
| Y-8109        | Radiator cap (brass screw type).....                                      | £7.50   |
| Y-8260        | Radiator Hose (reinforced, straight for pre-war engines, top).....        | £8.20   |
| Y-8260 / 8286 | Radiator Hose (reinforced, straight for pre-war engines,<br>bottom).....  | £7.80   |
|               | Radiator Hose (moulded-E83W, top).....                                    | £22.06  |
| E83W-8286     | Radiator Hose (moulded-E83W, bottom).....                                 | £21.95  |
|               | Radiator Hose (moulded-bottom).....                                       | £20.40  |
|               | Radiator Hose (moulded-top, pressurised radiator cap).....                | £19.75  |
|               | Radiator Hose (moulded-top, brass non-pressurised<br>radiator cap).....   | £18.60  |
| E493A-8501    | Reconditioned export water pump (exchange only – send<br>with order)..... | £150.00 |
|               | Water Pump Repair Kit.....  | £35.00  |
| E493AFS-8509  | Pulley (water pump).....  | £35.00  |
| YE-8606B      | Fan Blade (11").....  | £7.90   |
| E494A-8610    | Pulley (fan and generator 4.12" O.D.).....                                | £19.50  |
| E93A-8620-A   | Fan Belt (late 8 and 10 hp engines without waterpump).....                | £10.80  |
| E493AFS-8620  | Fan Belt (late 8 and 10 hp engines with export waterpump).....            | £8.99   |

#### Fuel System

|           |   |        |
|-----------|---|--------|
|           | Fuel Pump with spacer (no primer).....                                      | £43.50 |
|           | Fuel Pump repair kit.....   | £27.45 |
|           | Fuel pump stud.....   | £6.75  |
|           | Fuel pump stud (set of two).....  | £11.60 |
| E04A-9080 | 103E/E494A Petrol Filler Grommet.....                                       | £12.95 |
| 7W-9080   | 7W / E93A /E493A Petrol Filler Grommet.....                                 | £10.85 |
| BE-9288-A | Flexible Petrol Pipe (except E83W).....                                     | £15.35 |
| YE-9355   | Fuel Pump Cover (all models).....   | £3.60  |
| YE-9364-B | Gasket (fuel pump screen cover).....  | £0.85  |
| YE-9365   | Fuel Pump Cover Screen (all models).....                                    | £1.50  |
| YE-9374   | Gasket (fuel pump to cylinder).....   | £0.95  |
| 7W-9425   | Inlet Manifold (10hp).....  | £19.00 |
| YE-9435   | Gasket (inlet manifold to exhaust manifold "hot spot")<br>(all models)..... | £3.60  |
| YE-9448   | 8hp manifold gasket.....  | £7.50  |
|           | Rebuilt 8 hp Carburettor (exchange-send with order).....                    | £82.00 |
|           | Rebuilt 10 hp Carburettor (exchange-send with order).....                   | £87.50 |
| Y-9447    | 8hp Gasket (carburettor to inlet manifold).....                             | £1.50  |
| CE-9447   | 10hp Gasket (carburettor to inlet manifold).....                            | £1.30  |
| YE-9502   | Carburettor Gasket Kit.....   | £7.95  |
| YE - 9555 | Carburettor Float (all models).....   | £4.50  |
| YE-9660   | Connector (Starter Valve) Assembly.....                                     | £6.00  |
| 48-9735   | Accelerator Pedal (all models except Y,C and E83W).....                     | £13.95 |

#### Ignition System

|              |  |        |
|--------------|--|--------|
|              | Emergency breakdown kit comprising points, plugs, roto,<br>Condenser, fan belt and distributor cap (1935 onwards)..... | £68.00 |
|              | Set E93A ignition leads.....   | £14.95 |
| E83W 12024A  | 6V Ignition Coil (All models-not original).....  | £39.75 |
| YE-12100B    | Distributor-rebuilt (exchange-send with order).....  | £50.00 |
| YE-12116B    | Distributor Cap (All models 1935 onwards).....   | £13.50 |
| YE-12185B    | Toggle (All models 1935 onwards).....  | £1.05  |
| YE - 12191B  | Spring (distributor weight) no 1 - light.....  | £2.85  |
| YE-12199B    | Contact Set (All models 1935 onwards).....   | £15.90 |
| YE-12200C    | Rotor (All models 1935 onwards).....   | £5.65  |
| YE - 12242-B | Spring (distributor weight) no 2 - heavy.....  | £1.40  |
| YE-12300B    | Condenser (All models 1935 onwards).....   | £9.90  |
| 52-12405A    | Spark Plug, L86C (All models also 100E).....   | £4.08  |
| 52-12405A    | Spark Plug, L86C - set of 4.....   | £12.50 |

#### Electrical System

|             |  |         |
|-------------|--|---------|
|             | Dynamo-2 brush, early type (exchange-send with order).....     | £89.50  |
| E494A-10001 | Dynamo-3 brush, early type only (exchange-send with order) ..  | £110.00 |
| E494A-10001 | Dynamo-3 brush, late type only (exchange-send with order)..... | £89.50  |

|              |   |         |
|--------------|---|---------|
| YE-10094     | Bearing (generator drive end) assembly.....                                   | £8.95   |
| 7W-10505     | Cut out assembly (rebuilt, for use with 3 brush dynamo,<br>exchange only..... | £25.95  |
| E93A-11001   | 10hp Starter Motor rebuilt (exchange-send with order).....                    | £115.00 |
| YE-11001C    | 8hp starter motor (exchange-send with order).....                             | £115.00 |
| 7W-11359     | Spring (starter pinion retaining).....  | £1.18   |
| BE-11450     | Starter Switch.....   | £18.00  |
| E493A-13007  | E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....                        | £4.50   |
| E493A-13007  | E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....                        | £6.10   |
| ET6-13007-B  | Headlamp Bulb 36W/36W.....  | £6.60   |
| 7V-13061     | Retaining Clip ("W" clip) (holds headlamp lens in rim<br>for E83W).....       | £1.10   |
| CE-13061     | Retaining Clip ("W" clip) (holds headlamp lens in rim<br>for 103E).....       | £1.10   |
| YE-13081     | Spring (front sidelight socket 1934 onwards except E493A) ..                  | £0.92   |
| CE-13101     | Spring (headlamp focusing).....   | £1.10   |
| E93A-13130   | E93A/E04A headlamp rubber base pad (pair)<br>(E04A and E93A only).....        | £25.50  |
| 103E-13408B  | 103E Plate Rear lamp base please specify nearside / offside.....              | £21.55  |
| 103E-13408B  | 103E Plate Rear lamp base (pair).....   | £41.50  |
| 103E-13420/1 | 103E Rear Lamp Rubber Base Pads (pair).....                                   | £18.99  |
| 103E-13450/1 | 103E Rear Lamp Lenses (pair).....   | £29.99  |
|              | E493A refurbished number plate lamp.....                                      | £70.00  |
| ET6-13465    | Stop/Tail Bulb 6V 21W/5W index pin (straight pin<br>also available).....      | £3.45   |
| 40E-13466    | Panel bulb 6V 3W.....   | £4.00   |
| 78E-13466    | E493A Sidelight Bulb 5W MBC (E493A Prefect only).....                         | £3.35   |
| BE-13466-A   | Sidelight Bulb 5W CC (not E493A).....   | £3.40   |
| E83W-13550B  | Popular no. plate lamp (E83W and 103E only).....                              | £21.75  |
| CE-13740A    | Toggle Switch (panel lamp).....   | £10.60  |
| 38193-57     | Headlamp mounting bolts plus nuts (each).....                                 | £9.99   |
|              | Model C Semaphore Direction Indicator (6volt only)<br>(exchange only).....    | £99.00  |
| E04A-118004B | Semaphore Direction Indicator (6volt only) (exchange only).....               | £65.00  |
| E04A-118004B | Semaphore Direction Indicator (6volt only) (no exchange).....                 | £95.00  |

#### Rubber Grommets and Seals

|                 |  |        |
|-----------------|--|--------|
| E68-AD-1        | Fixed side window rubber (per ft) (saloons 1937 onwards) ....          | £1.99  |
| 7W-16625        | 7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) ..              | £4.95  |
|                 | E83W Bonnet Corner Pads (Pair).....                                    | £11.99 |
|                 | E83W Bonnet Corner Pads (Full set).....                                | £15.50 |
| 81A-16754       | Bumper (bonnet side panel), E493A, E494A and 103E.....                 | £0.99  |
| 81A-16760       | Bumper (bonnet dowel locating) fits E493A.....                         | £4.40  |
|                 | Grommet-gearbox cover.....   | £4.60  |
|                 | Set of three grommets-gearbox cover.....                               | £12.20 |
| CE-171515A      | Grommet (windscreen wiper).....  | £3.50  |
| E93A-17772 / 3  | E93A Prefect / Anglia / 103E Bumper Grommets (pair).....               | £19.99 |
| E493A-17772/3-B | E493A Prefect Bumper Grommets (pair).....                              | £32.90 |
| E93A-35184      | Pedal plate rubber bumper (Saloons and<br>5cwt vans 1939 onwards)..... | £1.99  |
| E83W-111172     | Opening windscreen rubber for E83W.....                                | £21.30 |
| 48-702610A      | Door post rubber bumper (one per door post 1937 onwards) ..            | £2.50  |
| E04A-7040318    | Rear no plate rubber bumper<br>(Anglia and Popular 1939 onwards).....  | £2.20  |
| 100E-7043531    | Boot T Handle Escutcheon rubber seal.....                              | £4.65  |
| 62E-731942      | E83W Door Rubber seal (enough for both doors).....                     | £16.95 |
| 7W-940502       | Opening windscreen rubber for Prefect and 5cwt van.....                | £18.30 |
| 7Y-940502-B     | Front screen rubber for 103E/E494A/E04A.....                           | £19.50 |
| 7W-941480 / 1   | Weatherstrip door bottom (per ft) all saloons 1937 onwards...£2.80     |        |
| 7W-970700       | Roof weatherstrip (per foot) All models except Y and C.....            | £2.30  |
| 103E-7025856    | Rear screen rubber for all saloons (not E93A or 7Y deluxe).....        | £15.50 |

#### Miscellaneous Body Fittings

|                  |  |        |
|------------------|--|--------|
| E93A-5036        | Tube (starting handle guide) assembly – 103E Popular.....  | £28.99 |
| E493A-5036       | Tube (starting handle guide) assembly – E493A Prefect.....                                       | £30.99 |
| E03CF/A-8213     | Grille Badge, "Thames" (blue enamel) (E83W).....   | £12.70 |
| 103E-8213-A      | Ford Popular Grille Badge (103E Popular).....  | £10.50 |
| E494A-8215       | E494A/E494C/103E Grille Badge Mount.....   | £14.95 |
| E83W-8215-A      | E83W Grille Badge Mount.....   | £19.50 |
| E04A-16719-B     | E04A/103E Boot Lid Escutcheon (fits over coach key hole) ..                                      | £5.99  |
| YE-16750B        | Bonnet Clip (Y model).....   | £19.95 |
|                  | Starting handle.....   | £46.00 |
| Y-17275          | Gasket (Speedo drive cap).....   | £1.95  |
| 103E-17261 / 2-B | Speedo Cable (not E83W).....   | £26.00 |
|                  | Speedo Cable (E83W).....   | £23.95 |
| C46412AR         | Dovetail (female).....   | £5.30  |
| E93A-7022400-A   | Door handles and escutcheons-pair (Anglia/103E/5cwt<br>van-shafts and barrels not included)..... | £50.80 |
|                  | Locking door handle and escutcheon (shaft and barrel<br>not included) Anglia/103E/5cwt van.....  | £29.95 |
| E493A-7022400    | E493A Locking Door Handle with escutcheon<br>(shaft and barrel not included).....                | £31.60 |
| E93A-7043500     | Locking Boot Handle, chrome plated, with keys.....   | £12.50 |
| C-943658         | Grille Trim Retaining Clip (7W, E494A, E494C, 103E).....   | £0.80  |
| BE-964280-H      | Window Winder Handle.....  | £5.95  |
| 7Y-949624        | Stainless Steel Door Hinge Pin (All saloons 1938 onwards)...                                     | £4.95  |
| Y-949967A        | Striker Plate (Rear door 4 door Y model 1932-1934).....  | £6.00  |
| C-949967C        | Striker Plate (C and CX, 1934-1936).....   | £6.50  |
|                  | Bootlid Script Badge (Popular, Prefect and Anglia).....  | £14.95 |
|                  | E83W wing mirror.....  | £19.99 |

## 19

# Pop Shopper

## Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

## Pre-war

Model Y project for sale. First registered 23rd May 1935. Unfortunately the original registration was sold by the previous owner. Completely stripped to bare metal and re-painted black. Wings, grille and running boards fitted. Upholstery requires re-covering and fitting of remainder of parts. Project regrettably abandoned due to ill health. £2000 ono. Plymouth. Tel: Richard Trevorrow on 01752 402832 or email barbaraandrichard127@tiscali.co.uk.

1939 Ford E04A. Good condition with interesting history. Offers invited. Aberdeen. Tel: Peter on 01330 850585 or email peterhopkins45@hotmail.com. (Non-member)

## Post-war Upright

1953 Prefect E493A for sale. Current owner since 1971. Garage stored and in need of restoration although some work has been done – many new parts including: fuel tank, reconditioned radiator, s/s exhaust, brake shoes, brake cables, etc. Engine runs but not started for many years. Original registration number with old and current log books. £700. South Wales. Tel: Vince Deacon on 01633 279337.

1955 Ford Popular 103E. 75,000 miles. Very good condition, been undercover most of its life. Steering to be looked at, not serious and tyres to replace. £2750 ono. Tel: Simon Tobin on 07796 402519 (m) or 01502 725153 (w). (Non-member)

1949 Ford Prefect E493A. Green, good condition, spent most of its life in Australia. Taxed & tested. Drive away and show! £3500. Cleveland. Tel: Kevin Smith on 01642 273722 or email smithkaren87@yahoo.co.uk. (Non-member)

## 100E & 107E

1956 Ford Anglia 100E. Here you have 'Myrtle', a 1956 Ford Anglia 100E with coveted 3 bar grille. Original

number plate. Chrome is in excellent condition. The car belongs to my wife and is her baby. Bought for her as a gift some years ago. The car is in good original condition. Starts, stops, drives as expected. Original rubber mat. Waxoyled but with some small scars and a bit of rust in the C-Pillar. This car is far from perfect, but a very good example of a Ford Anglia 100E. Myrtle is currently SORN'd. Rochester, Kent. Tel: Rian Kemp on 07843053134 or 01634271626 or email riankemp@yahoo.com. (Non-member)

## Wanted

Rear door parts for a 300E Van. I am looking for rear door hinges for my 300E van. I am also looking for the door locking bars. Hertfordshire. Tel: John Gumble on 07794 799505 or email john@gumble.freesevice.co.uk.

Falcon windscreen information. Information about the curved windscreen which was factory fitted to my Falcon. This item was also sold by Super Accessories of Bromley for £20 complete with pillars in 1962. Pilkingtons have no record and suggest that the donor screen may be a rear screen from another vehicle and even have had the corners left uncut inline with cost saving ethics of special builders. Cromer, Norfolk. Tel: Ron Roper on 01263 512821 or email ron.roper@btinternet.com.

High ratio diff crown wheel & pinion for E93A axle, 4.1:1 or taller. Perhaps someone is interested in getting some made? If so, please call me to discuss – thanks. London. Tel: Adrian on 01923 721138 or 07901 820603 or email adrian.leveridge@smithsdetection.com.

U-bolts for Ballamy suspension. I need a pair of front spring U-bolts to suit Ballamy suspension on an upright Prefect. These would measure at least 117mm to 120mm overall outside measurement. Essex. Tel: Dave Frost on 01268 750400 or email dave.frost2@virgin.net.

## Spares for sale

Various 107E Prefect parts. 1960 107E 997cc parts for sale: complete engine 38,000 miles £80. Gearbox £80. Crankshaft (std. size) £25. New, reprofiled camshaft £25. Essex. Tel: Brian Rickett on 01206 841349.

Various parts to soup up a 107E!. 1964 105E 1200cc Super parts for sale: full synchromesh gearbox £80. Propshaft £20. Complete rear axle £60. Cylinder head £25. Two front brake drum & hub assemblies £30. Essex. Tel: Brian Rickett on 01206 841349.

Various 103E parts for sale. 1959 103E Upright Popular back seat in Orange. Very good condition but needs new plywood panel. £80 (will sell either half for £40).

Green pre-war seat with curved back in VGC leather £100. Wisbech, Cambs. Tel: Michael Capps on 01945 464892.

Various spares for sale. E83W front axle, rear axle, two doors, front grille, bonnets. Also breaking 103E. Two rear doors, boot lid, rear screen and front grille for E493A. Can post. Merseyside. Tel: David Rothwell on 01704 211908 or 07860 266949.

Various spares for sale. To suit all 8hp & 10hp models: 6 volt coil Ford (used) £12. Rebuilt distributor £50. Early 8hp carburettor £30. Petrol pump (reconditioned) £30. 8hp & 10hp engines – please enquire. East Anglia. Tel: T. Brandon on 01449 711837.

8hp engine for sale. From 1946 E04A Anglia. Was running when removed from car. Good compression. Complete with carb. and manifolds but needs distributor. £200. Surrey. Tel: Tony Russell on 01306 631498 or email fat\_rabbit54@hotmail.com.

Pistons for sale. New boxed Hepolite pistons: No. RS 10165. STD. 2 1/2". 10hp, 1172cc, new complete £175. No. 7789. +.040". 2.1/2". 10HP, 1172cc, new, some rings missing £150. No. LS4674. +.030". 2.1/2" 10HP, 1172cc, new, some rings missing £150. Merseyside. Tel: John Bones on 07508 458143 or 01744 340385 or email johnbonessnr@aol.com. (Non-member)

Loads of spares suitable for building a Ford Special. Two off 100E engines, gearboxes, back axle, 15" wheels, suspension, instruments, lights, carbs, exhausts etc. Some Aquaplane pieces and FG body panels, nose cone etc. Ideal for mating to kit car like Tiger or one-off chassis design. Would like to sell as one lot and possibly more economic this way. Please contact me for details. Surrey. Tel: John Scott-Davies on 05601 574593 or email jscottdavies51@msn.com. (Non-member)

## Miscellaneous

Model cars for sale. Corgi Popular 103E in Blue and Vanguard Anglia 100E in green; both boxed. £10 each plus P & P. Hants. Tel: Colin Shepherd on 02392 524906 or email c.shep43et4@ntlworld.com.

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

**Mark Bradbury**  
**10 Pettyfields Close**  
**Knowle**  
**Solihull**  
**West Midlands**  
**B93 9EG**

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 £10 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<br>(e.g. 1961) | Model<br>(e.g. 100E) | Model Type<br>(e.g. Prefect) |                                |
|---------------------|----------------------|------------------------------|--------------------------------|
|                     |                      |                              |                                |
|                     |                      |                              |                                |
|                     |                      |                              |                                |
|                     |                      |                              |                                |
|                     |                      |                              |                                |
|                     |                      |                              |                                |
|                     |                      |                              |                                |
| Region              |                      | Telephone (include STD Code) | E-mail address (if applicable) |

Please indicate heading: ☐ For Sale ☐ Wanted

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

☐ Special ☐ Spares ☐ Miscellaneous

☐ Other (please state)

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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

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

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



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

Membership Secretary  
The Ford Sidevalve Owners' Club Ltd  
PO Box 8095  
Bishops Stortford  
Hertfordshire  
CM23 4XZ

Name(s) of account holder(s)

|  |
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Bank/building society account number

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Branch sort code

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Name and full postal address of your bank or building society

|                |                       |
|----------------|-----------------------|
| To the Manager | Bank/building society |
| Address        |                       |
|                |                       |
| Postcode       |                       |

Reference

|   |   |   |   |   |   |   |   |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|
| F | S | O | C | S | U | B | S |  |  |  |  |  |  |  |  |
|---|---|---|---|---|---|---|---|--|--|--|--|--|--|--|--|

Banks and building societies may not accept Direct Debit instructions from some types of account.

This guarantee should be detached and retained by the Payer.

### The Direct Debit Guarantee



- This Guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit FSOC Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request FSOC Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit, by FSOC Ltd or your bank or building society, you are entitled to a full and immediate refund of the amount paid from your bank or building society.  
- If you receive a refund you are not entitled to, you must pay it back when FSOC Ltd asks you to.
- 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.

### Instruction to your bank or building society to pay by Direct Debit.

Service user number

|   |   |   |   |   |   |
|---|---|---|---|---|---|
| 6 | 3 | 0 | 6 | 5 | 6 |
|---|---|---|---|---|---|

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This is not part of the instruction to your bank or building society

THE FSOC UNDERTAKE TO USE THIS DIRECT DEBIT MANDATE FOR ANNUAL MEMBERSHIP SUBSCRIPTIONS ONLY.

MEMBERS - PLEASE COMPLETE YOUR MEMBERSHIP NUMBER BELOW:

FSOC MEMBERSHIP NO: \_\_\_\_\_

**Instruction to your bank or building society**  
Please pay FSOC Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FSOC Ltd and if so, details will be passed electronically to my bank/building society.

Signature(s)

Date

# Anglia, Prefect & Pop Register

Andy Main

## Registrar's comments

After another cold and wet winter a number of Sidevalves and non-Sidevalve classics will be coming out of hibernation, perhaps off the road for a year or two or perhaps more, or returning to the roads after that long restoration project? Whilst vehicles built prior to 1960 now no longer require a MOT, the committee recommends that all vehicles should have a MOT before being put on the road. Whilst you may be a very competent mechanic, that MOT tester with a fresh pair of eyes is well worth the fee and peace of mind.

So often, health and safety is quoted as a reason why something cannot be done, or perhaps it is too much trouble to carry out a risk assessment? With the London Underground system celebrating its 150th anniversary, who would have perhaps thought that London Underground would start the year off by marking the occasion with a series of steam-hauled specials on part of what is now the District/Circle/Hammersmith & City/Metropolitan lines, in wooden bodied carriages with non-interlocking doors and with normal passenger services running as well? I travelled on the first public steam special through very crowded platforms lined with enthusiasts and general public. The marshal in our compartment was the manager who was responsible for the risk assessments and he commented on some of the work involved to make it happen. If you want it to happen, it is probably worth the extra work involved.

Also, 150 years ago in 1863 Frank Hornby was born in Liverpool. He began to manufacture toys beginning with Meccano in 1901. One hundred years ago, William Morris produced his first car, the Morris Oxford. Seventy five years ago Mallard set the world speed record for steam, which still stands. All six surviving A4 class Pacific steam locomotives from around the world will be on display together at York in July.

Fifty years ago, in 1963, the big freeze lasted for two months to become the worst winter of the twentieth century with many rural railways being the only lifeline for supplies. Still, Beeching's *The Reshaping of British Railways* report saw the closing of thousands of miles of railway lines and over 2,000 stations. A few branch lines have since reopened as tourist attractions and hold various events including vehicle shows which we proudly attend in our Sidevalves. It was also the year of the Great Train Robbery with most of the money still not recovered; Beatlemania was coined and Lamborghini cars began production; and *Doctor Who* was first broadcast. Time flies, as they say.

## New members

We welcome five new register members and one change of ownership so far in 2013. David Rothwell from Merseyside with two E493A Prefects from 1951 and 1952; Jeremy Ray from Staffordshire with a 1953 E494A Anglia; and three 103E Populars join owned by Cameron Rogers from Highland (1953), Robert Williams from Glamorgan (1957) and Paul Scott from Milton Keynes (1959). Changing ownership is Christopher Waller from Co Durham, having purchased a 1953 E493A Prefect.

## DVLA – the finer points

A vehicle inspection is a DVLA requirement. Retaining the original registration documentary evidence is required, ideally the original style logbook, and if available old MOT certificates and old tax discs. **Please do not send these old original items in the post, not even by recorded delivery. Please send photocopies of these original items as the originals will be inspected when the vehicle is.** Only this week the postman put through my letterbox a recorded delivery letter when we were out. I think this may not have been my usual postman.

Think of the worst case scenario: 50/60 year old original logbook and other items are sent, but in transit they are lost. Perhaps the postman puts them through the same house number but in another road. The house owner, not bothered, does nothing with this envelope except put it in the bin! Original documentation is now lost/destroyed and as the DVLA will not accept photocopies (assuming you made a copy of it), the original registration is now lost. That is, unless registration details are held in an authority archive, but many are not as they were destroyed when logbooks were computerised.

The V765 has to be forwarded to the General Secretary for signing/stamping and any original documentation would need to be returned to the owner, so again further chances of damage or loss.

The DVLA expects us to keep records of all documentation, which we have always done. Therefore photocopies of all documentation and photographs are kept.

What happens next? The V765, V55/5 and a letter confirming the application is approved and sent via the General Secretary as noted above. On receipt, the V765, V55/5 and confirmation letter are taken to your local DVLA office if still open, plus the original style logbook, old MOT certificates, old tax discs, other documentation, and photographs you have of the vehicle

The Post Office has recently won a new seven year contract to provide DVLA services. The DVLA also provides for a further extension of services through this contract. It may well be that the V765 scheme will be provided through this contract through designated branches of the Post Office.

## The Mary Berry Popular

*The Mary Berry Story* was screened on the BBC in January. Mary was a cookery writer and doyenne of the baking world. After returning from France she was later employed by the Electricity Board in the Bath area as a Home Service Advisor which involved demonstrating cooking.

Mary had a company car to undertake her work, which was a 103E Ford Popular. In the programme Mary is featured driving 365 CHY, a 1958 Popular which joined the register on 1st December 1990 and was then under restoration. Other filming shows her beside the Popular talking to another work colleague. Mary mentions guiding gears into first, second, third and fourth? Many thanks for John Skinner for corresponding and supplying a copy of the programme.

## Members' profiles

### Harriet

295 LNX, an E93A Prefect, was first registered on 5th February 1947 and joined the register on 1st June 1993 shortly after her rebuild commenced. Owned by R Soans from Stratford on Avon since 1986 with a mileage of 63,140 and acquired after standing for many years as a part payment for a debt.



As is too often the case I never received any further correspondence: that was, until Brendon Brogan from Bognor Regis contacted me in late 2012 to inform me that he now owned the Prefect, which he calls Harriet.

Brendon acquired Harriet on 22nd March 2011 with a mileage of 63,593 from two friends of his who loved the car but could not drive it anymore, though they both still see it regularly. Now fully restored, who completed it and when is unknown. An old green log book has survived with the original registration FUE 1 crossed out, it being originally registered in



# Anglia, Prefect & Pop Register contd

Warwickshire. I wonder on which vehicle the original registration is now affixed?

Harriet is featured wearing white ribbons for a very good friend's daughter to get her to the church for her wedding.

## Tin Lizzie

215 KPD, a 103E Popular, was first registered on 15th May 1959 and sold by Parnde Motors (Mitcham) Ltd before having owners in Sidcup and Beckenham, Kent. Purchased next by Linda Taylor from Luton, Bedfordshire, who named it Black Boris. Purchased on 3rd July 1984 by Walter Lonsdale from Saltburn by Sea, joining the register on 1st June 1985 with a mileage of 67,710. Walter renamed it Morticia and it was now under restoration, which was completed in May 1989, almost 30 years to the day of first registration. The local newspaper featured the occasion in the 12th May 1989 edition with the following article.

"Walter Lonsdale of Saltburn started on a trip down memory lane when he embarked on the task of renovating and refurbishing his 1959 Ford Popular. Walter, now Head of the Craft, Design and Technology Department at Bydales School served his apprenticeship as a motor mechanic with Neasham's of Darlington the area's main Ford dealer in the fifties. "As I worked on the car to make it roadworthy and to bring it to its present condition memories of those early days came flooding back," he said.

Over the years Walter has kept in touch with old friends and fellow apprentice Maurice Pearson. On Saturday Maurice was at Saltburn when the fully restored and now immaculate Pop had its relaunch in front of a party of friends and neighbours.

Not one to miss a chance to help their favourite charity, Walter and his wife Irene invited their guests to make a donation to Riding for the Disabled, to mark the occasion. Next day the car performed well when it was engaged in a treasure hunt and its proud owners intend to rally with it in the future at the Teesside Yesterday Club events.

Mr and Mrs Lonsdale in the foreground with guests at the launch of the rejuvenated Ford. Maurice Pearson looks on from the right."

In December 1992 Walter sold Morticia to Gary Gilison of Bishop Auckland. Post 2000, Allison Latimer from Wallsend was the owner and in November 2000 she had the engine rebuilt. Later on Allison was not using 215 KPD as much as she would like to so she sadly decided to sell when she was expecting twins. In February 2011 it was purchased by Jeff Lawrence of Stibbard, North Norfolk before selling it on to David Rothwell from Southport in July.

Now owned by David Altham from Preston, Lancashire since 17th April 2012, now with a mileage of 76,550 and now known as Tin Lizzie.



Since purchased the only work undertaken has been a bit of spit'n'polish.

I would like to thank David for supplying the newspaper cutting.

## Register 25 Years Ago Sidevalve News April 1988

Members' profile was of Stephen Pantlin, 103E Popular; Andrew Letten restoring his 1946 E93A Prefect; and Clive Pearson, 1951 E494C 5 cwt van.

Clive restored the van and used it for his carpet business in North Frodingham. Prior to it being stored for 20 years it had covered 150,000 miles working for a market garden. Corgi Toys, having produced a 5 cwt model, issued it in various business liveries including Clive's van – Quality Carpets C Pearson – as a general model release. I expect a number of members may well have the model?

There was further correspondence on the E494A Anglia at Caister Castle Museum. JPW 359 was first licenced on 12th November 1948 and one member suggested that Brigg's presses had broken down and could not stamp out the air vent. If so, how many others were produced without?

Kris Engel had fitted Mabel, his 1955 103E Popular, with a Delaney Galley car heater and showed it fitted under the bonnet and foot well installation.

Photocopies of an article on the 50,000th Doncaster-produced Popular and advert were reproduced.

In a separate article, 'Sidevalve Railways', nine miniature railways were listed that employed 8 or 10hp engines or gear boxes.



# Specials Register

Ian Woodrow

With spring here it's time to get your Specials back on the road again. There have been some very useful articles in the last two magazines about winter starting. Unfortunately many of our Sidevalve sports cars and Specials don't have the luxury of a starting handle, but do have a 12 volt battery.

Don't forget Drive It Day on 21st April. Please keep me up to date with your Specials progress and let's hope for a dryer summer in 2013.

## Two Ashley 1172s surface

For about 20 years Steve Crick has tried to buy the Ashley 1172 which had been abandoned for over 30 years in a garden in Liverpool. Recently the owner told him he could have the shell if he removed it. After clearing all the rubbish and brambles to get it out, the front and main body were lifted over a 6 foot wall. Unfortunately the paperwork has been lost and the chassis and mechanics have gone, but the fibreglass shell is restorable.

Terry Day has also acquired an Ashley 1172 which was built about 1960 but not registered.

## Did the DLM Special ever appear in Doctor Who?

Club member Roger Hatchman bought his DLM (Derrick Laurence Masters) from a friend back in 1970. The DLM was said to have been made for the television series *Doctor Who*. It's well known that *Doctor Who* used the famous Siva, but so far Roger has not discovered any reference to the DLM in the early episodes.

When Roger bought the DLM he was told that the chassis was from an Austin 12 that had been shortened, Roger later found out the chassis is actually from a 1935 Standard 9. The body is constructed in two aluminium sections over tubular supports. The engine and gear box are from a Ford E93A and the rear axle was from a 1930s Morris. After a tow start the engine smoked like a train, the gearbox wouldn't stay in any gear, and the rear axle sounded like the cogs were trying to get out.

Having got the car home and stripped it down, the engine was reconditioned (it had smoked a lot due to a lack of piston rings). The gearbox was knackered so a 'new, still factory crated' replacement was fitted. The rear axle had a foreign two inch bolt banging around inside it; this had ruined the axle so it was replaced with one from a 100E. The DLM was then used in the 1970s, covering about 2,000 miles, but after a few problems with the car and other commitments the DLM was then stored for 30 years.

Over the last few years, with a bit more spare time and a suitable garage, Roger has restored the car to its former glory.



Ashley 1172

## More Super Two moulds

As mentioned in October 2012's *Sidevalve News*, Alan Mansell is restoring a pair of Super Twos. The wings and the nose cone fibreglass were in such bad condition on one of the Super Twos that Alan has taken a cast from the good nose

cone and from the good front cycle wing and rear wings, to make new body parts. If anyone wants to use the moulds to make new wings or a nose cone, let me know and I will pass your requirements on to Alan.



DLM chassis restored



DLM speedo drive



DLM back on the road



# Letters & Emails

**SVN Editor,  
PO Box 1172,  
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editor@fsoc.co.uk**

## Composite van

Dear Sidevalve,

One section of the magazine I always enjoy is Yvon's E83W Register. There is something particularly attractive about old commercial vehicles (probably goes back to childhood toys!).

A couple of observations regarding the picture at the top of column 2, page 12, in the February issue. I've seen this picture somewhere before and often wondered if it is some kind of composite. The wheels, tyres, mudguards, large E93A-type headlamps (as opposed to the smaller 5-inch variety also seen on these vans) and front bumper all have an almost photographic quality, with little or no airbrushing of highlights etc. the bonnet and grille surround don't look quite so crisp. The main body of the van has the impression of having been drawn or painted onto the illustration, or is perhaps a large flat plywood mock-up, along the lines of a theatrical scenery 'flat', the beading simply being added to give approximate styling lines, and break up the large, flat area. None of the styling lines or panel joints really correspond to the van body we know of 'in the round'.

In addition, the side window seems much smaller than the real thing. Imagine trying to make a hand signal through that small aperture – there's no sign of semaphore indicators in the door pillar as found on production vans. I'd also agree with Yvon that the door mirror appears to have been simply drawn on the illustration as an afterthought.

One possibility for this illustration has occurred to me: is it meant as a guide for coach-building companies, intending to build a van body on a drive-away chassis?

Two clues may be in the rear mudguard area:

- The rear mudguard is the separate type, used under the wooden dropside pick-up body, often seen in Ford official vehicle photos.
- Note the considerable clearance between the top of the tyre and the

mudguard. This makes me think the illustrator started with a side view of a drive-away chassis. The lack of any body weight would mean the chassis would sit much higher above the rear axle, since the spring is not compressed.

Finally, there is no indication of the fabric roof insert seen on production vans. (It is often claimed that Briggs Motor Bodies didn't have presses large enough to produce roof panels in one piece during the 1930s.)

Best regards,

Ian Maddams

## A Sidevalve in Malta

Dear Sidevalve,

I have been a long time member of the FSOC from Malta. I am enclosing some photos of my classic Ford Popular 103E which were taken there. Please note the registration number, POP 103. I have owned the car for the last twenty four years. Thanks for your attention.

Kind regards,

Victor Dalmás



## Sidevalve art

Dear Sidevalve,

I have recently created this piece of original artwork for my Sixth Form College art project, where I am using classic cars as my theme. This illustration is of my family's 1952 E493A Ford Prefect, which I drew by hand, coloured in and edited digitally.

My grandfather Richard Johnson is an FSOC member and recently submitted an article to *Sidevalve News* about our car, which is featured in this illustration.

Yours,

Emily Cook



## MOT exemption

Dear Sidevalve,

My Prefect was registered in 1949 but the logbook has 1979 as the date of registration.

The guy I spoke to at the local DVLA office on the outskirts of Manchester told me that it says 1979 because that was the day the DVLA took over the licensing of vehicles from local councils. He also informed me that the MOT exemption is based on the date of manufacture (in my Prefect's case 1949) and *not* the date of registration. So, he said, 'your vehicle was manufactured before 1960 so is therefore exempt from an MOT.' He then advised me to keep the log book and the history details together.

Kind regards,

Julian Ashworth



Jim Norman

It's been a quiet time for both BLC and me, with very little to report. One persistent problem I have had is the heater radiator springing leaks – a problem that goes back to the days of BOA. Usually, these leaks are manageable provided that there is no anti-freeze in the system. While acceptable through the summer months, it makes things difficult in winter, especially as temperatures below -10°C are becoming more common.

I have (naturally!) a spare radiator, so had this repaired. The problem was the seam between the top and sides of the top, blank header tank splitting. Desert Radiator Services in Widnes removed the end, which is flanged to be soldered inside the side walls, cleaned everything up and resoldered the joint. I had the original radiator repaired there in the same way.

Unfortunately, this did not prove effective and the joint soon split yet again. After each radiator had been repaired twice and the problem recurred again, I went to DRS to talk the matter over.

It was not the usual complaining customer screaming and shouting; we were all engineers and understood that problems do occur, but that the current repair system was ineffective. We had a long discussion to isolate the cause so that a viable repair solution could be found.

I had to do quite a bit of talking to persuade them that over-pressurisation of the cooling system was not the culprit – water loss was minimal and would be accounted for by the leaking heater – so we moved on. We all agreed that the basic design was poor, in that the top's flange is located inside the comparatively large area of the side walls. As the system heated and cooled, the pressure tends to push the walls outwards, away from the flanges of the top, with only the solder to hold them together. This causes the joint to flex each time the coolant heats up and cools down, and fatigue cracking is the

result. They suggested making a new top with the flanges outside the side walls, so the pressure tends to push the walls into tighter contact with the flanges rather than away from them.

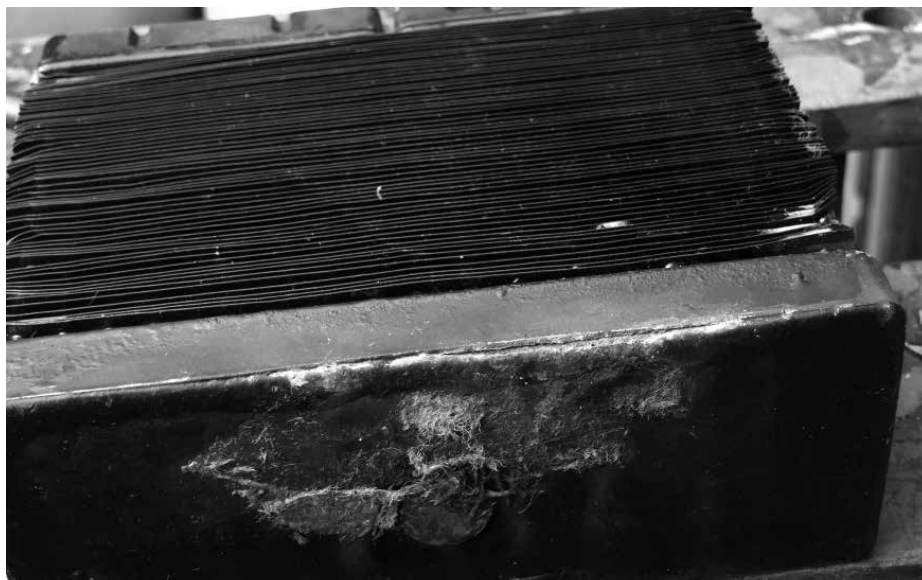
This they did and the radiator was fitted, together with 25% anti-freeze, in October. To date, there has been no hint of a leak, nor any loss of coolant. My grateful thanks to the guys at DRS!

Practice makes perfect and I can now do the job in well under an hour, tea break included! There is another part to the job on BLC, though: remove and replace the additional gauges, switch panels and radio, all of which adds about another two hours to the job!

A second but minor problem was when one of the spot lamps stopped working. BLC has two halogen headlamps, two halogen spot lamps and two halogen fog lamps, all of which come on when main beam is selected. As can be imagined, dark lanes hold no terrors for BLC! So it might come as no surprise to hear that I noticed the drop in illumination immediately, and found that the offside spot lamp was out. These are Lucas sealed beam units and this one had blown, and I doubted being able to find a direct replacement, but the NEC was due soon and I felt that I could probably find a suitable alternative, but obviously as a pair.

I wasn't long into the autojumble when I found a pair of semi-sealed halogen units suitable for the task, so they were instantly purchased. Only a few stalls away I then spotted the correct sealed beam unit for the princely sum of £20. Well, I now had a pair of spares for the next time, so with this unit also about my person, carried on. For some reason, I had developed an interest in stalls selling lamps, and so came upon one with not merely the correct sealed beam for sale but a complete lamp – for five pounds more than the sealed beam unit had been.

I won't go further into this sordid tale; suffice to say that I no longer need worry if another sealed beam unit blows.



Nev. Lear

Geoff Hammond's article on stroboscopic ignition timing published in the February *Sidevalve News* was excellent and mirrored my timing method which I have used for many years. This is so much better than any static timing method and eliminates all the errors associated with slack and free play in timing cross shaft gears, coupling shafts and distributor drive parts – all of which only get worse with the age of our engines! Even if your car is still running on six volts, strobe timing can still work with using a slave 12 volt battery to power the strobe light, with it picking up its trigger pulse from the number one plug lead as normal.

One improvement however is to eliminate any error caused by the slack in the timing gears or camshaft drive chain. This is done by providing an accurate TDC mark at the crankshaft pulley when the engine is overhauled; then, an additional measurement is made by calculation to provide an accurate ignition point mark based on crankshaft degrees rather than by the timing peg method. The accurate TDC mark is made either by use of a dial gauge or careful observation when the cylinder head is removed during the engine overhaul.

The attached photograph shows the small brass timing plate that I have made for my engine. This is secured under the sump bolt as per Geoff's pointer, but is also held by soft soldering to a taper pin inserted into a small hole drilled in the timing cover.

The distance between the TDC mark and the IP (ignition point) mark is made by a calculation from the circumference of the crankshaft pulley and the ratio of the ignition advance as specified, 8°54' (8.9 degrees) to the full 360 degree rotation of the crankshaft.

A typical crankshaft pulley is 4¼.in (108mm) diameter, so a circumference of  $108 \times \pi = 340$  mm

The IP will be  $(8.9 \times 340)/360 = 8.4$ mm before the TDC mark at that circumference.

Static timing methods are fine for getting the engine started, but for consistent running the use of a timing light cannot be beaten as you know the engine is always set to the same ignition timing regardless of worn parts and variations in contact points setting etc. All very pedantic, perhaps, but well worth it.



The brass timing scale used on my engine. The two notches are cut in its edge. The upper one adjacent to the white painted mark on the pulley is the ignition point and the lower one the top dead centre mark.

# VW vs Ford

John Porter

As most of us know, the Beetle was conceived prior to the Second World War by Ferdinand Porsche. It was to be a people's car that was robust and economical. The Ford Popular was a development of the 7Y, itself a pre-war design and arguably a similar robust and economical design like the Beetle. The German car used a flat platform chassis (like the Citroen Deux Chevaux, also a pre-war design) with a one-piece body bolted on top. The Ford, as we all know, used a sturdy conventional chassis with the main body riveted in place. Both systems were easy to fabricate and construct with the VW being more 'torsionally' strong.



At this point, the execution of the rest of the design of the two cars was totally different. The VW had an air-cooled flat four in the boot coupled to a four speed transaxle with swing axle rear suspension. Both front and rear suspension was by transverse torsion bars. Ford employed a development of the Model T's transverse suspension, which was fine for the poor roads of the rural parts of the US but struggled to compete with the VW's independent system on the open road.

The four cylinder water cooled sidevalve and three speed gearbox used by Ford may have been ground-breaking in the mid-thirties but was outclassed in the early fifties. It was, however, at least easy to maintain and reliable. The VW was a different kettle of fish, so to speak, with a flat four air-cooled engine with a magnesium alloy block. A relatively long stroke enabled the 1100cc VW engine to build up to its cruising speed with no need to 'cane' the engine. Fourth gear was an



Beetle rear



30BHP Beetle engine



30BHP Ford engine

overdrive on an essentially three speed gearbox (transaxle) much like the early Citroen 2CV and the Renault 4cv. Looking at the VW, 2CV, Renault 4cv, Fiat 500 and other continental 'people's cars', what we didn't do in the UK was to think more laterally as our economy cars were totally traditional in design (until the Mini, that is).

The Beetle was made in its millions and ended up in most countries in the world, whereas the upright Fords (1937 to 1959) were not truly 'world cars'. By the mid-fifties the old Ford was an anachronism while the Beetle was just getting into its stride towards the sixties, especially in the US market.

1957 was the first year of official Beetle imports to the UK, as prior to that the cars were private imports only and comparatively scarce. One enterprising dealer started selling Beetles in 1953 but they were expensive. In that year the Beetle cost close to £1,000 (purchase tax included) compared with the Ford Popular at £275.00 (with purchase tax set at £138 and 17 shillings in addition), which remained the UK's lowest priced car. The Beetle was an enthusiast's car requiring more sophisticated dealer expertise than the humble Ford. Both manufacturers had extensive dealership facilities that were far more advanced than the rest of the UK's manufacturers. Ford offered specific servicing and repair pricing, as did VW, as well as



Ford rear



Beetle three-quarter



Ford three-quarter

factory reconditioned engine, gearboxes and axles. These services allowed a much quicker turnaround than the more traditional system, which for an engine rebuild meant that the original engine was removed, repaired and refitted. This took time and was often more expensive than an exchange unit.

The excellent Girling drum brakes remained on the Ford while VW moved from cables to full hydraulic brakes in the early fifties. Having said that, in practice the Girling brakes were easily a match for the Beetle's in everyday use. Also, the Girling mechanical brakes do not leak or seize over the winter layup!

Many comments have been made about the VW swing axle suspension 'tucking in' on corners but perhaps in its day it was certainly no worse than cart springs on each corner: or, in the case of the Ford, two cart springs. Open roads like the German autobahns suited the taller gearing of the Beetle whereas the Ford was more suited to the smooth surfaces of the UK's A-roads. In extreme conditions, the Beetle would feel tail happy whereas the Ford feels generally unhappy, and with neither car would you be tempted to explore the extremes of road holding ...

Performance. Well what about it? Neither car will set the world alight and no doubt the buying public were more concerned with economy, as long as they could keep up with the traffic – such as there was in the fifties, especially in Germany.

The Beetle was however 'different' and the Ford more familiar. Parts for the Ford were available everywhere, not just from the dealers; not so the VW as the dealership was the only source (not so nowadays, of course). Compared with the other domestic makes, Ford and VW were definitely ahead of the game when quality of materials was concerned, which accounts for the long life of both models.

Power output of the two cars was around 30bhp with the Beetle being 'strangled' to allow full throttle cruising on the open roads of Europe. The Ford suffered from gearing more suited to



# 1960s Shoestring Motoring

Paul Ragbourne



Beetle interior



Ford interior

undulating winding roads so the opening of the M1 would have tested the long-stroke engine's ability to withstand continued high revolutions! Arguably both cars were fairly aerodynamic by the standards of the day but the VW did have some rudimentary wind tunnel development to refine the car's shape. This enabled a small engine to propel a family of four as efficiently as possible. The Beetle was never that economical, with 30mpg being a good average and not so different to the Ford in everyday driving.

Both cars suffered from a lack of storage space, with Beetle offering a front boot dominated by the spare wheel and fuel tank. The Popular had a small upright boot, like most other pre-war designs, but this could be extended rearward with the boot lid horizontal. This really did have a detrimental effect on the handling, especially with the whole family on board! When considering the inside space, both models could offer seating for two adults in the front and at least three youngsters in the back, although many more were often wedged in place. No seatbelt legislation to worry about in those days!

From the point of view of maintenance and repair, both the Ford and the Beetle were a 'mechanic's car'. By that I mean that the cars were thorough in their execution and layout – many of the cars of the period were certainly not. Having worked on VWs for many years, one appreciates quality of construction, materials and fit, and the same can be said of the Ford. The engines on both cars are straightforward to remove and refit, as are the gearboxes. Servicing the brakes is a joy on either car, compared with some of the cars that still used Bendix brakes, for example. With either car you have to know what you are doing as they do not appreciate bad workmanship!

Very importantly, the Ford and the Beetle lasted whereas other makes were short lived and high maintenance.

*Ford photos by Callum Pudge. VW photos by S H A Gracer.*

Reading the local newspaper at my mother-in-law's house, my attention was drawn to an advert 'Ford Anglia 1957, LHD, deceased estate, offers invited'. A phone call to the solicitors revealed an address in Caversham where the car could be viewed, untaxed, at the roadside. The turquoise paint was faded, it needed new tyres and the rear squab was split open from sun exposure, but virtually no rust.

The solicitor had explained its history. The late owner worked for the BBC overseas service and was based in Jacksonville, South Carolina. He died when a cruise ship was lost in the Bermuda Triangle and all possessions were shipped back to the UK. Since I was unable to start or drive it I decided to put in a bid at scrap value, £35.

To my surprise, six weeks later a solicitor's letter arrived accepting my offer. With a borrowed battery installed, it started easily, revealing a blown exhaust. The drive home to Worcestershire was loud but uneventful, except that I found that striking a small pothole at about 35 mph set up an alarmingly severe wheel shimmy. This sustained until slowing to a crawl or bravely accelerating out of it. Fitting some secondhand OE quality tyres did help – enough to try giving my wife her first driving lessons. I doubt many wives have tolerated learning in a LHD car but she managed quite well.

I had been casting around scrapyards looking for RHD steering parts and eventually removed them from a low mileage van. An undamaged rear seat squab with the unusual houndstooth pattern proved elusive, but it was eventually secured. The conversion to RHD was completed over two weekends in my newly completed and spacious garage. I was pleased to find enough length in the wiring loom to stretch to the repositioned speedo, but a new speedo cable was required. The RHD steering box and idler had less free play than the LHD items and this had a useful damping effect on the shimmy.

After about 8,000 trouble free miles, power seemed less and the acrid smell of blow-by heralded the need for cylinder reconditioning. A chap in Slough, a Ford dealer mechanic, advertised recon engines at a very competitive price and one was duly purchased. Much to my wife's horror, I cut a hole in the ceiling of our built-in garage and, using a scaffold pole across the bathroom floor above, I hung a block and tackle from the pole. Changing the engine was then straightforward.

The new engine was very tight, needing a tow start. It was soon evident that it had a worrying knock. The seller exchanged it

without any problem so the bathroom floor was once again home to a scaffold pole. This engine proved to be excellent, but on a visit to my parents at Poole, the engine developed a harsh clatter when changing from drive to overrun. Checks with a screwdriver as a listening stick indicated the timing case area. I decided to take advice from the local Ford dealer. The mechanic immediately pointed to some failed spot welds on the crank pulley – clearly a problem they were familiar with. I was relieved that that this was a low cost, minor repair.

On a more positive note, I purchased an electric motor driven wiper set and this gave a significant improvement over the vacuum system.

Having passed her driving test, my wife needed a car for various duties whilst I was at work. I had noticed a pale blue 1958 Prefect standing outside a pub, apparently not used for some time. The publican had lost his driving licence and agreed to a bargain price. After a polish and attention to surface rust on the sills, the exterior looked a treat. The interior scrubbed up like new. I thought the car drove well but my wife hated it, feeling nervous at the tendency to hesitate and stumble when taking off from a junction. It had to go!

A respondent to a local advert drew up in a very smart Triumph Herald. I questioned why he should want to change it. He bent down and grabbed part of the chassis and emerged with a fist full of completely rusted through chassis. He bought the Prefect.

Both 100Es produced a handsome profit, saved towards a Morris 1100 which was coming up for sale in a few months. Meanwhile a move to the country entailed a 44 mile return journey to work, mainly motorway. Another powder blue immaculate Anglia was purchased at a sensible price as an interim measure. However, it was not suited to motorway speeds and struggled on the gradients. Soon the engine showed signs of excessive blow-by and so it was sold to a grateful buyer who was so impressed with the body condition that he was quite prepared to overhaul the engine.

The 100Es had served their purpose, providing marginal motoring when the primary target for finance was to secure and service a mortgage.

**Footnote:** the replacement for my wife's Prefect was a Minor convertible passed on from my sister. The opportunity was taken to replace the 803cc unit with a 948cc engine. The first my wife knew about it was when she tripped over a scaffold pole in the bathroom ...!



# Drowning of a Sidevalve

Peter and Sue Tinsley

Early on 27th November 2012 our home in St Asaph was flooded to a depth of five feet when the flood banks of the river Elwy were overcome, affecting some 200 homes and business premises to varying depths.

At the time I had four sidevalves in my garage: a 1937 7W, a 1938 E93A Prefect, a 1938 7W and a 1953 E494A Anglia. The Anglia had been sold just three days previously but was still in my custody.

Throughout the night we received several warnings from the Environmental Agency regarding the rising level of the river and we stayed up to monitor the increasing level, moving things upstairs though never really believing that the banks would be overcome (we have seen this river rise several times in the past and then fall very quickly).

At about 5am my wife Sue persuaded me that I should make an attempt to move the cars to higher ground. I drove, in turn, the E93A, the 1938 7W and the E494A to higher ground at my son's house a quarter of a mile away and we then moved Sue's car to a car park at the top of town. The 1937 7W had not been on the road for many years so was left in the garage, although it was a runner and on reflection I should have moved this as well. We finally drove away from the house at 7.30 am in my car as the river water started streaming down the road towards us.

Our side of the river forms a basin between the flood banks and the hillside on which the town is built and therefore the floodwater could not escape. By 30th November several fire brigades, some from as far away as Liverpool, were being utilised to pump the water back into the river and we were finally able to



re-enter our devastated home. Everywhere was wet and thoroughly muddy, nothing was where we had left it, and the poor 7W was wet up to its roof. Before leaving I had put a board on the roof of the car and then placed some of my tools and spare parts on top. These were safe and undamaged but everything below this level was very wet and damaged.

In the few days before the disaster I had listed this 7W for sale, on the FSOC website, internet and *Classic Car Weekly*. Despite this now becoming a much bigger project than before the flood, it still managed to find a new owner who felt he was up to the challenge.

Five days after the flood I took the Anglia to its new owner in Derby as previously arranged. Seven weeks on I am still in the process of sorting, salvaging and cleaning tools and spare parts. The task does at times seem endless.



## Sidevalve Winter Warmer

David Manterfield

It was a frosty and dull February morning when myself and two other hardy Yorkshire Region sidevalvers left Sheffield and headed northwards, to meet up with the fourth member of our band of adventurers at Queensbury, near Bradford, home of The Black Dyke Mills Brass Band.

The four were myself, David Manterfield (E493A Prefect); John Duckenfield (100E Prefect); Robert Goodland (107E Prefect); and Bert Marshall (103E Popular), who joined us at Queensbury. Bert was dressed up like Nanook of the North as he has no heater in his Pop and made remarks along the lines of it being like driving a fridge!

Having met Bert we then continued on to Oxenhope Station – the end of the line of the Keighley and Worth Valley preserved steam railway, better known as the location of the film *The Railway Children* – where we had a much needed stop. The coal fire in the station waiting room was the major attraction at this stage, but we eventually ventured out onto the platform and took refreshments in the buffet car which is always there at the end.

After we were refreshed we set off in our trusty steeds, still climbing up over Keighley Moor above Haworth, home of the famous Bronte sisters – Wuthering Heights springs to mind – and over the border into Lancashire and the former mill town of Colne. Here we stopped at Banny's fish and chip restaurant for an excellent lunch.

Leaving Colne, the cars were really put through their paces. The first mile out of the town was mainly all in first gear, with many other gear changes in the next 12 miles or so over the moors on unclassified roads, back into Yorkshire and on to Hebden Bridge. Here we (and the cars) had a short break before heading back on more civilised roads to South Yorkshire, Bert leaving us at Halifax.

We arrived back in Sheffield just before dusk after covering 120 miles over some of the most challenging and remote roads in Yorkshire, and a good time was had by all. It just proves that these trusty little cars are up for any challenge all year round and not just standing on display at shows on a sunny summer's day.

# AGM 2013

Shirley Wood

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 29th June 2013 starting at 1.00 p.m. A buffet lunch will be held before the meeting at 12:00pm and a road run will be arranged for after the meeting to take in some points of interest in the local area.

The AGM will be held in the Warboys Room, Lakeside Lodge Golf Centre, Fen Road, Pidley, Huntingdon, Cambridgeshire PE28 3DF. See enclosed map and instructions.

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

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

## Annual General Meeting 2013

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 1.00 p.m. on Saturday 29th June 2013 in the Warboys Room, Lakeside Lodge Golf Centre, Fen Road, Pidley, Huntingdon, Cambridgeshire PE28 3DF.

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

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

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

## Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 30th June 2012.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2012.

- a. General Secretary
  - b. Treasurer – Present Accounts
  - c. Membership Secretary
  - d. Spares
  - e. Regalia Officer
  - g. Chairman
5. To re-elect the Officers of the Company.
    - a. Membership Secretary
    - b. Chairman
  6. To re-elect the Committee members of the Company.
  7. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as independent reporters for the company.
  8. To authorise the Officers and Committee to fix the remuneration of the independent reporters.
  9. To consider, and if thought fit, accept the following Special Resolution to change the "Articles of Association" of the Company with effect from the close of this meeting.

THAT clause 7 of the Articles of Association regarding the General Meetings of the Club be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 7.

"The Council may call General Meetings and, on the requisition of twenty-five members shall forthwith proceed to convene an Extraordinary General Meeting for a date not later than eight weeks after receipt of the requisition. If there are not within the United Kingdom sufficient members of the Council to call a General Meeting, any member of Council or any member of the Club may call a General Meeting."

THAT clause 38c (i) of the Articles of Association regarding the Disqualification of Members of the Club be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 38c (i).

"he is admitted to hospital in pursuance of an application for admission for treatment under the current Mental Health Acts in the four countries of the United Kingdom; or"

THAT clause 47 of the Articles of Association regarding the Seal of the Club be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 47.

"The seal shall only be used by the authority of the Council or of a committee of the Council authorised by the Council.

The Council may determine who shall sign any instrument to which the seal is affixed and unless otherwise so determined it shall be signed by a member of the Council."

10. To consider, and if thought fit, accept the following Special Resolution to change the "Rules and Bye-Laws" of the Company with effect from the close of this meeting.

THAT clause 2.1 of the Rules and Bye-Laws regarding Councillors and Committee Members be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 2.1.

## "2.1 Councillors and Committee Members

The authority and day to day responsibility for the management of the Club is vested in a Council of Management, hereinafter known as the "Council". The Chairman, General Secretary (Company Secretary), Membership Secretary, Treasurer and at least two others shall be members of the Council. All Council members are registered with the Register of Companies as Directors of the company. The General Secretary is also registered as the Company Secretary of the company. In addition to the Council, management of the Club is invested in a Management Committee, the members of which hold equal status to the Council members but are not registered with the authorities as Directors of the company. No person who is not a member of the Management Committee shall be eligible to hold office as a Council Member. In addition to the Council, the Committee shall consist of not less than five and not more than twenty members. Both Council and Committee members shall meet together as one management committee to administer the Club. At all such meetings at least three Council members and five other Committee members must be present in order for there to be a quorum. The appointment, authority and proceedings of the Council members and Committee members meetings are laid out in the Articles of Association."

THAT a new clause 2.2 of the Rules and Bye-Laws regarding the Management Committee be inserted as follows:

## "2.2 Management Committee

The Management Committee reserves the right to veto a new Committee member. Any vote to veto a new Committee member requires 75% of the Committee to agree."

THAT the existing clauses 2.2, 2.3, 2.4, 2.5 and 2.6 are renumbered to take account of the new clause 2.2.

THAT clause 3.1 of the Rules and Bye-Laws regarding Banking be removed in its entirety and be replaced by the following

clause in substitution for, and to the exclusion of, the existing clause 3.1.

"All monies of the Club shall be banked in the name of the Club within four weeks of receipt. All incoming cheques and postal orders shall be crossed "account payee only" and made payable to the Club. All cheques drawn on the Club bank account shall be signed by two designated members of the Committee. All disbursements must be authorised by the General Secretary on a purchase order."

THAT clause 3.2 of the Rules and Bye-Laws regarding a Cash Float be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 3.2.

"The regalia officer, membership secretary and spares secretaries shall carry a float where appropriate. Such cash float shall be kept on the imprest system."

THAT clause 4.2 of the Rules and Bye-Laws regarding Election of Members be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 4.2.

"Applications of Candidates for membership of the Club shall be submitted to the Committee by the Membership Secretary, and the election of such Candidates shall be at the discretion of the Committee. The name and description of the Candidate shall be stated on each application submitted. A vote of more than one-third against any applicant for membership shall exclude such applicant from membership. Membership of the Club shall continue only for the period covered by the current subscription, and Members shall be subject to re-election annually by the Committee. This is currently delegated to the Membership Secretary."

THAT clause 4.3 of the Rules and Bye-Laws regarding Subscriptions and Entry Fee be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 4.3.

"Subscriptions and any entry fees for all classes of membership shall be determined by the Committee. The first subscription shall be payable when application is made to become an Ordinary Member of the Club. Renewal subscriptions are payable on the first day of January each year. In the event of a Candidate for membership not being elected as a Member such candidate's subscription shall be returned in full."

THAT clause 5.1 of the Rules and Bye-Laws regarding the Annual General Meeting be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 5.1.

"At each Annual General Meeting, the venue to be determined by the Management Committee, the following shall occur;

a) The Treasurer shall present an independent chartered accountants' assurance report for the consideration and adoption of the meeting. In addition he shall also present any other accounting information or reports that the council of management consider appropriate for the year ended on the thirty-first day of December preceding the Meeting.

b) receive from the Chairman, General Secretary and Membership Secretary a report on the activities of the Club for the last year. Other Council or committee members may also make reports if appropriate.

c) elect members of the Council and Committee.

d) appoint external independent accountants for the current accounting period and authorise the management council to fix their remuneration.

e) decide upon any resolution which has been properly submitted to the meeting."

THAT clause 5.2 of the Rules and Bye-Laws regarding the Agenda of the Annual General Meeting be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 5.2.

"At least twenty-eight days notice of an Annual General Meeting and an Extraordinary General Meeting called for the passing of a special resolution or a resolution appointing a person as a member of the council or committee shall be given. At least fourteen days notice of all other Extraordinary General Meetings shall be given.

All notices and general Agendas shall be published in the Club's magazine. Should any member wish any matter to be discussed at any General Meeting they shall submit the text of such matter to the General Secretary not less than fourteen days prior to the meeting and it shall be included in the agenda."

THAT clause 5.3 of the Rules and Bye-Laws regarding the Nominations for Council Members be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 5.3.

"No person other than a retiring Council member shall, unless recommended by the Club Management Committee, be eligible for election at any General Meeting unless, not less than 7 nor more than 21 days before the date of the meeting, that prospective member has submitted a countersigned

application for membership to the General Secretary or Chairman of the Club.

Retiring Council members who wish to offer themselves for re-election shall submit a countersigned application for membership to the General Secretary or Chairman of the Club at least 14 days before the date of the meeting.

Appointments shall be made by the Annual General Meeting for a term of three years. In this context, a year is understood to mean the period between two consecutive Annual Meetings. However, a Council Member who is appointed in order to fill an intermediate vacancy, before the end of the term for which his predecessor was appointed, will be appointed for a term that ends on the date that the term of his predecessor would have ended. A Council Member who resigns at the end of his term is immediately eligible for re-appointment.

Council members will retire and be eligible for re-appointment on a three yearly cycle as follows:

Year 1 General Secretary and Council member 1

Year 2 Treasurer and Council member 2

Year 3 Membership Secretary and Chairman

All nominations correctly received shall be included on the Agenda.

No Council member shall make a financial gain as a result of their position."

THAT a new clause 5.4 of the Rules and Bye-Laws regarding the Nominations for Committee Members be inserted as follows:

"5.4 Nominations for Committee Members

No person other than a retiring Committee member shall, unless recommended by the Club Management Committee, be eligible for election at any General Meeting unless, not less than 3 nor more than 21 days before the date of the meeting, that prospective member has submitted a countersigned application for membership to the General Secretary or Chairman of the Club.

Retiring Committee members who wish to offer themselves for re-election shall submit a countersigned application for membership to the General Secretary or Chairman of the Club at least 14 days before the date of the meeting.

Appointments shall be made by the Annual General Meeting for a term of one year. In this context, a year is understood to mean the period between two consecutive Annual Meetings. However, a member of the Club Management Committee who is appointed in order to fill an intermediate vacancy, before the end of the term for which his predecessor was appointed,



will be appointed for a term that ends on the date that the term of his predecessor would have ended. A member of the Club Management Committee who resigns at the end of his term is immediately eligible for re-appointment.

All nominations correctly received shall be included on the Agenda

No Committee member shall make a financial gain as a result of their position."

THAT the existing clauses 5.4, 5.5 and 5.6 are renumbered to take account of the new clause 5.2.

THAT the new clause 5.7 of the Rules and Bye-Laws regarding the Alterations to the Rules and Bye-Laws be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 5.7.

"Any alterations may be made to the Rules and By-Laws shall be made by a 2/3 majority of the Management Committee and made available to the membership."

THAT clause 6.2 of the Rules and Bye-Laws regarding Duties of Club Councillors be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 6.2.

"It shall be the duty of the Chairman, General Secretary, Treasurer and Membership Secretary to attend in person all meetings of the Club unless there is sufficient reason for non attendance. Such minutes shall be entered in a book and presented for confirmation at the following meeting."

THAT clause 6.6 of the Rules and Bye-Laws regarding Events be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 6.6.

#### "6.6 Events

a) All motor competitions promoted by the Club shall be held under the General Competition Rules of the Motor Sports Association (MSA) in accordance with any other requirements of the said MSA.

b) Drivers of vehicles entered for events organised by the Club must be seventeen years of age or over and must be in possession of a current UK driving licence. Drivers holding a current provisional UK driving licence must be accompanied by a driver holding a current full UK driving licence.

c) All members must ensure that their vehicle or machinery is fully insured and in

a safe condition before taking part in any Club event."

THAT clause 6.7 of the Rules and Bye-Laws regarding Local Groups be removed in its entirety and be replaced by the following clause in substitution for, and to the exclusion of, the existing clause 6.7.

#### "6.7 Regional Group Organisation

Any current member may, with the consent of the Committee, form a regional group of members living in a particular designated area. The members of any such regional group remain bound by the Rules and Bye-Laws of the Club. One member of any such regional group will be designated 'Regional Group Contact'."

11. To transact any other ordinary business of the Company.

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

Shirley A. Wood  
General Secretary  
2nd January 2013

## Getting there

The AGM is to be held at The Lakeside Lodge Golf Centre, Fen Road, Pidley, Huntingdon, Cambridgeshire, PE28 3DF. Overnight accommodation is available at the lodge. For more information call 01487 740540 or visit [www.lakeside-lodge.co.uk](http://www.lakeside-lodge.co.uk).

### Directions

If travelling from Cambridge, leave the A14 at St Ives (Junction 26), taking the A1096 & B1040. From Huntingdon leave the A14 at junction 23 and take the A141 towards Warboys. Then follow the brown tourist information signs. Please note that when you turn into Fen Road, you will need to continue along a narrow road for approximately 1 mile to reach the golf club.

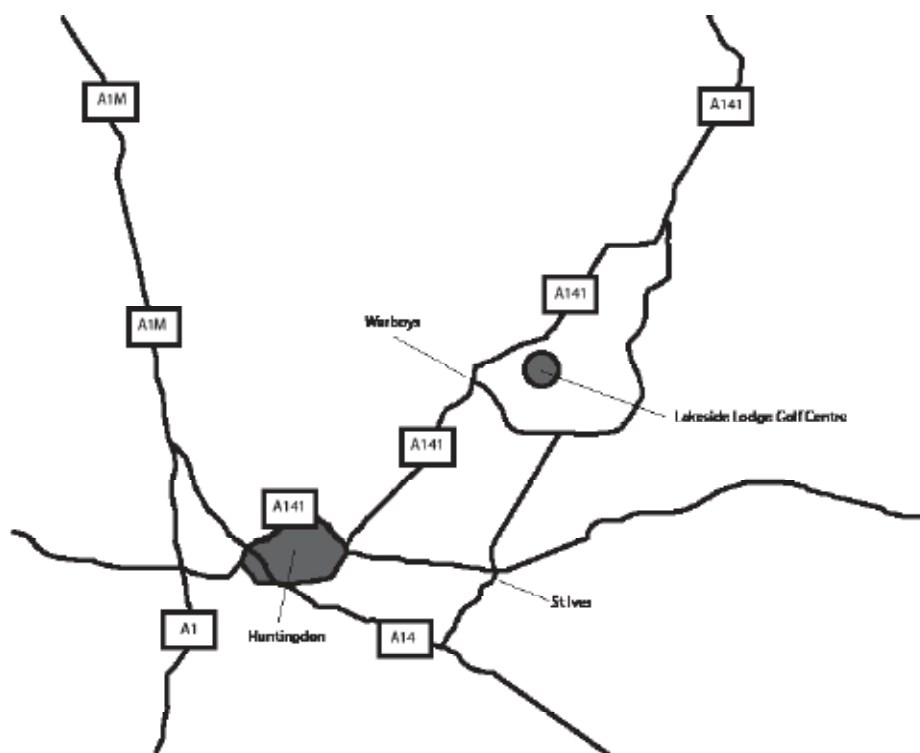
It would be nice to see as many old Fords as possible on the day and a designated parking area has been arranged solely for Sidevalves in the overflow car park, which is on the right hand side of the main car park.

- Meet and Greet 11.00-12.00 noon
- Buffet Lunch 12.00-1.00pm
- AGM 1.00-2.30pm (in the Warboys Room)

- Sidevalve classic car run 3.00pm

All timings are approximate. The meeting will be followed by a scenic 25 mile road run

through the local villages and finishing back at Lakeside Lodge, where you can take advantage of the clubhouse licensed bar, maybe play some golf or have a meal in the club restaurant.



# Sidevalving in the 1960s

Dave Watson

As a young lad the only car in our family was my uncle's 1937 Standard Flying Nine – DLX 643. So it was with great excitement in 1963 that Dad announced that he was going to learn to drive and buy a car. Great news for a 9 year old.

Around this time a chap called Bill, who worked with Dad, asked him if he'd be interested in his old upright Prefect called Hop Heap (Hop as in its reg.no. and Heap because it was – well, a heap). Bill was retiring to Cornwall and didn't think the old Prefect would make the journey from Twickenham, so he really wanted to get rid of old Hop as soon as possible. It was parked up in a large garage belonging to Twickenham telephone exchange where Dad and Bill worked. One afternoon Dad and I went to have a look over Hop and Dad tried to start it. I think Bill left the keys in the ignition in the hope that someone would take it. I remember climbing in with Dad and wondering if I should leave my door open in case I needed a quick exit; Dad hadn't had any lessons yet and didn't seem too sure what he was doing. As it happened he couldn't get it started and decided not to have the car. I later heard that nobody else wanted the car either, and Bill ended up driving old Hop to Cornwall where it ended its days.



Two other men who worked at the telephone exchange with Dad also owned Sidevalves. Arthur drove an upright green Anglia. It too was well worn and had seen a lot of polishing over the years, as primer was showing through on every panel. Les had a smart black 100E Popular with red seats – I guess this car was only a couple of years old. As both of these chaps lived just a couple of streets away, they often called in to see Dad and there was either the black Popular or patchy green Anglia parked outside our house.

A chap called Len Smirk (Smirky) used to do all the servicing and repairs on these cars. Smirky worked as a mechanic for the electricity board repairing their vans, mainly small Fords. In his spare time he did car repairs in his own garage, much to his wife's annoyance. It was through him that word got passed to Dad about a neighbour who was selling an upright Popular. We went to view the Pop and it turned out to be immaculate. A



1954 model in Bristol Fawn, first registered in Londonderry. £115 changed hands and Dad became the proud owner of NZ 5367, known as Sue. I remember one of the first jobs to do on Sue was to fit flashing indicators. The one thing that always puzzled me with Sue was she came with chrome bumpers and hubcaps. Were these an optional extra on an upright Popular? I guess these may have come from a car found in a scrap yard, probably via Smirky.

So Sue was delivered to our house on the 5th November 1963 and tucked up in Dad's garage, and shortly after this he passed his test. Sadly the first outing didn't go too well. On reversing out of the drive the passenger's rear wing hit the gatepost, putting a large dent in it. Dad asked me how close we were, and winding the window down for a look, I said "steer the other way". He steered the wrong way and into it. Funny how things like that stay in your mind. That wing never did get repaired.

Not that I want to give the impression we didn't care about the car; we did. Dad and I would always clean it at weekends – even giving it a regular coat of polish. Even the fabric roof was treated to a coat of black shoe polish. We never put Sue away in the garage wet – she was always leathered off first. I used to love those little rectangular air vent flaps just in front of the doors that could be opened and closed.

I always went with Dad to Smirky's when something needed to be repaired. Before he and Dad started working on the car, he'd ask if I'd like to go in the house to watch the TV but I'd always say no as I would rather watch them working on the car.

After several years Sue's engine needed renewing and he built up a new one and fitted it for Dad. This turned out to be quite a regular thing: every couple of years Sue seemed to need a new engine. I'm still not sure if it was Dad's enthusiastic driving which wore out the engines or Smirky's engine rebuilds – maybe a mixture of both.

Over the years Smirky supplied us with a new second-hand boot lid as the old one was starting to rust along the bottom. This was a bonus, as not only was the colour match spot on, it had a proper opening handle with a proper key, making the old T key that resided in a pouch down by the accelerator redundant. Also a second windscreen wiper conversion, and an air tank that fitted in the engine bay to help move the wipers a bit quicker. Dad had a knack of getting the front bumper hooked on things when reversing with the front wheels on full lock. There were only so many times you could push it straight before it started to split. After a while the inevitable happened and Smirky found us another bumper. Sadly it wasn't chrome but painted silver. I never did like that bumper.



We had many holidays over the years, always along the south coast. One year we explored the Isle of Wight. I remember on the car ferry Sue didn't want to start, and we had an anxious few minutes with the ferry staff not too pleased that we were holding everyone up. Luckily she started in the end – great relief. Weymouth was a favourite, and one year we went down to Cornwall to visit Dad's old workmate Bill. Hop the Prefect had long gone, and he now owned a sad looking black Auntie Rover. We carried on to visit Land's End on that holiday. On another holiday we saw another Bristol Fawn upright Popular with the same NZ registration. Great excitement – we exchanged excited waves. Maybe they were on holiday from Ireland.

It was probably in the late 1960s that Dad decided that Sue could do with a bit of a tidy up. Mum had just taken delivery of a new Electrolux vacuum cleaner, which could be switched to blow, and had an attachment for a spray gun. Dad decided he was going to respray the four wings and at the same time renew the plastic piping between the body and wings. The results were not too spectacular, to say the least, but it put plenty of paint on, allowing us to flat it back with fine wet and dry paper and compound it up to a good shine.

Over the years Dad had taught me how to drive Sue up and down the sideway of our house. He'd pull into the driveway after work and I'd go out with an armful of cushions to sit on, and drive up and down until told to turn her off and come in. I used to buy *Hot Car* magazine, and in 1971 I read that the Ford 100E Owners Club were holding a 'Sidevalve



Day' at Twickenham rugby ground. I tried my hardest to try and get Dad to take Sue along but he wasn't interested.

In 1972 I passed my test and through Smirky found out about a 1959 100E which was for sale. We went for a look and found an immaculate shiny black 100E Anglia, registration 938 HPF. I forget what I paid for it but it was my pride and joy. So now we had two Ford Sidevalves in the family. One of the first things I did was to join the Ford 100E Owners Club.

By this time, Dad's workmates had progressed from Sidevalves to the likes of a Mk3 Cortina, a Vauxhall Ventora and a HC Viva. Every Friday lunchtime, for years, they'd drive to the local pub for a pint. For some reason the old Pop was always the choice of car to go in. Sadly Sue's engine began smoking really badly in 1972, filling the passenger compartment with fumes and smoke. So Dad decided she'd have to go. It looked almost like the scrap yard. However Smirky came to the rescue again and said he knew someone who'd be interested. March 25th, 1972 was a sad day as we took Sue, first for a last photo, then to the new owner where she was sold for £5. Dad saw Sue a couple of times after that in Twickenham, but I'm pretty sure her days were numbered. We had Sue for nine years, but as a child it seemed forever. A shiny new red Mk1 Escort became my 100E's new stablemate.

We had grown so attached to the old Pop that I decided not to name my 100E. We attended our first Sidevalve Day with it and won a cup in the concours event. Also, Treasure Hunts were quite popular at the time and we entered a few of those. After a year or so the engine was becoming smokey so we made another trip to Smirky for one of

his engines. The lure of an Escort like Dad's proved too much and in 1974 I decided to sell the 100E for an Escort. I sold the 100E for £60 to a workmate's daughter who had just passed her test. They say not to sell a car to someone you know – I now know why. Every so often he'd mention to me that she'd hit something, or part of the car had fallen off. Not something you want to hear. After a while I learned that she'd sold it for something better. I often wondered what had happened to it.

After a couple of years I wrote a short piece in *Sidevalve* about our cars. To my surprise I had a phone call from a young lad who had bought my 100E from the girl. We arranged for me to visit and have a look over the car at his house. It was only a couple of miles away. It was quite a sad sight, parked up a driveway with an equally sad looking Morris Minor. Both cars clearly non-runners. He'd taken off the bumpers, grill and hubcaps, which were stored in the car. His Dad came out, hoping that I was going to take one, if not two of these cars away. He clearly wasn't happy about them on his driveway and wanted them taken away for scrap. I left there quite sad to see my old 100E in this state with a bleak future. I passed the house a couple of months later and both cars were gone.

It is an unfortunate fact that no matter how much love and care you give your car, there's no telling how it will fare with future owners. All the cars mentioned here have no doubt gone to the scrap yard – or have they? My Uncle kept his 1937 Standard Flying Nine DLX 643 until he sold it for £1,000 in 1979. We saw it around 1980 when it had been resprayed and re-trimmed. Could this be the one that got away, and does anyone know where it is now?



# A Sidevalve in Brazil

Jose Carlos T Moreira

## A little history about my 1951 Ford Prefect, Gisela

Since I was a boy the Prefect was like a dream. My mother, a very special teacher for children, often took me to work in her Prefect. I always tried to sit beside the driver so that the car's beautiful dashboard became part of the landscape to my eyes. My soul was touched through a Prefect windshield.

In 1968, during my Engineering Program at the University in São Paulo, my mother gave me money to buy a Prefect as my first car. I was delighted by this amazing gift!

It was hard to find a good unit. Most were in bad condition, lacking the details I knew to be important based on my experience as a passenger ever since I was a boy. I found my car in an unexpected place.

As the Prefect was worth so much to me, I went to the most famous car dealers in São Paulo to check if they had one to sell. I thought: I want a Prefect from someone who has loved the best things. I found my Prefect in a Mercedes Benz dealer, behind all the new cars they were selling.



Since then my Prefect has become part of my close family. It has worked a lot for me, taking me to every place you can imagine in this huge city (São Paulo is the third biggest city in the world).

When I was invited to be Perkins Engines Manager in Brazil, they gave me a Dodge company car. My Prefect became so sad. For a long time it stayed parked, sometimes forgotten but never ceasing to live in my heart.

Almost 15 years ago I started to revive it. I changed its colour (formerly it was blue) and I imported all new parts to complete what was missing. I bought two other engines here, from



collectors, and other transmission parts, so I'm trying to keep it as new as possible.

It was very nice to meet the FSOC in Birmingham during our vacation in November 2012, mainly getting to know John Porter and appreciating his attention to me and my wife Maria.

I have several other classic car in my garage, including Jaguars and Mini Morris and other Sidevalves, but my 1951 Prefect still sings a unique song in my heart. I'm preparing to be

one of the first FSOC members in Brazil. I hope I can meet you here soon in this creative and friendly country. I hope it will be a small way of repaying your care for us.

- 1951 Prefect
- Engine number: C554938
- Model: E493AF