

News

Sidevalve

Volume 23 • No 3 • June 2006



COUNTRY TRANSPORT MUSEUM

Features this issue

AGM Report & Photos

Vapourisation and Overheating Solutions

Reclaiming Original Registrations

Journal of the Ford Sidevalve Owners' Club



Sidevalve News

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Anglia, Prefect, Popular	Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA
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100E/107E	Tony Lloyd, 16 Harvard Walk, Elm Park, Hornchurch, Essex, RM12 4BB

Area Groups

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

Bristol and South West	Ivor Bryant 01454 411028. <i>3rd Wednesday: Horton Historic Vehicle Club, Horton Social Club, outskirts of Chipping Sodbury. 8.30pm.</i>
Cambridgeshire	Brian Cranswick 01733 203776. <i>Please ring for details.</i>
Coventry and Midlands	Position vacant. <i>2nd Tuesday: new venue to be decided. Contact John Porter at Sv1172@aol.com</i>
Devon and Cornwall	Ian Rooke 01752 266018. <i>Please ring for details of local activities.</i>
Essex	Roger Birdseye 01589 950582 and John Hull 07763 810386. <i>1st Tuesday: The Maypole, Lambourne Road, Chigwell Row, Nr Romford. 7.30pm.</i>
Glos, Hereford and Wores	John Pole 01684 564829. E-mail: john@polej.freemove.co.uk <i>3rd Thursday: The Farmers Arms, Birts Street, Birtsmorton, Worcestershire. 7.30pm.</i>
Hampshire	Mick Crouch 023 8069 2359. <i>Please ring for details.</i>
London North	Robin Thake 01279 659245. <i>1st Monday: Bunch of Cherries, Hatfield Road, St. Albans, Herts. 8.00pm.</i>
London South East	Stan Bilous 020 8764 7068. <i>Please ring for details of local activities.</i>
Merseyside	Joe Wheatley, 40 Newchurch Lane, Culcheth, Warrington, Cheshire WA3 5RR E-mail: joe@ajwheatley.freemove.co.uk Mobile 07831 622075. <i>2nd Monday: Bottle and Glass, St Helen's Rd, Rainford. 8.00pm</i>
Mid Wales & Borders	Dennis Duggan, Rock Cottage, Brook St, Welshpool, Montgomeryshire, SY21 7NA. 01938 555574. E-mail: djduggan@supanet.com
Northamptonshire	Danny Moody 01604 810095. <i>1st Thursday: Stags Head, Earls Barton. 8.45pm.</i>
Norfolk	Colin Read 07957 557793 or norviccol@yahoo.co.uk
Central Scotland	Position vacant. <i>1st Thursday: Springfield Key Pub off Paisley Road, West Glasgow. 8pm.</i>
Sussex	David Taylor 01435 813665. <i>3rd Wednesday: Barley Mow, Selmeaton, A27. 7.30pm.</i>
Surrey	Tony Russell 01737 221578. <i>Please ring for details of local activities.</i>
Yorkshire	Nigel Hilling 01484 843115. <i>Last Tuesday: Black Bull, Midgley (A637 Barnsley to Huddersfield road). 8.00pm.</i>

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Editorial

John Porter (Chairman)

At a recent autojumble, I flicked through some old copies of *Practical Motorist* from the mid fifties, and as there were some sidevalve related articles, I bought half a dozen. The editorials of these issues bear a surprising similarity to today's motoring concerns.

Congestion Concerns

For example, in the 1950's, traffic congestion was a real concern, just as it is today. In those far off days, now half a century ago, Britain was coming out of austerity, and popular motoring was becoming a possibility again with restrictions from wartime reducing one by one. With the revival of business and leisure traffic so came the dreaded congestion that in those days was commented on because, during the early postwar years, traffic was scarce due to continuing petrol restrictions.

As congestion was remarked upon, so were parking difficulties and the local authorities attempts to control both in the large cities. Perhaps by today's standards, the difficulties half a century ago might seem slight but the feelings in those editorials are every bit as timely today as those we read in the motoring press of the 21st century. The impression given by those editorials, in their ever so slightly different language, was that the private motorist was being persecuted by the authorities of the time. If that really is the

case, have we been persecuted in similar ways since that time?

"According to the Ministry, road traffic has increased at an average rate of 8 per cent per year since 1952 (written in *Practical Motorist*, September 1957), and although a greatly increased number of road improvement schemes has been carried out during the last two years and more are in hand, congestion is steadily getting worse." The editor goes on to complain about streams of buses impeding the motorists' way and finally concludes his rant "that the appointment of a committee is always a convenient way of shelving an awkward problem."

As classic car enthusiasts, we will have a slightly different view, and the issues of the day in the 21st century have some added dimensions that were not even on the horizon in the fifties, such as pollution and global warming.

We Need a New Editor

After some time as editor, Teresa Butler is stepping down from editing *Sidevalve News* after this June issue and so the club will need a new editor. If you feel that you can help in any way, large or small, with preparing the material sent in from registrars and members, then please contact myself or Shirley Wood (details in the front cover of this issue). We all wish Teresa well with her new venture.



The line up at the AGM in April

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Events

John Porter

Events & Clubstands

June 25th - Eleventh Chipping Sodbury Rotary Club Classic Run. The Rotary Club of Chipping Sodbury invites you to enter the eleventh Chipping Sodbury Classic Run. This year's event will be approximately 90 miles long and will start in Chipping Sodbury's Broad Street, which is expected to be closed to all other traffic. The route includes a morning coffee stop at Kemble and will finish at Slimbridge. All entrants will be entitled to one FREE entry to Slimbridge Wildfowl Trust and one discounted ticket (£3.25). The event is open to pre-1975 cars, motorcycles and light commercial vehicles. The event's headquarters will be the Squire Inn, Broad Street (by kind permission of the Landlord) where breakfast will be available - all proceeds going to the R.N.L.I.) For more details and to enter; contact Ian Joseph, 70 Kent Avenue, Yate, Bristol BS 37 7RZ.

July 1st & 2nd - Hollowell Steam Fair, Hollowell, Northants. A wonderful steam fair, with something for everyone - tractions engines, classic cars, tractors, commercials, shire horses, dog show, stalls and fairground rides. I understand that space is at a premium so early entry is necessary! The website is <http://www.hollowellsteam.com>

July 8th & 9th - Ardingly Vintage Vehicle Show, West Sussex. Contact Mick Crouch.

July 9th - Buckler Day at the Memorial Hall Long Lawford Rugby, 10am to 5pm. Usual road run and pub lunch. All Ford sidevalves and specials welcome. This year is the 50th anniversary of the Buckler DD2 and they are hoping to attract more DD2's than usual to the event. More information from Stan or Ken. StanHibberd@aol.com or kengreen@landcrab2.freemove.co.uk

July 15th & 16th - Royal International Tattoo at RAF Fairford, Gloucestershire. Contact Clive or Wendy Elsdon on 01453 845645 or email clive@cliveelsdon.co.uk also www.airtattoo.com.

July 22nd & 23rd - Wood Green Steam and Country Fair, Godmanchester, Huntingdon. If you attended the show last year the organizers normally send you an entry form. This is a great, well-established show held adjacent to the Wood Green Animal Rescue Centre. Contact Brian Cranswick, Cambridgeshire group on 01733 203776.

July 23rd - Beaumanor Hall Classic Car Show at Beaumanor Hall, Woodhouse, Leics. A super venue, with a drive through some of the best scenery in the county. A small, but interesting range of autojumble and craft stalls. To be on the club stand contact the Events Co-ordinator (details inside front cover of the magazine). See the organiser's website www.geocities.com/transtaruk/showdates.html for map and details.

August 5th & 6th - Woodvale Rally. Cars, planes and much more! Club stand. Contact Joe Wheatley, Merseyside area organiser for details.

August 6th - Historic Specials Day this year combines a road run and evening meal on the 5th. More information on the road run and the evening meal from Richard Disbrow - richard.disbrow@virgin.net

August 6th - Eastern Sidevalve Day at the BMC/BL Rally, Ferry Meadows, Peterborough. Although this show is mainly for Austin, Morris and alike cars, the organisers are happy for other makes to attend. This is a well established show into the 13th year and overnight camping is available. This is held at a lovely location with a large number of cars and clubs attending every year. Should be room for a large club stand. Contact Brian Cranswick, from the Cambridgeshire Group, on 01733 203776

August 13th - the ever popular Midlands Run from Market Bosworth Square to near Rutland. Meet at 11am with lunch at village pub en route. Booking essential on 01455 212038 or Sv1172@aol.com

August 19th & 20th - Tatton Park Show Club stand. Contact Joe Wheatley, Merseyside Group organiser for details (see next page).

August 27th & 28th - Hampshire Pageant of Motoring at Broadlands, Romsey, Hants. Contact Mick Crouch, (details on inside front cover - he's the Hampshire Area group organiser).

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

September 2nd & 3rd - Skylark Tractor and Vehicle Show, Nr March Peterborough. A small show now in its second year and held at the Skylark Garden Centre at Manea Nr March. Contact Brian Cranswick, Cambridgeshire group organiser on 01733 203776.

September 16th - East Of England Car Show at the Huntingdon race course, Cambridgeshire. The organizer wonders if FSOC members might like to bring their cars along. If you are interested contact Derek Fitch on oakwoodevents@aol.com

September 24th - All Ford Rally, Dalton Barracks, Abingdon, Oxon. The annual huge gathering of all the different Ford products from throughout the ages.

October 8th - Great West Run, starting at the Michaelwood Services Gloucs. Start time is 10am and will end at Chepstow with a Sunday market in full swing. Contact Peter Williams (details inside front cover) for entry but be quick as this is always over subscribed!

Cars and members at the AGM



Merseyside Group

Joe Wheatley

13th April - Bottle & Glass

A good turn out with, as I recall, ten of us around the table.

Restoration Projects Update

Dave Broad's 300E Van is nearing completion. Some minor work on the brakes and new seat covers should see the job finished. Dave says he is never going to do another full restoration job. Ever! His Model A is also slowly progressing, but the 300E takes precedence.

Mike Brocklehurst has most of the interior installed in his E493A and she is up and running. She would have had an MOT too, but the tester (a chap in his 20s) had never seen a car with a wooden floor, mechanical brakes and vacuum wipers before! He spent so much time on the telephone to the 'help line' and in gazing in wonder at this strange beast that the hour slot for the MOT expired so he had to move on to the next test! He assured Mike that he would get it sorted next time by booking two slots on the computer.

Howard Buxton's E493A is running but awaits a headlining and some other trim before being allowed out.

23rd April - St Helens Classic Car Club Treasure Hunt

The 23rd was the FBHVC's 'Use It Day' so I felt that I had to take Freddy out somewhere. The start for this run was only eight or so miles away, so I took the opportunity to join in. Unfortunately I was not able to find a navigator, so just drove around the route that circled St Helens. I had an enjoyable hour or so talking to the other attendees, though Freddy was the only sidevalve and the oldest car on the run.

North West Events in 2006

Please contact me with suggestions for any other dates. If the event is on for two or three days we may only be there in strength on the Sunday. Exceptions are the two Tatton Park shows and Woodvale, where we will have a club stand on both days.

Please note IV = Individual Entry (I will have copy forms if you need them)
CS = Club Stand (contact me for passes)
Provisional = Not yet confirmed by the group

25 June	Sheffield Festival of Transport, Graves Park (Joe only?)
1 July	Westhead Carnival & Car Show (IV)
2 July	Shaw & Crompton Vehicle Rally (Oldham) (IV)
8 & 9 July	Cheshire Steam Fair (Taby House, Nr Knutsford) (IV)
22 & 23 July	N W Historic Motor Show, Southport (IV) - Provisional
5 & 6 August	Woodvale Rally (Cars, Planes & much more!) - (CS)
12 & 13 August	Astle Park Traction Engine Rally (Chelford) (IV)
19 & 20 August	Tatton Park (Second best show in the NW) (CS)
3 September	W Lancs Festival of Transport, Scarisbrick Hall (IV) (Above clashes with National Sidevalve day so we may change).
10 September	East Lancs Railway Vintage Transport, Bury - Provisional
17 September	Ford Day - Blackpool North Shore (IV)
24 September	All Ford Rally, Abingdon

8th May - Bottle & Glass

An opportunity to distribute the passes for Tatton Park next month. We should have a good turnout with so many newly restored vehicles!

Frank Wells (100E Pop), Ron Taylor (E83W) and Dave Broad (2004 mobile home/gin palace) attended the Llandudno Festival of Transport on 29th April. A good day out, by all accounts. Frank took some pictures of a very pretty SV Special. We must apply earlier next year! I think that Frank & Bernard Ellicott also attended the Flixton Steam Fair on 30th April.

Roy Barker's 107E is nearing completion. He has had problems with the control box cut out, which has caused the dynamo to blow bulbs in the dashboard and a very bad vibration once the engine was running. At first an out of balance flywheel was suspected, but it turned out that the new gearbox mounting was too hard. Fitting the old oil soaked item has cured the problem completely!

Dave Broad's 300E still awaits its newly recovered seats. Dave has been told that the frames are painted but that the covers have yet to be fitted. Frank Wells has offered to lend Dave a seat so that he can get the van MOT'd. It WILL be at Tatton Park next month!

Mike Brocklehurst's E493A continues to put up a fight. While checking out the car before the second attempt at an MOT, he found that the generator was not charging. After stripping the dynamo, cleaning brushes and commutator and re-soldering a terminal broken off during removal he found it to be pumping out 13-15 volts. Unfortunately nothing was getting to the battery, so the control box was inspected and condemned! A new unit has been fitted (requiring the drilling out of the mounting screws!) and another 'new' car should appear at Tatton.

I hope that the summer soon arrives and that lots of fellow sidevalvers come out to some of the events above!

Norfolk Group

Colin Read

Hello everyone, I'm the new boy on the block!

Summer is here and we're up to our necks in decades of road dust, oil, greases and preserved dead insects that are probably older than me. So, its time to get dirty !

Tracey, my better half, is doing a first class job steam cleaning the A frame and steering

gear on ERV, which seem to be reasonably well preserved under all the gunge.

Not much happening on other Norfolk folk contacting me as yet, but we live in hope.

Hopefully I will have a few dates for forthcoming events in our area next time. So, I'm looking forward to meeting some of you in the near future.



Coventry Group

Mark Bradbury

Stoneleigh - Star of the Show!

The show season has just started as I write this, with the Restoration Show at the National Agricultural Showground in deepest Warwickshire a few weeks ago. The organiser's request to show something in the throes of restoration meant my '56 Pop 103E was trailered to the show, care of John Porter and his Jeep. Prior to the car's departure, I did have to lightly rinse off at least six years' worth of dust, batten down anything that could fall off en-route, and give the paintwork a light cut and polish (the first since the previous owner painted him). I have to admit the old thing looked a treat under the lights and the many encouraging comments received gave me renewed enthusiasm - as you'll find out if you read on. By the way, Geoff Hammond has shoved a photo of said Pop at the NAC with some ugly geezer on the Club's website; make sure you've not just eaten!

Van

Rumour has it that the much awaited van of Mark and Karen is rapidly nearing completion, thanks to several months' worth of weekends and evenings valiantly beaver away, bolting lots of lovely shiny bits onto a now resplendent shell, which has finally been returned from the bodyshop. Given Mark's eye for perfection, methinks this'un will show up the rest of the group! Watch out for a full report in Sidevalve News very soon, plus the thing in the flesh (so to speak) at the NEC in the Autumn.

Sidevalve Power at Last!

No, no, don't get excited, I still haven't managed to get my Pop running yet (more on that later) but I do now at last have a Sidevalve powered vehicle! Following a tip-off from Messrs Porter and Daniels, I've managed to procure a fine example of a relatively early three-bar gridded, 1957, 100E Anglia Deluxe in Corfe grey from the estate of Roy Frost (yes, the same collection that Rob Daniels' Shirley

came from as described in the last magazine). I consider myself fortunate in that I had met Roy once (a truly nice chap) when I went over to view his Watford Cheetah special which was for sale and I've regretted not buying that particular one ever since.

First registered in June '57, the 100E was purchased by Roy's father in 1960 (the day before my birthday as it happens which is slightly spooky) and it remained in the Frost household thereafter, passing into Roy's hands in 1988. From the evidence of both 932 LMK itself and the wad of old MoTs (dating back to the mid-seventies) and bills, a lot of time and money has been lavished on the car (photo 1).

It has just under 80,000 miles on the clock and a collection of bills indicate the engine was fully rebuilt under 10,000 miles ago, back in the late eighties, along with other bills for virtually every other mechanical item. Roy also carefully painted the underside in body colour and the running gear in chassis black.

Looking around the car, Roy's care and attention is obvious; the oil still looks reasonably clean with a tinge of Duckham's green about it (although naturally it's long overdue for a change after about two years standing) and everything under the bonnet and under the car looks 'right'.

Thankfully Roy had already fitted electric wipers which, judging by a squint at the motor and linkage up under the dash, came from a 105E or similar. At sometime it's usefully acquired a couple of additional instruments and a period Ford radio (which works), along with a fairly large, possibly pre-war, Smith's clock in the dash.

Better Battered

With help from a couple of Roy's friends (fellow FSOC member Danny Moody and Val) the car was already MoT'd when I inspected it, and with a new battery she ran the 70-odd miles back home absolutely faultlessly.

As an aside, did you know that a battery destined for several cars, ranging from a humble Lada Riva, through various Alfas, to an Aston Martin DB7 (whatever one of those is) is the perfect fit for the 100E? And that's official too, straight from the man whom for over 30 years has run what was the Lucas battery factory shop in Birmingham (now Yuasa of course).

Reunited

Once fully serviced and cleaned she'll be just perfect for what I want; a Sidevalve I can use virtually straightaway with a bit of tinkering here and there to retain the car in the manner bestowed upon her by Roy. Perfect! So perfect in fact that, like Rob's Shirley, her first outing was a run to the AGM at the Coventry Transport Museum, where the two cars were reunited.



Photo 2: The engine is out!

Incidentally, 932 LMK in all her full-colour splendour appeared in Melvin Smith's 'Ford 100E Anglia/Prefect/Popular Super Profile' book published in 1985 and, thanks to Ebay (ideal for this kind of stuff), I now have a copy. I know it's best left to the 100E anoraks, but I think one comment in this otherwise excellent read about my car having lost its fluted bumpers is not (I think) quite right. Since 932 LMK was (presumably) built between May and October 1957 it's the slightly rarer interim three bar grille model and hence has the later bumpers - amongst a few other things. Bill Ballard's book seems to confirm this but does anyone out there know for certain?

Pop Goes the Engine!

Those of you who have been following the desperate plight of the engine in my Pop may (or may not) be wondering what's going on. Well, with the help of a friend "over the road" (thanks Dave), a great big lump of cast iron now sits on my Black & Decker Workmate (see photo 2). I'll leave the report of my findings when I stripped it for the next issue's exciting installment...

Show After Show After Show...

The Coventry and Midlands Group has many shows and other events planned for the season (refer to John Porter's "Events" section for more details) but highlights look likely to be Beaumanor, Shackerstone (for the 2006 Sidevalve day, don't forget) and into the autumn again at Stoneleigh and the NEC. Incidentally, we may be a little short of vehicles for those last two, so please get in touch if you fancy it. And don't forget we always have our monthly meeting on the second Tuesday of the month at the George in the Tree on the A452 at Balsall Common - come along and bring your Sidevalve!

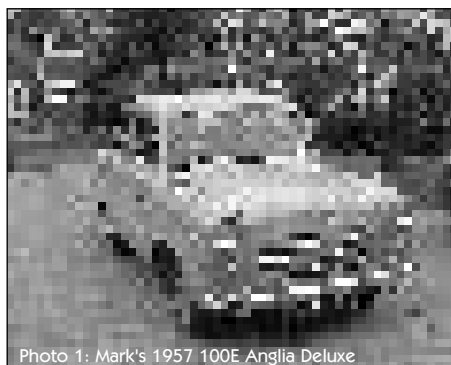


Photo 1: Mark's 1957 100E Anglia Deluxe

Cambridgeshire Area

Brian Cranswick

Show Update

Firstly, the show listed in the April magazine at Huntingdon Race Course on July 9th, should read September 16th. This is a new event in this area and a club stand has now been booked, see the events section for further information.

To book in your car at the shows we will be attending this summer, I recommend you contact me now to ensure a space can be allotted.

AGM

Three Cambridgeshire club members went to the AGM held in the Coventry Transport Museum, which was a great venue for this meeting. I would like to award maximum club points (if there was such a prize!) to Norman Wedley who made the journey across in his 100E, Michael Capps should get maximum and bonus points as he braved the cross country trip all the way from Wisbech in his

E93A; a long drive in an old upright taking in the A14 and M6. I drove in a Ford, but no points are given as it is 50 years too young and has a turbo diesel engine.

This was the first AGM I have ever attended and I must say it's very informative, receiving first hand how the club is performing. Also a chance to meet and chat with the other members who you may not see at the shows. I certainly picked up some useful tips including sourcing the original floor material fitted to my 103E. It was good to see a selection of members cars parked outside the Museum as well.

Ollie the 103E

I am looking forward to Ollie coming back from Alan, my new specialist classic car mechanic, who is fitting the new loom and completing a number of other jobs at the same time for me. These include fixing an oil leak from the gearbox, as every time I take the car out of the garage there is a patch of oil to clear up. Along with the new electrics, I am taking this opportunity to fit more powerful replacement bumper mounted indicators and

halogen front and rear sidelight bulbs, which include the stoplights. I have sourced these from a specialist motorcycle parts supplier.

The next job I have planned is almost a full retrim except the headlining (as that was replaced a number of years ago and is in good order). The main reason for deciding to have all this work undertaken is that most of the seat springs are all pretty much gone and the door and scuttle panels are a bit warped and tatty. I have chosen a nice cherry red material, as close a match to the existing as I can get, along now with the correct replacement floor covering. So, overall Ollie should be in really good order for the shows this year and be more comfortable to drive with the new seats. I have also booked the MOT test at my local garage in Whittlesey; Paul the owner has carried out the tests on Ollie since 1996.

Your Cars are Wanted

So all we need now is some really nice weather to enjoy the shows, don't leave your Sidevalve at home in the garage bring it along, we would love to see it on the club stands - so give me a call!

North London Area

Robin Thake

The cars are serviced and cleaned up after what seems a long winter and it's show time again, but first it's off to the MOT station to see what the new system is like. With us owning two classic cars and a classic motorcycle, it's a day off work and make it MOT day. All the vehicles passed OK, and a chat with the MOTers and it seems the test is no different to the old one, the only difference is the time they have to take, so I can see the price going up.

Before the MOT I decided that the Anglia kingpins were on the borderline and so were due for replacement, so it was out into the garage to strip the front end off to replace them. The kingpins and bushes having been stripped down, I found that the brake linings were on the low side (all those hills in Wales last year) and so what started off as a couple of evening's work finished off as a week's work, because I had to rivet the new linings to the shoes, which is a time consuming job. All is well after a few hiccups with the bushes being a little tight in the kingpins.

The Bank Holiday weekend at the end of April proved busy for our group members with the AGM at Coventry, where the meeting was run with its normal efficiency, so it gave

us plenty of time to look round the museum, which is very nicely laid out and every one I spoke to said the same thing - that it is sad that all the cars that were made in the area are coming to an end. On Sunday, Andy and Sara Westwood, Richard and Shirley Healey and ourselves went to Rushden, which last year changed its venue and this has made it a larger and much improved show. Fellow group members David Heard and Terry Tomlin went to the All Ford Day at Whitewebbs Museum at Enfield, and on the Monday, Stuart and Laura braved the showers and went to a more local show at Royston.

Wales Group

Dennis Duggan

The Mid Wales And Borders Area Group still has only two members - myself and Tony Ikin. I know from studying the Register, and my own observations, that Ford Sidevalves are few and far between in this area, so it is perhaps no surprise that this particular Area Group has failed to attract more than two people!

Is there any point carrying on, or shall I throw in the sponge and admit defeat? Well, let's persevere. It is not costing me anything, and who knows what might happen during the next twelve months?

**Editor
for Sidevalve News
urgently required.
Please contact John Porter
or Shirley Wood.**

Tales of BOA

Jim Norman

With the summer on its way, BOA will probably be off visiting faraway places again; the visits to Pateley Bridge and Kidderminster that she does throughout the year count simply as 'normal'! But I've become a little concerned recently about increased oil consumption; it currently runs at about a pint every three to four thousand miles - quite high for a 107E - and the oil leaks cannot account for all of it. The tell-tale oil blown out of the filler cap prompted a compression test revealing four fairly even, but lower than hoped for, readings: all about 130 psi.

This engine has done only about 45,000 miles since a full overhaul. It needs to come out to tackle the oil leaks, so the piston rings will receive some attention at the same time. This will mean temporarily fitting the spare engine, which has never been run since a full overhaul about 18 months ago. It is, or was, 1500cc, but a +0.090" rebore takes that up to 1588cc. Add in the high-lift camshaft and Stage II cylinder head and you get a fairly potent machine. It's rather wasted though: I don't use the full performance available from the 1200!

Hide the Trailer

BOA appeared with friends at the AGM in front of Coventry Transport Museum. The museum staff, with some reason, were unimpressed

with the trailer which had to be hidden around the back! The trailer was to collect two front doors from Atherstone, and this simple statement masks a frustrating series of events.

Doors Galore

A 100E internet forum to which I contribute advertised a full set of perfect doors, which I quickly 'bagged'. It turned out though, that these doors were on an equally perfect Prefect shell, which was to be broken up. Happily (in one way), the vendor managed to sell the shell complete with doors, but offered a set of not quite so good doors for reasonable money. A deal was struck. He was at Stevenage and my sister lives in Hitchin, and the vendor volunteered to deliver them there and I could collect them over the Easter break. Alas this delivery happened on the last Sunday of the break so, as I type this on 6th May, I have yet to see them.

Meanwhile, another forum contributor from the Atherstone/Nuneaton area offered another pair of front doors: the nearside one needed some minor filling to one corner, but the offside one was perfect save for a vertical crease down its front end. These are not uncommon: the check straps are not very strong while the doors are very heavy and so can overrun - producing the crease. I'm not a bad panel beater and felt I should be able to repair it.



Photo1: Beyond Jim's capabilities?

Coventry's Best Kept Secret

On leaving the AGM I found that Nuneaton is the best kept secret in Coventry - the only road signs direct the unwary to other parts of Coventry, Birmingham and the NEC. The rest of the country does not exist; Coventry is a very small and self-contained world. But Atherstone was eventually found and the doors collected. The description of the passenger one was very accurate, but my assumption about the driver's side was wildly out. The door had obviously been opened in the face of an overtaking vehicle and forced well forward, severely bending both skin and frame (photo 1). I feel this one is beyond my abilities!

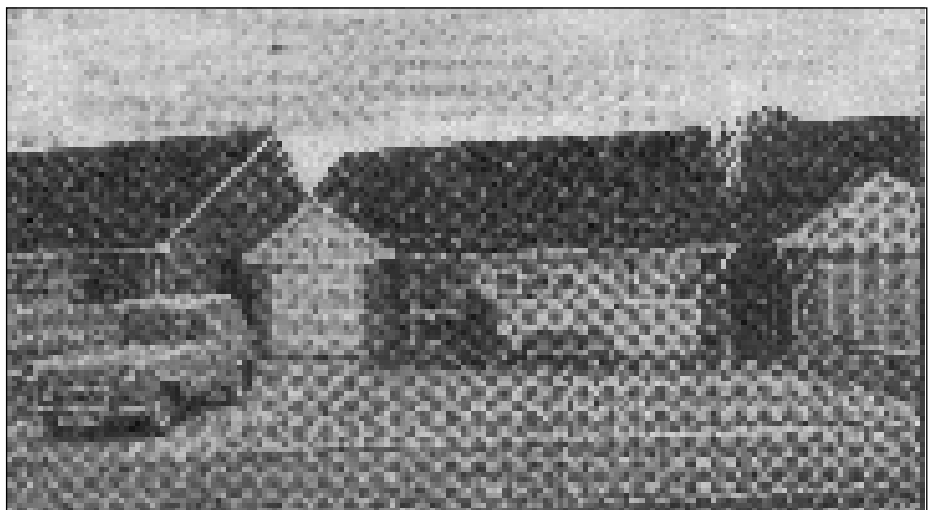
'Des Res' with 'Des' 100E

Ian Maddams

This photo was spotted by Ian in the property pages of his local paper, the Saffron Walden Weekly News. It shows a Thames 300E van, parked on the front drive of a bungalow for sale in a village in Essex.

The registration number is XCE 923, which is a Cambridgeshire number, so it has probably been fairly local all its life. Do you know who this van and bungalow belongs to?

One has to wonder why the estate agent thought that including the van in the photo would be good for the sale of the property, as most people would not be interested or have any idea what it was!



Will YOU be the new Sidevalve News Editor?

Letters and E-mails

**SVN Editor,
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Abingdon S.O.,
OX14 5WA**

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

Advice Wanted for Pop

Dear Fellow Members,

I have recently joined the club, having purchased a 1956 Pop 103E via eBay. (see photo 2). The reg. no is GSJ 493, which I doubt is original, the engine/chassis no is C880229. I do not know if this car has been registered with FSOC in the past. The Pop does run, but is not roadworthy yet, as there is tidying up to do for an MOT and I need to fit indicators.

There are a few questions I would like to ask, which I am sure have been covered before, but hope someone will not mind answering again.

- 1: If converted to 12V, will the starter motor stand 12V or will a replacement be required?
- 2: Can an alternator be used instead of dynamo and cut out box?
- 3: Is there a supplier for panels to repair the boot floor and the bottoms of wings?
- 4: Advice for the installation of seatbelts?

Any assistance will be appreciated. I met up with some members at the Tatton show last year and look forward to attending events this year, particularly Shackerstone, which is not too far from home at Burton On Trent.

Yours sincerely,
Tony Thorpe.

Photo 2: Tony's 103E



Photo 1: Dave Senior's 103E and Dave Junior's Lambretta

Down Memory Lane

Dear Editor,

I've been a member for just over 30 years, and during this time have seen many immaculate/cherished sidevalves at various sidevalve days and in the club mag. Many of them in 'as new' condition. I've often wondered what has happened to them. The first one was a mint '58 Prefect, 2858 BP, belonging to Dorothy Brown in the early '70s. The second, and my favourite, was the immaculate '55 black Prefect, VKP 53, belonging to Cyril Rogers. Fitted with a 1500 engine, Cyril owned this car nearly from new, and even in around 1980, when I last saw it, the car looked like new. Steve Waldenberg used to have a '53 E493A Prefect, TPD 761, in the '70s. I believe someone in the club still owns this car.

A few other cars from the old days that I can think of, are: a '56 Prefect, SLA 778, belonging to Gerald Rogers. A '61 107E, 4479 VX, belonging to Dave Arkley. A '56 Prefect, WBP 649, belonging to Ken Sandercock, and a '55 Anglia, WCM 818, belonging to Ken Lewis.

I know it's not a Ford, but my uncle owned a 1937 Standard flying nine, DLX 643, up until 1979, which was still in immaculate condition. I would dearly like to trace this car. Next time you have some colour pages in the mag. could we see a full colour photo of Rob Copsons Pembroke Coral '58 Prefect? I remember some years ago someone else having a Prefect in this colour. Although the car I remember wasn't a patch on Rob's.

Regards,
Dave Watson.

Can anyone tell Dave where any of these sidevalves are now?

Senior & Junior Classics

Dear SVN Editor,

We have made contact before re 760 URA, our 1954 Popular 103E. We have owned our Pop since 1990, during which time my son David and myself, along with other agencies, have brought her up to the condition she is in today. We live in Dagenham, so she is comfortable in her own surroundings near the Ford Motor Company, and believe me, when out and about she attracts quite a lot of interest (and so she should!)

In July of 2005, my son had been also taking interest in the 60's, the "mod" scene and along with that, the scooter era - Vespas Lambrettas, etc. I must say that this is a bit of a climb down from his previous interest and ownership of a Honda 600 CBR and 900 Fineblades, but why not? This is an original 1963 model, although it had a full nut and bolt refurb, it's just like our old Pop, still original!

In November we had them both out of our garage where they complement each other throughout their rest time and took them over to our local park and had a photo shoot (photo 1) - you can see the time of year by the poppy proudly standing out on our old Pop's grille, along with the badges of the 50's era. David Jnr and his Lambretta have made a couple of appearances at the Ace Café off London's North Circular Road, an all time venue for vintage, classic and modern cars and motorcycles throughout the year - a classic meeting place for us and very friendly.

We hope you can find a small corner in SV news to show off two different types of transport from two different eras. Hope you like them! Keep up the good sidevalve work and help.

Kindest regards,
Dave Vincent Snr and Dave Vincent Jnr.

Solutions to "I Can't Switch it Off!"

Wow! The response to Brian Turnbull's letter about his 100E not liking to be switched off has produced a prolific response from members everywhere! Thank you to everyone who has sent in suggestions, all of which are reproduced below. It must be said that the club cannot take any responsibility for any of the solutions given below or validate their methods. Please let us all know what the solution is Brian!

Electric Fuel Pump

Hello,

It sounds to me like a problem with the carburettor getting too hot (or it could be fuel vaporising in the fuel pump causing an air lock, but I would have expected the engine to start, but not run for long if this was the problem).

As the car is moving, air will be cooling the carb, but when the engine stops it is left sitting above the exhaust and can get very hot

Putting a heat resistant spacer between the carb and the manifold may help, or some kind of heat shield to try and deflect the heat around it.

I had a lot of trouble with vaporisation with my 100E (see <http://www.alanesq.com/100e.htm>), whereby I was OK whilst driving along, but if I stopped at traffic lights for any length of time, as soon as I tried to go again the engine stopped (leaving me stranded in the middle of the junction - which wasn't much fun!) In the end, the only way I managed to resolve the problem was to fit an electric fuel pump (but don't forget to fit an emergency cut-off switch if you do this).

Alan Blackham

Insulator Plate

Dear Teresa

In answer to Brian's plea for help in the last magazine, it sounds like the problem I had a couple of years ago. My problem was solved by the AA - after four call outs they managed to solve the problem.

The insulator plate in the distributor was broken, which made the coil overheat. The man from the AA made a temporary one out of a thin piece of plastic, approx 2 mm thick. Since then I have added a spare insulator plate to it. That seems to have solved my problem.

Good Luck

Bernard (Merseyside Group)
0161-737-8689

Fuel Cat

Dear Teresa,

I can sympathise with Brian Turnbull. Angie, my 1953 E494A Anglia behaves perfectly from cold, although I normally start her up on the handle (we both need the exercise).

Just after the demise of leaded petrol in

my area I fitted a Fuel Cat device to the car on the advice of my mechanic friend. This seems to work OK, but Angie started running hot. I found this out the very next time I drove to the garage to get some green petrol. After filling up the tank Angie refused to start on either the handle or self starter and it was rather embarrassing to have to be pushed clear of the pumps for her to cool down.

I now fill her up at home with petrol carried from the garage in a new green can and have to plan all my trips, usually to local rallies, from home to venue in one hop.

I put this down to one more of the joys of driving antique motor cars.

Yours sincerely,

Les Harris.

Starter Motor

Dear Teresa,

An ex Pommy Mechanic who has access to a copy of Sidevalve News and worked in Pom on 100E's has perhaps the answer that Brian Turnbull is looking for and it is far enough out of "left field" to be perhaps the answer.

Our mechanic Bill was faced with a similar scene once at work and after a lot of replacements etc with no positive result, one of the other mechanics suggested changing the starter motor. Problem solved. The original starter motor was consigned to the scrap heap so as not to repeat its lack of performance later. I would save the bendix drive bits however and not junk the starter motor until the scenario proved true.

History does have a habit of repeating itself, best of luck, Brian.

Gordon Cowley.

Bonnet Open & Coil Swap

Dear Teresa

Unfortunately no contact number for Brian in SVN, hence my mail to you. Tony Ikin has had similar problems with his 100E. His cure is to leave the back of the bonnet open rather than push it down onto the catch. This gap improves airflow & thus cooling.

If Tony's car does refuse to start he swaps the coil. The car then starts. This works subsequently, even though the coil is the one removed at the last refusal!

If Brian would like to speak to Tony (an ex motor mechanic) his number is 01630 647932 & he would be happy to chat.

Best regards
Joe

Breather Pipe & Heat Shield

Hello Brian,

Reference your call for help in regards to your "100E that doesn't like to be switched off" - I have a 100E Squire and I had a similar problem always when the fuel tank was getting low, after much scratching of the head

realised the fuel tank didn't have a breathable cap or pipe, so I took the filler pipe out, as you can on the 300E, and made a breather pipe. Problem solved.

Also I had a MK1 Consul and a MK1 Zephyr, and they too suffered this complaint. After a lot of checking and changing things as you did, again I went to the fuel tank took out most of the petrol, removed the sender unit, shone a torch inside and there was a piece of buoyant foreign matter wafting about in the remaining fuel, so every now and then when fuel was low it was getting sucked into the fuel outlet and hey presto, after clearing this, no more problems.

On my 100E I have also fitted a nice sheet of aluminium in between carburettor and manifold to deflect heat away from the carby, after a run and switch off, heat rises, dries out carby, so this deflector helps.

I hope there is some thing in this letter to help, if not it's food for thought.

Regards and good luck

Tom Bowles

Compression, Ignition & Fuel

The letter from Brian Turnbull with this heading attracted a wave of sympathy: it is not untypical of letters I used to receive in my days as 100E Technical Advisor. Without being rude, there is little evidence here of a professional approach, despite professional garages' input! It might have happened, but the fault finding process used leading to various parts replacement isn't detailed: merely a catalogue of those parts replaced in an attempt to cure the problem.

Sadly, substitution is a common method of fault rectification. It can work, but can also be extremely expensive in replacing perfectly serviceable parts, as described, without producing the sought-after remedy. Let us take a more logical, and professional, approach: identify the problem(s); repair it (them).

In order to run, an internal combustion engine needs three things: compression; a healthy spark at the right time; air and well-distributed vaporised fuel in the correct proportions: about 14.7 parts air to one part fuel. If it has those, it must run. If one or more do not meet these specifications, it won't. So let us consider each. Obviously, the tests can be carried out only when the engine has been shut down and refuses to start so a run to produce this condition is needed.

a) Compression

The 100E doesn't make a lot of compression anyway, and it has to lose a lot of that before starting becomes a problem. As the car starts from cold and otherwise runs satisfactorily, it is a fair assumption that lack of compression isn't likely to be the case here, although a compression test would confirm.

Solutions Cont . . .

b) Ignition

There is a fault-finding sequence that I always follow. First, remove a plug lead from a plug; insert a Phillips screwdriver blade into the lead's end; holding the insulated handle, position a part of the blade 1/8" or so from a spark plug terminal and, with the ignition on, spin the engine over. There should be nice, blue spark between the blade and plug. If there is, then you have eliminated the entire ignition system!

If there isn't a healthy spark, repeat the test by unscrewing the main (king) lead from the distributor cap and holding it with insulated pliers so its end is again about 1/8" to 1/4" from the cylinder head. If you now get a good spark, either the cap or rotor arm are leaking the HT (high tension) current to earth. No spark could indicate a broken king lead; an ohmmeter would confirm, or substitute temporarily a plug lead into the coil and repeat the test.

If there is still no spark, then the coil isn't producing one. It might be faulty, but check before replacing. You need a 12 volt test lamp, one end connected to a good earth point. With the ignition on, does it light up when the probe is placed on the SW or -ve terminal? If not, there is no feed from the ignition switch - so a wiring or switch problem. If there is life, take the probe to the CB or +ve terminal. You will need the distributor cap off to ensure that the points are fully closed. The lamp should not light. If it does, current is not passing through the points: either a broken wire (probably inside the distributor, or dirty / burnt point contacts). If the lamp hasn't lit, turn the engine so the points are fully open. If all is well, the lamp should now light up. If no illumination, disconnect the wire from the CB (+ve) terminal and again check at CB terminal; light means that the coil LT (low tension) side is alright and the fault is in the distributor; no light means the coil is open circuit.

If the LT part of the coil works, it does not guarantee the HT side; you would need a replacement coil to check this.

The fault's being in the distributor suggests there is a short circuit in there: possibly the LT wire's insulation worn away and touching the body or baseplate; possibly the points out of alignment and touching the baseplate; or possibly the condenser breaking down. This latter would be checked by substitution, but condensers do break down over time, whether or not they have been used. So a New Old Stock item might be no better than that it has replaced.

And while you're inside the distributor with the points fully open, check the gap. A gap that is far from the recommended setting will have a dramatic effect on starting.

Ignition timing should be checked, preferably with a strobe light, although it is unlikely to be a cause of poor hot starting. But a rough check simultaneously of ignition timing and compression was recommended

by a mechanic I worked with. He got the apprentice (no-one else was daft enough) to place his thumb over No 1 plug hole, at the same time holding No 1 plug lead, then he spun the engine. If the compression blew his assistant's thumb away from the hole at the same time as 25,000 volts made him jump in the air, the timing was about right!

c) Fuel

If the nice, juicy spark was seen at the first stage, and we have eliminated lack of compression, that leaves only the fuel system to consider.

I start by unscrewing the union nut to the carburettor and spinning the engine over very briefly: there should be a strong spurt of 'solid' petrol from the end of the pipe. If so, the problem must lie in the carb; otherwise we have the rest of the system to consider.

The pump is the first suspect: weak diaphragm spring or a pin hole in it will give low pressure, insufficient to pump liquid fuel up to the carb when vapour bubbles are forming in the hot fuel. Worn lever arm and linkages will also lose motion and therefore pressure. Remember also that early 100Es did not have a thick gasket between the pump and block: when this was fitted, the shape of the lever arm had to be changed. Fitting an early pump and a thick gasket will reduce the arm's stroke - and therefore pump pressure. Beware experimenting by simply removing the thick gasket: if it is a later pump it will snap off the lever arm!

Other suspects are blockage in the pipes. Blow through them with an airline back towards the tank while someone listens at the filler neck; the bubbles should be clearly audible. Alternatively, the system might be drawing air, possibly through tiny pin holes in the pipes or union nuts not fully tightened. Contrary to logic, these might not be sufficient

to allow fuel to leak out.

The next possibility - and you're all waiting to read it - is vaporisation. It does occur, whatever others might say, and is encouraged by any weakness in the pumping/delivery system. It usually occurs in the pump, and heat shields can help reduce it. But try this: take the car for a good run, enough to produce the poor starting, then stop for five to ten minutes, but with the bonnet open. This would prevent the heat build-up which causes vaporisation. So if the engine restarts with the bonnet open, but not if it remains closed, it might be considered a bit of a clue!

If the petrol has been reaching the carb, your next area to consider is that instrument itself. Take the top off and check the level of fuel inside: it should be below the top of the fuel chamber, but high enough that the float lives up to its name. A worn needle valve, bent lever or damaged float are the possibilities. Poor starting from hot can equally be caused by excess fuel, so if the level is as high as the chamber's top it could be the reason. It goes without saying that the jets should each be removed and blown through, that the choke lever checked that it is returning fully when the choke control is pushed to off, and it might be an idea to check the condition of the air filter. If blocked, insufficient air will reach the engine giving an excessively rich mixture - not good for hot starting.

Finally, I doubt that Brian's problem is due to running on unleaded petrol; at least, not without some other fault exaggerating its higher than normal evaporative qualities. I suspect that many members run sidevalves on unleaded without problems, but others might like to confirm this assumption.

But whatever, Brian, set a day aside, carry out the tests in a logical sequence, be prepared to spend time at the side of the road, discover the fault - and fix it!

Jim Norman.



From The Archives

Peter Williams

Following on from last time's extracts from road test reports of the model Y and the 1940 Anglia, I've picked out some little gems from the magazines of the day about various varieties of the 100E.

The Prefect

The earliest road test report featured the Prefect in 'The Motor' of December 9th 1953 which was carried out on a prototype provided by the factory. It is headed 'A preliminary report upon a brisk and economical new car with commendable riding and handling qualities'.

The report goes on 'This four-door, four-seater model showed a genuine 70 m.p.h. maximum speed, an overall fuel consumption of around 30 m.p.g., and a most notable combination of smooth riding and good cornering qualities, a grouping of characteristics which is unique amongst British cars of below £400 basic price.' The full price with purchase tax was actually £560. The report compares this Prefect with the superseded E493A version, remarking that 'In performance, it has rather less top gear "snap" below 40 m.p.h., but much more above that speed, acceleration through the gears being much improved and the maximum speed going up by almost 10 m.p.h.'

Of the braking system, the reporter had this to say 'For ordinary use, the new hydraulic brakes are very pleasantly light and progressive in action, and they are well able to stop the car from its maximum speed. Repeated hard applications of the brakes do disclose the effect of rather small dimensions, it being possible to make the front brakes smoke, when they are inclined to judder slightly and pull sideways to a certain extent, although these symptoms did not seem to be accompanied by any serious fade.'

Extracts from the 'test data' section include acceleration times through the gears of 6.5 secs to 30 m.p.h. and 30 secs to 60 m.p.h. The speedometer was reported as being 6% fast at 30 m.p.h. The fuel consumption was recorded at 43.5 m.p.g. at a constant 30 m.p.h. and 28 m.p.g. at 60 m.p.h. The overall consumption for 747 miles was 29.6 m.p.g.

The 'sporty' Ford New Anglia

The 100E Anglia was tested by John Bolster in Autosport of August 13th 1954. The heading for the report was 'A lively saloon "discovered" by rally drivers - excellent road-holding a feature - maximum speed exceeds 70 m.p.h.' He calls it "the baby Zephyr" saying that 'the side view of the Ford New Anglia reveals its resemblance to the larger Zephyr model'.

He starts by explaining why a small family car is being tested by Autosport. It is reported that 'It was rally drivers who first discovered the potentialities of this car. They brought back tales of phenomenal average speeds over difficult terrain, of special tests performed unreasonably quickly. This, they said, was something new in small cars.'

The front suspension is described as 'what are, in effect, enormously extended king pins, which incorporate telescopic dampers and are embraced by helical springs.' John approved of the controls, being pleased that 'those modern "improvements", the steering column gear lever and the umbrella-handle brake, are not to be found, and the instruments have proper round dials.'

The reporter was impressed by 'the quiet interior' and went on to praise the road-holding with 'The other respect in which the Ford

excels is fast cornering. The road-holding and general controllability set a new standard for this class of car. It is possible to enter sharp corners at 60 or 70 m.p.h. and to take them with an effortless ease that is simply uncanny. Although the car can be seen to roll to an appreciable angle by outside observers, this is curiously not apparent to the occupants.'

The Ford New Popular

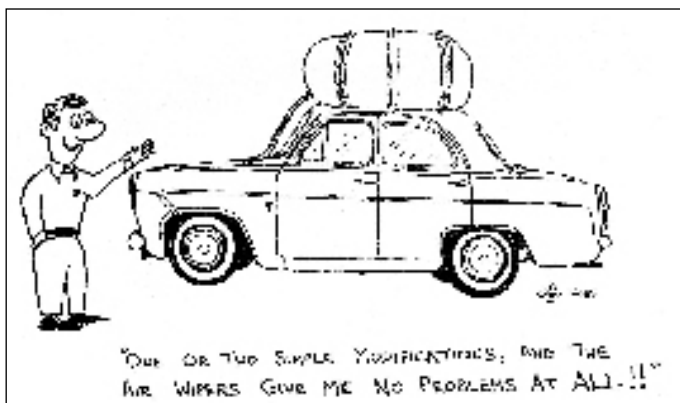
By 1959 the Anglia had become the 105E and the 'old' Anglia was marketed as the New Popular. This policy of continuing to produce obsolete vehicles after new models were introduced served Ford well for many years, enabling them to sell 'cheap' cars to the masses.

The Popular was priced at £494 including tax in 1959, which was less than the price of an Anglia 5 years previously, despite inflation.

All technical and performance values were, of course, the same as the 100E Anglia and Prefect tested earlier, so the report in 'The Motor' of September 23rd tended to concentrate on differences from the 'old' Popular (the 103E). They could almost have reprinted the test report of the 100E Anglia from 1954, which compared that to the E494A Anglia, which eventually became the 103E.

Right: Period advert for the 100E - very topical with the world cup going on!

Below: The cartoon taken from John Howe's book this time (available from the Club) has been chosen to keep with the 100E theme.



Scores every time!

The 100E is a car that scores every time. It's a car that's been tested and tested again, and it's always come out on top. It's a car that's been tested and tested again, and it's always come out on top. It's a car that's been tested and tested again, and it's always come out on top.

FORD winners—from all angles



June 2006 Spares & Regalia Lists, Pop Shopper and Order Forms

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

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

Regalia List

Books

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

Stickers

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

Magazines

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

Leaflets

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

Scale Link metal kit 4mm, 1937 Model 7Y van.....	£6.50
Ceramic Cream Model of 103E Popular.....	£4.75
Limited Edition E494C FSOC 30th Anniversary Model.....	£19.99

Badges

Enamel Lapel Badges: FSOC, 103E or 100E.....	£1.99
103E Popular Cut-out Lapel badge (Black or Blue).....	£1.12
FSOC Grille Badge: Round or Square.....	£9.50
Register Grille Badge: Popular/Prefect/100E/107E.....	£9.50

Clothing

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

FSOC black and red quartered rugby shirt embroidered in script	
SM/Med/L/XL.....	£25.00
FSOC Sweat Shirts embroidered in script.....	£15.50
<i>Sky Blue or Racing Green in SM/Med/L/XL/XXL;</i>	
<i>Burgundy in Med/L/XXL</i>	
<i>Red, Black or Royal Blue in Med/L/XL/XXL; Navy in Med/XXL; Jade MED;</i>	
<i>Raspberry SM</i>	
FSOC Polo Shirts embroidered in script.....	£12.60
<i>Lemon, Sky Blue or Emerald in SM</i>	

T-Shirts

Model designs.....	£7.75
<i>E83W picture printed on front in Black L; Red or Black XL; 100E Design White XL;</i>	
<i>Upright picture printed on front in Black XL; White L/XL</i>	
Script Badge Design.....	£6.25
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: White SM; Yellow, Royal Blue, Navy or Green in SM/MED; Red SM/L</i>	
<i>Ford Anglia: White, Green or Yellow in SM only; Navy or Red in SM/MED;</i>	
<i>Royal or Black MED</i>	

Other Regalia

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

100E and 107E Spares List

Front Brakes

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

Rear Brakes

100E - 2041 - B	Snail cam (shoe adjuster).....	£0.50
100E - 2075	Connector (5 way brake pipes).....	£8.50
	Rear shoe return spring.....	£6.00
	Rear brake spring (set of 4).....	£22.00
	Compensator (hand brake cable).....	£5.00
100E - 2119 - B		
100E - 2220 - A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E - 2220 - C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95
100E - 2261 - B	Rear wheel cylinder 7" (53-55).....	£14.00

100E - 2261 - C	Rear wheel cylinder 8" (55-57)	
	Reconditioned exchange only - old unit must	
	accompany order.....	£22.00
100E - 2261 - D	Rear wheel cylinder 8" (57 - 62).....	£15.80
	Wheel cylinder repair kit per axle set	
	(fits 261B, C and D).....	£7.00
100E - 2295 - B	Hand brake cable.....	£32.50
100E - 2857B	Hand brake clevis.....	£1.50
	100E Rear shoe return spring (set of 4 - £22.00).....	£6.00

Steering and Front Suspension

E55 - DB1	Top suspension mount.....	£40.00
E55 - DB1	Pair top suspension mount.....	£75.00
E55 - DB1	Pair top suspension mounts and 2 sets mount bearings ...	£110.00
	Mount bearings per side - 2 x E 38- DB1	
	plus 2 x E 37 - DB8.....	£23.00
100E - 1190	Hub seal 0.983".....	£7.00
105E - 1190	Hub seal 1".....	£7.00
105E - 1201	Hub bearing inner 1".....	£12.00
Y - 1202	Hub bearing inner 0.983".....	£29.95
Y - 1216	Hub bearing outer.....	£27.50
100E - 3073	Track control arm repair kit.....	£16.00

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

Rear Axle

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

Exhaust

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

Engine Parts

100E-6038	Engine mount	£30.85
	(exchange £10 surcharge* – remove rubber from mount)	
100E-6051-B	Head gasket.....	£15.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040")	£150.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040").....	£38.00
E93A-6256-A	Cam shaft gear	£27.00
E93A-6270	Timing Chain	£14.95
100E-6308	Crankshaft thrust washers (per set) std, + 0.025".....	£13.50
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£28.00
100E-6521	Gasket valve chamber cover	£5.00
100E-6505	Exhaust valve	£7.50
100E-6505	Exhaust valves (per set of 4).....	£26.00
100E-6507	Inlet valves (per set of 4)	£20.00
100E-6513	Valve springs (per set).....	£15.00
100E-6714-B	Oil filter element.....	£5.00
100E-9278	Oil pressure switch.....	£6.50
100E-9448	Manifold gasket, 100E only.....	£2.50
E55Z1	Conversion gasket set	£25.00
E81Z1	Decoke gasket set.....	£25.00
353000ESA	Core Plug.....	£2.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060")	£29.50
	Small end bushes (set of 4).....	£23.50

Clutch and Gearbox

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

Cooling System

EOA-8100	Radiator cap, fits 100E and 107E	£3.60
100E - 8115	Radiator drain tap (not original)	£3.50
100E - 8260A	Early top radiator hose, 100E only	£14.60
100E - 8260B	Late top radiator hose, 100E only.....	£6.75
100E - 8275	Water inlet tube.....	£8.20
100E - 8286	Bottom radiator hose, 100E only.....	£6.75
100E - 8501	Water pump, 100E only (exchange £10 surcharge *).....	£55.00
100E - 8507	Water pump gasket.....	£3.00
116E - 8575	Thermostat	£5.50
EOTA - 8620 - C	Fan belt, 100E only.....	£6.00

Fuel System

	Locking petrol cap	£22.50
	Petrol filler grommet.....	£12.50
	Hot spot gasket.....	£1.95
100E-9437	Rubber (air cleaner)	£5.95
100E-9627-A	Gasket (fuel tank sender)	£1.00
100E-9276	Flexible fuel pipe	£14.50
100E-9288	Gasket carburettor float chamber.....	£1.45
100E-9959	Fuel pump with spacer (no primer)	£43.50

Ignition System

7V - 12098	Nut H.T. lead distributor cap (set of 5).....	£3.00
	Set 100E ignition leads	£14.95
	Distributor only (rebuilt - exchange £10 surcharge)	£50.00
100E - 12116	Distributor cap (D type).....	£17.50
105E - 12116	Distributor cap (round type)	£14.75
100E - 12199	Contact set (D type distributor only).....	£6.50
EOTA - 12199-C	Contact set (round type distributor only).....	£6.50
100E - 12200	Rotor arm	£2.75
100E - 12300 - B	Condenser (D type distributor only)	£6.50
105E - 12300 - A	Condenser (round type distributor only).....	£6.50
100E - 12405 - T	Spark plug	£2.50

Electrical

EOTA - 10001- B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E - 10001- B	Dynamo, Popular only (exchange £10 surcharge *).....	£43.00
E93A - 10043	Brushes (EOTA Dynamo).....	£3.20
105E - 10043	Brush set.....	£3.20
E274 - CQ - 1	Pinion (starter motor drive).....	£11.00
100E - 10505 - B	Voltage regulator (push on terminals).....	£28.00
E0A - 10505 - D	Voltage regulator (screw terminals)	£28.00
100E - 11001 - C	Starter motor (exchange £10 surcharge *).....	£43.00
105E - 11057	Brush set starter motor	£33.00
204E - 13007A	Headlight bulb pre focus 40 / 50 watt	£3.50
EOA - 13011	Headlight unit (Wipac, Lucas equivalent)	£22.50
100E-13450B	Rear light lens, red	£14.95
300E-13450	Rear light lens, red	£14.95
E0A - 13480	Brake light switch.....	£6.50
E1050 - NC - 1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards includes fixing screws.....	£15.75
50563 - S	Pair of rear red tail light lamp lenses	£26.50

Badges

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

Miscellaneous

E40GB1	Gear lever gaiter.....	£20.25
100E - 17262	Speedo cable	£17.50
100E - 9627A	Air cleaner rubber, 107E only.....	£3.50
100E - 964280	Window winder handle	£5.15
100E - 7010128	Right hand side door sill	£35.00
100E - 7010129	Left hand side door sill	£35.00
100E - 7029744	Rear side window rubber per side (2 door model)	£15.50
100E - 7042084-B	Rear screen rubber - deluxe only.....	£29.95
100E - 7043504	Boot handle rubber escutcheon seal (Anglia / Popular)	£1.95
100E - 7303110	Front screen rubber	£29.95
EOA - 732003-B	Floor grommets - per set of four.....	£5.15
100E - 7322610	Interior door handle.....	£8.95

107E Specific Items

105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
105E - 4676B	Pinion oil seal, 107E only	£7.00
107E-5246C, 5228 and 5255B	Stainless steel exhaust system, 107E only.....	£135.00
107E-6020	Timing chain cover gasket.....	£2.50
	105E oil filter	£6.50
105E - 9448	Manifold gasket, 107E only.....	£2.00
E258 - GD1	Clutch slave cylinder, 107E only.....	£25.00
E72 - Z1	Clutch slave cylinder kit, 107E only	£4.00

105E - 7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£26.00
105E - 7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *).....	£44.50
107E - 8260	Top radiator hose, 107E only.....	£6.95
107E - 8286B	Bottom radiator hose, 107E only.....	£6.95
105E - 8501	Water pump, 107E only.....	£40.00
105E - 8620	Fan belt, 107E only.....	£3.00
105E - 12116	Distributor cap (round type).....	£14.75
EOTA - 12199-C	Contact set (round type distributor only).....	£6.50
105E - 12300 - A	Condenser (round type distributor only).....	£6.50
105E - 10043	Brush set.....	£3.20
105E - 11057	Brush set starter motor.....	£33.00
353000 ES	Core plug, 107E only.....	£2.50

Spares List for 8 & 10hp Type Models

Braking System

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£6.90
B-1175	Rear Wheel Retainer (fits E83W).....	£6.95
48-1190-A	Retainer (front wheel grease) assembly.....	£5.75
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W).....	£76.00
	Rear Wheel Bearing Repair Kit (fits all models except E83W).....	£150.00
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only).....	£66.00
YE - 2019A } CE - 2019B }	Brake Shoes (set of 4 - all models – exchange £10 surcharge).....	£45.00
7W - 2019 }		
7W - 2035	Spring (brake retracting) not E83W.....	£4.95
7W - 2035	Spring (brake retracting) (set of four) not E83W.....	£18.50
E83W - 2035	Spring (brake retracting) E83W only.....	£5.50
E83W - 2035	Spring (brake retracting) (set of four) E83W only.....	£19.95
Y-2035	Spring (brake retracting).....	£5.00
Y-2035	Spring (brake retracting) (set of four) Model Y.....	£18.75
Y-2036	Spring (brake retracting) short.....	£5.00
7W - 2116	Front Brake Dust Covers (pair, fits all models except Models Y and C).....	£7.95
7W - 2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£9.95
E93A - 2248	Rear axle brake plate securing bolts, long (each).....	£5.25
7W - 2249	Rear axle brake plate securing bolts, short (each).....	£5.25
Y - 2454	Brake Pedal (exchange £10 surcharge - remove rubber from old pedal).....	£10.25
	Brake pedal return spring.....	£5.00
E83W - 2498A/B	Rear Brake Cables (Pair E83W).....	£69.95
E83W - 2580/1B	Front Brake Cables (Pair E83W).....	£20.50
7W - 2580/1/4/5	Set of Brake Cables (not E83W).....	£60.95
YE - 2793	Spring (handbrake lever pawl).....	£0.75
7W - 2853C	Hand Brake Cable (fits all models except Models Y and C and E83W).....	£16.25
	Hand Brake Cable Clevis Pin.....	£2.00
E83W - 2853B	Hand Brake Cable (fits E83W).....	£14.45
119276 - ES2	1/4" Thackray washer brake expander lockwasher (except E83W).....	£0.06

Steering and Suspension

E83W - 3032	Bolt (front axle to radius rod E83W).....	£16.50
YE - 3290 - E }	Track Rod Ends (pair) all saloons and 5cwt vans.....	£62.50
E93A - 3290		
YE - 3304C	Track Rod Ends (pair) E83W.....	£60.00
E493A-3304	Draglink (Y model).....	£69.50
	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans).....	£80.00
YE - 3332	Trackrod End Dust Cover (each, fits all models).....	£1.66
YE - 33111	King Pin Set, complete (Model Y).....	£70.00
CE - 33111	King Pin Set, complete (Model C).....	£70.00
7W - 33111	King Pin Set, complete (7Y,7W, Anglia,Popular,Prefects,5cwt vans).....	£53.00
E83W - 33111	King Pin Set, complete (E83W).....	£59.00
7W - 3590 - A	Arm(steering gear) fits models 1937 to 1949.....	£20.00
Y - 3446	Front axle A-frame Bush (fits all models).....	£4.95
YE - 3616B	Horn Button and Nut (Y model).....	£5.45
E93A - 4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards.....	£7.50
E493A 4050	Retainer (rear axle shaft grease).....	£7.25
Y - 4217	Bolt (diff gear case).....	£3.25
18 - 4217	Bolt (diff gear case).....	£4.00
E93A - 4607	Pin (Drive Shaft).....	£2.05
Y - 4615 - B	Bearing (drive pinion) assembly Model Y.....	£15.00
Y - 4636	Lock Washer (pinion bearing nut) all models except E83W.....	£1.99
Y - 4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.50
	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00

Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.00
Front Shock Absorber Link to fit E83W.....	£25.00
Rear Shock Absorber Link to fit E83W.....	£25.00
Front wheel bearings (wheel).....	£56.00
Front wheel bearings (per axle set).....	£110.00
Suspension Buffer (fits all models except Model Y).....	£14.25

Exhaust Systems

E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£115.00
E93A-5255-C		
Model Y stainless steel exhaust system.....		£95.00
E83W stainless steel exhaust system.....		£87.50
5 cwt stainless steel exhaust system.....		£90.00
E93A-5230/	Anglia, 103E and 7Y stainless steel exhaust system.....	£115.00
E04A-5255-B		

Engine Parts

E493A - 18666-A	Pipe (cleaner outlet) assembly and	
E493A - 18666-B	Pipe (cleaner inlet) assembly.....	£44.70
E93A - 18670 }	Oil Filter Unions (pair) (fits all engines).....	£11.50
E98T - 18672		
Y - 6038	Oil filter.....	£35.00
	Front Engine Mounting (exchange £10 surcharge - remove rubber from mount).....	£8.25
	Front Engine Mounting bolt.....	£0.95
E93A - 6250A	Camshaft (Chain Driven).....	£59.50
E93A - 6258	Retainer (camshaft sprocket) chain driven camshaft.....	£2.65
E93A - 6270	Timing Chain.....	£14.95
YE - 6280A	Washer (camshaft thrust) all engines from 1936 onwards.....	£3.50
CE - 6310	Crankshaft Oil Slinger.....	£1.85
E93A - 6310	Crankshaft Oil Slinger.....	£1.85
E93A - 6319	Starting Dog (fits all engines).....	£4.50
Y - 6384	Starter Ring Gear (fits all engines).....	£46.50
CE - 6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A - 6505F	Long Exhaust Valve (Can also be used as inlet).....	£14.50
Y - 6513	Valve Springs (set of eight) (fits all engines).....	£15.00
Y - 6520	Valve Cover (fits all engines).....	£5.85
Y - 6560	Drive Bush (oil pump and distributor) (fits all engines).....	£4.50
Y - 6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines).....	£3.95
Y - 6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.00
Y - 23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£0.75
Y - 6610B	Oil Pump Gear (fits all engines).....	£4.50
YE - 6623	Oil Pump Screen (fits all engines).....	£9.65
	Main Bearing Set (std, -0.010",-0.020",-0.030",-0.040", -0.060") (fits all engines).....	£50.00
	Pre-War Piston Sets (8hp and 10hp).....	£35.00
	E93A 10hp Piston Set (std, +0.010",+0.020",+0.030", +0.040").....	£125.00
	E93A 10hp Piston Ring Set (std, +0.020",+0.030", +0.040").....	£38.00
	3 - Ring 10hp Piston Ring Sets (+0.010", +0.020").....	£15.00
	8hp decoke gasket set (1932-34).....	£27.50
	8hp decoke gasket set (1935 - 1953).....	£45.00
	8hp manifold gasket.....	£7.50
	10hp manifold gasket.....	£7.25
	Valve guide (per split guide).....	£23.00
	Valve guide (per set).....	£169.50
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£25.00
	Conversion gasket set (E93A 8hp and 10hp engine).....	£25.00
	10hp cylinder head gasket.....	£15.00
YE-24052C	Studs (Cylinder head) set.....	£29.95
	Used engines suitable for rebuilding available (collection only).....	£70.00

Clutch and Gearbox Parts

Y - 7015	Main Drive Gear (8hp).....	£35.75
YE - 7015	Main Drive Gear (10hp).....	£38.00
Y - 7040	Baffle (main shaft gear bearing oil) - rear.....	£1.25
7W - 7050	Retainer (main drive gear bearing).....	£7.50
7W - 7052	Seal (main drive gear bearing oil) assembly.....	£2.95
YE - 7059B	Mainshaft and Bush.....	£35.50
Y - 7065	Bearing (main shaft) drive gearball assembly.....	£21.50
E04A - 7070	Retaining Ring (snap ring).....	£0.99
	Baffle (main shaft oil) - front.....	£1.25
E93A - 7085	Rear Bearing Retainer.....	£19.50
Y-7090	Universal Joint.....	£30.00
103E - 7114	Counter Gear (10hp).....	£45.95
Y - 7119	Washer (Counter shaft gear thrust).....	£6.25

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

CE - 7141	Reverse Gear	£29.50
YE - 7222	Selector Housing	£19.05
Y - 7523	Clutch return spring	£5.00
7W - 7533	Clutch linkage clevis pin.....	£2.00
Y - 7550	Clutch Plate - All models, except E83W (exchange £10 surcharge)	£25.00
7W - 7561	Clutch Release Bearing Hub - All models.....	£19.50
YE - 7563B	Clutch Cover - All models, except E83W (exchange £10 surcharge)	£61.00
E83W - 7563	E83W Clutch Cover (exchange £10 surcharge)	£65.00
E74 - 7580A	Clutch release bearing - All models.....	£10.50
E70 - 7600 - A	Clutch Pilot Bearing.....	£5.75
C - 943070	Gear Lever Gaiter (except E83W).....	£16.00
E83W - 943070	E83W Gear Lever Gaiter	£19.95
Y - 2454	Clutch Pedal (exchange £10 surcharge – remove rubber from old pedal)	£10.25
Y - 5102	Gearbox Rubber Mounting (Y and C models only)	£29.95
	Large selection of used gearboxes available (collection only)	£30.00

Cooling System

E0A - 8100	Radiator Cap (pressure type for 103E and some E493A's).....	£3.80
Y - 8109	Radiator cap (brass screw type).....	£6.00
Y - 8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, state top/bottom)	£4.25
	Radiator Hose (moulded - state top/bottom, type of radiator cap and model)	£10.25
	Radiator Hose (moulded - E83W - state top/bottom).....	£10.50
YE - 8606B	Fan Blade (11")	£5.90
E93A - 8610C	Pulley (fan and generator 3.12" O.D.)	£7.90
E494A - 8610	Pulley (fan and generator 4.12" O.D.)	£7.50
E93A - 8620 - A	Fan Belt (late 8 and 10 hp engines without waterpump)	£5.95
E493AFS - 8620	Fan Belt (late 8 and 10 hp engines with export waterpump)	£5.95

Fuel System

	Fuel Pump with spacer (no primer)	£42.70
	Fuel Pump repair kit	£26.75
E493A - 9030	Locking Petrol Cap (fits all models including 100E).....	£22.50
E04A - 9080	103E/E494A Petrol Filler Grommet	£12.75
7W - 9080	7W / E93A /E493A Petrol Filler Grommet	£10.45
BE-9288-A	Flexible Petrol Pipe (except E83W)	£15.00
YE - 9355	Fuel Pump Cover (all models).....	£1.50
YE - 9364-B	Gasket (fuel pump screen cover)	£0.65
YE - 9365	Fuel Pump Cover Screen (all models).....	£1.50
YE - 9374	Gasket (fuel pump to cylinder)	£0.95
7W - 9425	Inlet Manifold (10hp).....	£17.00
YE - 9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models)	£1.95
YE - 9555	Carburettor Float (all models).....	£4.50
	Carburettor Gasket Kit.....	£5.05
	Rebuilt 8 hp Carburettor (exchange only)	£60.00
	Rebuilt 10 hp Carburettor (exchange only)	£60.00
YE - 9660	Connector (Starter Valve) Assembly)	£2.00
48 - 9735	Accelerator Pedal (all models except Y,C and E83W).....	£12.95

Ignition System

E83W 12024A	6V Ignition Coil (All models - not original)	£38.50
	Set E93A ignition leads.....	£14.95
YE - 12100B	Distributor - rebuilt (exchange £10 surcharge).....	£50.00
YE - 12116B	Distributor Cap (All models 1935 onwards).....	£12.50
YE - 12135B	Oiler (screw-in type) All models 1935 - 1955.....	£1.35
YE - 12185B	Toggle (All models 1935 onwards)	£0.56
YE - 12199B	Contact Set (All models 1935 onwards).....	£6.50
YE - 12200C	Rotor (All models 1935 onwards)	£3.00
YE - 12300B	Condenser (All models 1935 onwards)	£7.90
52 - 12405A	Spark Plug, L86C (All models also 100E).....	£2.50
	Spring (distributor weight) no 1 - light	£2.50
	Spring (distributor weight) no 2 - heavy	£1.25

Electrical System

	Dynamo - 2 brush, early type	£87.50
E494A - 10001	Dynamo - 3 brush, early type only (exchange £10 surcharge)	£110.00
E494A - 10001	Dynamo - 3 brush, late type only (exchange £10 surcharge)	£87.50
YE - 10160	Felt (dynamo drive end bearing).....	£0.55
E93A - 11001	10hp Starter Motor rebuilt (exchange £10 surcharge).....	£110.00
YE - 11001C	8hp starter motor (exchange £10 surcharge)	£110.00
7W - 11359	Spring (starter pinion retaining).....	£0.65
BE - 11450	Starter Switch.....	£18.00
E493A - 13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only)	£3.75
E493A - 13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only)	£4.95
ET6-13007-B	Headlamp Bulb 36W/36W.....	£4.75
E493A-13044	E493A Gasket (headlamp to wing) E493A Prefect and 100E models.....	£12.20
7V - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W)	£0.55
CE - 13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E)	£0.55

E493A-13068	E493A Gasket (headlamp lens to door dust excluder) (E493A Prefect only)	£4.00
YE - 13081	Spring (front sidelight socket 1934 onwards except E493A)	£0.55
CE - 13101	Spring (headlamp focussing)	£0.60
E493A-13111	E493A Headlamp Lens Rim Outer (E493A Prefect only) ...	£7.75
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (E04A and E93A only).....	£19.50
103E - 13408B	103E Plate (Rear Lamp Base), please specify nearside / offside	£21.25
103E - 13408B	103E Plate (Rear Lamp Base) (pair).....	£41.50
103E - 13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£18.50
103E-13450/1	103E Rear Lamp Lenses (pair)	£29.95
	103E Complete Rear Lamp Unit including bulb (pair)	£82.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin (straight pin also available)	£1.30
40E-13466	Panel bulb 6V 3W	£0.95
78E - 13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£0.85
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£0.85
E83W - 13550B	Popular no. plate lamp (E83W and 103E only).....	£21.50
CE - 13740A	Toggle Switch (panel lamp)	£2.50
38193-57	Headlamp mounting bolts plus nuts (each)	£7.95
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only).....	£47.75
	Rebuilt bulkhead cutout (exchange only).....	£24.65

Rubber Grommets and Seals

E68 - AD - 1	Fixed side window rubber (per ft) (saloons 1937 onwards)	£1.99
7W - 16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair).....	£4.30
	E83W Bonnet Corner Pads (Pair).....	£8.55
	E83W Bonnet Corner Pads (Full set)	£12.65
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E.....	£0.90
81A-16760	Bumper (bonnet dowel locating) fits E493A	£3.50
	Grommet - gearbox cover	£4.50
	Set of three grommets - gearbox cover.....	£12.00
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair) ...	£16.35
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair)	£21.50
E93A - 35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards)	£1.95
E83W - 111172	Opening windscreen rubber for E83W	£18.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet).....	£0.33
48-702610A	Door post rubber bumper (one per door post 1937 onwards)	£2.35
E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards)	£2.10
100E - 7043531	Boot T Handle Escutcheon rubber seal	£1.95
62E - 731942	E83W Door Rubber seal (enough for both doors).....	£13.50
7W - 940502	Opening windscreen rubber for Prefect and 5cwt van	£15.50
7Y - 940502-B	Front screen rubber for 103E/E494A/E04A	£13.25
7W - 941480 / 1	Weatherstrip door bottom (per ft) All saloons 1937 onwards.....	£2.75
7W - 970700	Roof weatherstrip (per foot) All models except Y and C.....	£1.99
103E - 7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£13.25

Miscellaneous Body Fittings

E03CF/A - 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E - 8213-A	Ford Popular Grille Badge (103E Popular)	£9.10
E494A - 8215	E494A/E494C/103E Grille Badge Mount	£14.25
E83W - 8215 - A	E83W Grille Badge Mount	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole)	£5.90
YE - 16750B	Bonnet Clip (Y model)	£5.85
103E-17261 / 2-B	Speedo Cable (state model)	£19.85
C46412AR	Dovetail (female)	£4.25
CE - 17515A	Grommet (windscreen wiper)	£3.50
E93A-7022400-A	Door handles and escutcheons – pair (Anglia/103E/5cwt van – shafts and barrels not included)	£49.50
	Locking door handle and escutcheon (shaft and barrel not included) Anglia/103E/5cwt van	£29.95
E493A - 7022400	E493A Locking Door Handle with escutcheon (shaft and barrel not included).....	£31.50
E493A - 7022401	E493A Prefect Non Locking Door Handle complete	£16.90
E93A - 7043500	Locking Boot Handle, chrome plated, with keys	£11.60
C - 943658	Grille Trim Retaining Clip (7W, E494A, E494C, 103E)	£0.50
7W961208-B	Interior Door Handle (7Y, 7W, E93A, E493A, E494A, E494C, 103E)	£11.75
BE - 964280 - H	Window Winder Handle.....	£4.65
7Y - 949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards)	£4.90
Y - 949967A	Striker Plate (Rear door 4 door Y model 1932-1934)	£3.80
C - 949967C	Striker Plate (C and CX, 1934-1936)	£3.80
	Bootlid Script Badge (Popular, Prefect and Anglia).....	£14.75
	E83W wing mirror	£15.00
	Reconditioned window regulator (please return old unit with order)	£45.00
	Radiator Muffs (E93A Prefect only).....	£26.60

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Pop Shopper

Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

Pre-War for Sale

7Y, 1938, Deluxe, black, original reg and log book, good running order, good bodywork, dry stored, no MOT, currently on SORN, £900. Telephone: C. Denton 01702 232922, Essex.

1936 Model 'CX' four door Saloon (C50227) with original Essex registration. (photo below taken prior to storage) Dry stored for many years, prior to which it was a daily runner. Vehicle is complete and only requires light restoration to body and mechanicals. Interior trim is very good, some documentation including original buff log book.

Telephone: Isla Durrant 01245 360759 and 07779 133023, Chelmsford.

E-mail isladurrant@aol.com for more information and photographs.



Ford 7Y 1938 deluxe. Partly stripped for restoration. Engine completely rebuilt cost £900. Space needed, first £1000 secures. Telephone: Murray McKenzie 01968 677 579, Edinburgh.

E-mail murraymck2002@yahoo.co.uk

7Y deluxe in very good condition.

Telephone: D. Glass 0131 332 3006.

E-mail: Douglas@dublo.freemove.co.uk

Post-War Upright for Sale

E493A, 1950, Prefect, black, original reg. Solid bodywork, very original condition, dry stored, no MOT, currently on SORN. Telephone: C.Denton 01702 232922, Essex.

E494A, 1953, Anglia, black, MOT, recon gearbox, recent decoke, stainless steel exhaust, average condition, kept garaged, email photos available, £1500 ono. Telephone: Richard Thorne 01822 810535, South West.

E-mail: rgt347@btinternet.com

1954, Popular, 103E, very good condition, taxed and MOT, spare engine and front end assembly and steering box with car, ready to drive away for the summer, £1,650. Telephone: Edward O'Riordan 01621 784247, Burnham on Crouch, Essex.

E-mail = edriordan@yahoo.com

1953, E493A Prefect, garaged last 15 years? Fitted triumph Herald 12/50 eng + box. Original eng available. Spares or restore. More info. Offers. Telephone: Steve Golding Home 01923 446792 Mobile 07976 284301, Harrow, Middx.

E-mail rustcutter@ntlworld.com

1955 sit up and beg Ford Popular, same owner for 35 years, needs total restoration, also various spares including original Aquaplane parts. Offers. Telephone: A.Dowker 01909 770122, Sheffield. E-mail andyandpaula8@tiscali.co.uk

Burgundy E493A. 80 percent rebuilt from chassis up, new SS exhaust, battery, too much to list, runs lovely, just needs finishing, no time. £1,700. Telephone: Glyn Bull 01782 659517, Staffordshire.

E-mail Glyn@83.googlemail.co.uk

103E, 1955, Popular, tax & MOT 3/07, owned from new, black with red seats, all original, set of moquet piped covers, chrome bumpers and overriders, twin wipers, new battery s/steel exhaust, original plate, workshop manual and tools, many spares, tax exempt, needs new loving home, offers around £3,000. Telephone: G.C.King 01329 286800, 0772 9468711, Farham.

100E/107E for Sale

Complete car, Partial rebuild, 51,000, 2 owners, Reason for sale bereavement in family. Telephone: W Easey 01243 263708, West Sussex.

E-mail kevinruffle@tiscali.co.uk

Offers invited for 1959 100E Anglia, has been in the family since new.

Having not been used since 1977 is a non-runner.

Telephone: Gordon Smith 01252-621540, North East Hampshire.

1961 100E, powder blue, two owners, 58,000 miles with good service history. Garaged. No rust. Private sale, £2,000. Telephone: David Drew 01189 775770, Wokingham, Berks.

E-mail david@drewsmotorco.co.uk

1960 Ford Popular for sale, very good original condition. Black with red interior. Paint on top surfaces has faded, car runs well and only needs one small spot of welding. Very good condition. £400. Telephone: Stephen Whiten 01603 247660 or 07921 308519, Norwich, Norfolk.

E-mail s.whiten@ntlworld.com

1960 Popular Deluxe, garaged since 1994, completely free of rust, whole body primed and 2 coats of Hammerite. Numerous spares included. Engine, petrol tank & all glass replaced, original log book, hand book and Haynes manual included. Abandoned restoration - octogenarian owner forced to sell due to house move. Offers over £300 Telephone: Arthur Pike 01202 780729, Bournemouth.

Commercial for Sale

300E van, parts: both sills, both inner sills, both lower wing repair panels, front and rear jacking points all new, £400, or buy van and parts for £850. Telephone: SW Russell 07969 205871, Derbyshire.

E-mail swtrussell@yahoo.co.uk

E83W, 1947, Fordson van, 10cwt, 10HP, original 1938 spec, rare and strictly for the purist, 90% restored, in need of enthusiast who has the skills to finish. £3,000 ONO. Telephone: Colin Poppleton 01920 465904

Specials for Sale

Martin Special, 1946 Fordson chassis with 1954 fibreglass body. 8HP engine. Body painted Post Office Red, good condition. Genuine reason for sale. £1,800. Telephone: Jennie Thake 01279 659245, Hertfordshire. E-mail = robjenthake@aol.com

Wanted

Wanted: first Sidevalve, E494A, E493A or Pop 103E, Best condition - max £2,500. Telephone: Ian Kemp 07768 157615, Cambridge. E-mail: ian@kempbase.plus.com

Ford Sidevalve engine from 100E wanted. Would prefer an engine already converted to shells. Must be in fair condition. Telephone: Craig House 01373 464742, Somerset. E-mail = housecraig@yahoo.co.uk

Fordson van, any condition, also a flat nose grille for upright Anglia and any other spares for 103E. Cash waiting. Telephone: Jonathan Randall 07903 583476 (anytime), Northants. E-mail = jonathan.randall2@btinternet.com

Wanted: 103E pop rear wings. Telephone 01527 836004 or mobile 07961 916485 E-mail: Jonwilliams10@aol.com

Wanted: Ford 7W rear o/s exterior door handle, plus two domed head light glasses. Telephone: Alan Summons 01502 500335, Lowestoft, Suffolk. E-mail carrol@summons877.fsnet.co.uk

Wanted: "Sit up and Beg" Popular or Anglia. Must be in excellent condition. Telephone: Rob Daniels 0247 673 6124.

Looking for a drivers side sill for a 300E 1958. E-mail: duffbeergraphx1@aol.com

Spares for Sale

103E Gearbox £25, Radiator £20, Radiator Grille £20. Telephone: Robert Lea 020 8597 0320, Romford, Essex.

E-mail: Wendy.j.lea@jpmorgan.com

FREE PARTS: 100E, Old front wings (suitable for repair sections), Road wheels, engine cross members, Gearbox, for collection only. Telephone: Peter Harwood 01689 827064 or 07957 727133, Orpington, Kent.

E-mail: petespop@yahoo.co.uk

Complete Air Filter for E93A Prefect 1939 (10 HP), Telephone: Hakon B. Oeverland +47 72 58 04 50 or Mobile: +47 918 58 476, Norway.

E-mail: hoverl@broadpark.

Set of steel wings for E494A/103E unused, never fitted to a car, stored since 50's in loft, front ones black from the factory, rear ones have surface rust, sensible offers. Telephone: Trevor 01302 858561, Doncaster.

FREE: I have a complete engine from a E493A Prefect (1952) and a bench stand to hold it. This engine was removed from a Prefect, which I was renovating 12 years ago. I was intending to re-furbish the engine but have since sold the Prefect. If any of your members wish to have the block and stand I would prefer to give it away rather than scrap them. If any one is interested please contact me. The only condition is that the taker collects. Telephone: Peter 01443 208427 (preferred) and 07891 253065, South Wales between Pontypridd and Cardiff.

E-mail: peter.halligan@tiscali.co.uk

Complete Prefect back axles (2) and other parts for sale, also various Model A, B and T parts. Telephone: Kenneth Crann 0035 3868 750235 Mullingar, Ireland.

E-mail: crannkenneth@hotmail.com

Pop Sidevalve spares: new pistons, front exhaust section, aquaplane head, inlet manifold, exhaust manifold, flywheel, newish head lights and various other bits, ring for details. Telephone: A. Dowker 01909 770122, Sheffield.

E-mail: andyandpaula8@tiscali.co.uk

Small amount of rear windscreen glass for 100E, plus 2 front panels, a small amount of engine spares are yours if someone can pick them up, from Redhill, Surrey.

E-mail = ll.sparshott@ntlworld.com

3 Bar grille with chrome strips - offers. 2 x Front panel - good condition, Bonnet in fair condition, Boot in good condition, Drivers door - some rot along the bottom - free, 1172cc engine & box - hairline crack in head, was a good runner - offers, Front bumper in good condition.

Telephone: Dave Phillips 07786 114003, Stoke On Trent.

E-mail: downhillhotrod@hotmail.com

Rear axle, believed to be from 100E. Complete with brakes, wheels and springs, although the springs are in poor condition. Email for photo. £20.

Telephone: Mark Chambers 01256 411238 Basingstoke, Hampshire.

E-mail: maerk@mech73.freemove.co.uk

Miscellaneous

Literature for sale: -

Ford 8 Instruction book 1937.

Ford 10 Instruction book 1937.

Ford model Y instruction book.

Ford model Y Spares catalogue 1932.

Ford Model AAF parts price list 1932.

Ford Model A,AB,AF & ABF part price list 1932.

Ford Popular & Deluxe repair charges 1936.

Ford V8 30hp instruction book 1936.

Ford 8 instruction book service certificate in ford envelope.

Ford accessories fold out leaflet for popular.

Ellison Hawkes book of the popular ford.

Cassell book of the ford new Anglia 1953-1959.

Castrol lubrication chart for the V8 22HP.

Telephone: M.A.Wheeler 01621 772758, Essex.





Sidevalve News

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

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

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

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

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

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

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

Please indicate heading:

☐ For Sale ☐ Wanted

☐ Pre-war

☐ Post-war upright

☐ 100E/107E

☐ Special

☐ Spares

☐ Miscellaneous

☐ Other (please state) _____

Name _____

Address _____

FSOC Membership No _____

Email address _____

You may photocopy this page if you prefer.

Yvon Precieux

Registrar's Comments

It was good to see a fair number of members at the AGM in Coventry. The museum providing an exotic backdrop for members' vehicles exhibited in the large parking area adjacent to the entrance. This is possibly the only time at an AGM that I personally have seen specials outnumber other vehicles. As usual, it was great to chat with Ivor and thanks again to the member who provided me with a copy of a special publication from the Nottingham Evening Post illustrating how Nottingham came to grips with extreme weather. A model C and a model Y are pictured in separate scenes. I'm pursuing the request for permission to use these illustrations in the next issue, so keep a look out in the next mag.

At the AGM I was also pleased to see Ken and Angela Hume, new members to the FSOC. Their vehicle, an early production E93A, was mentioned in detail in the April issue. The vehicle is at the stage of being totally restored and it is hoped to be on the road in roughly a year's time.

More on Holland Coachcraft Models

I was optimistic for a response from the article earlier and was not disappointed when I received a letter with two elusive illustrations from John Roberts, member 504 from Stamford in Lincolnshire. I regret I'm not that conversant

with these highly collectable and valuable miniature models, so apologies for my ignorance in earlier thinking that Hornby, Meccano and Dinky were separate manufacturers. I should know better as they were part of my childhood. I reprint the contents of John's letter, which puts the record straight.

"Having requested more detail on the Dinky toy Holland Coachcraft vehicles, I hope the enclosed copies will be of some interest to you. Taken from their "Dinky Toys and Modelled miniatures" (1981) by Mike and Sue Richardson, this publication twenty five years on is still considered something of a bible

amongst Dinky toy collectors. One small point perhaps and being a little fussy here is that you say Holland Coachcraft models were made by Hornby, Meccano and Dinky, but these names were actually all one; Dinky toys being produced by Meccano Ltd, the company founded by Frank Hornby - the inventor of "Meccano" in 1901.

With permission via the publisher, the caption for the illustrations is given: "The 31 Holland Coachcraft van is one of the scarcest of the pre-war Dinky toys, and was introduced in 1935 by the coachwork designing firm Holland Coachcraft. The pre-war catalogues, which would give an accurate deletion date, have not been available to the authors, possibly because none survive. The Holland Coachwork Van does not appear in the 'Meccano magazine' advertising after the introduction of the streamlined bus, which leads to speculation that the die for the van was modified into that for the bus. If one allies this with the great scarcity of the van and the poorness of the castings around the radiator grille on many examples, one can come up with the hypothesis that the deletion date was somewhere round about May 1936, when the streamlined bus was introduced. Its apparently short run is regretted, as it is a most delightful little item that was coloured cream, orange, blue, green or red with coachlining in a contrasting colour and Holland Coachcraft registered design in gold or silver". (Illustration 1 - credit Mike and Sue Richardson).

New Vehicles to the Register

Brian Guinan lives across the water in Birr, County Offally in Ireland. In late spring last year Brian was able to purchase ABO 257, a very solid, unrestored and presentable Model

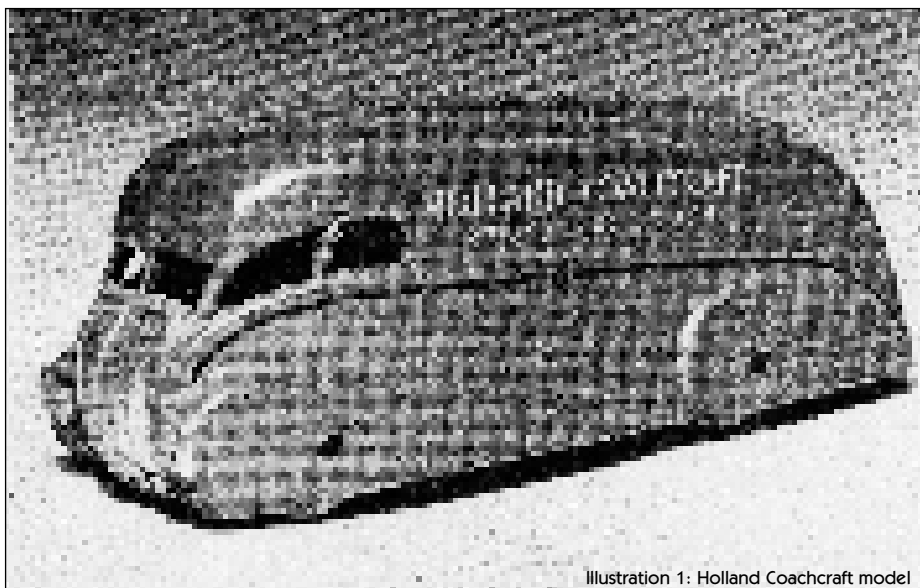


Illustration 1: Holland Coachcraft model



Illustration 2: Holland Coachcraft Bus Models

Pre War Register cont . . .



Photo 3: Brian Guinan's 4 door model Y

Y which had been laid up since the year 1968. The Y is the 4 door type and its earlier motoring history was probably around the Wales area. Last owners are a John Kennedy and a Cyril Francis Smith both from Hereford. The car is new to this register so I am unable to comment on any earlier history. However, if anyone out there is familiar with ABO 257, I will forward the details across to the Emerald Isle.

For the purists, the car was registered on the 20th March 1937. The colour is black (not that unusual) with trim colour brown. Chassis number is 176948. The engine, as with the majority of vehicles, is a reconditioned unit and unlike many vehicles that are laid up for many years, little work has been merited to tax and place it on the road. ABO is now on the road taxed and tested. There is little bad rust and it is assumed that the car will be a running restoration.

Brian has found few other 4 door Model Y's and has asked if these are rare? As registrar I would say that in comparison with the 2 door model they are, as the ratio between the two is quite large. Photo 3 shows Brian Guinan's Model Y ABO 257 at home in its new garage.

Vehicles on Film

The older black and white British films of the 1950/60's yield some interesting vehicles. In one with George Formby, there was a very nice Brakenvan type 7Y deluxe. What was peculiar about the car, besides from being a type of Brakenvan, was that the petrol cap was in the rear wing. In "Brandy for the Parson" made in 1951 and starring Kenneth More, the film featured a couple of sequences in which a very pleasing Ford Model C 10 van was seen with Alfie Bass (from Bootsie and Snudge) in the driving seat. The registration plate was YS

9243 (Glasgow) and, similarly to mine, the van had a stepped roof, except that in this case it started from the end of the door. The film was about brandy smuggling and in the last of the sequences the van was seen braking to a halt. For pre-war brakes it stopped extremely well, the emergency stop being executed in just a few yards. An extremely rare Arrow Model Y was used for film work in the United States. A photo from the film, a war film, depicts the getaway car (Arrow) driving away from the enemy (photo 4).

It Happens Without Warning

The horn suddenly sounds itself and continues. I used to hear and see this happen often when I was very young and usually the driver, in

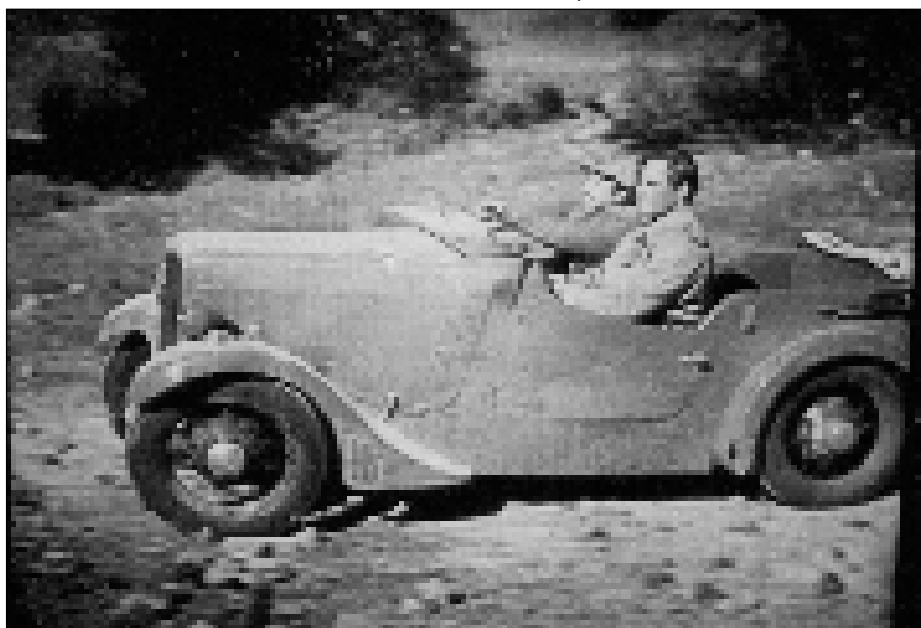
frustration, used to pull wires out from under the bonnet and then find the car impossible to start.

When the horn sounds continually, the fault lies in a short to earth somewhere in this circuit and in most cases that somewhere is at the point at which the horn cable enters the lower part of the steering column or where it emerges and connects to the horn push. Always carry some electrical tape for the former, as on some models, the steering column also carries the cable to the indicators. The wiring or harness is very prone after years of motoring to fray at the lower end of the steering box. This refers particularly to original wiring. However, whether new or old, a bare connection will earth eventually with the horn sounding continually. A piece of tape applied even haphazardly in the affected area of the horn wire will insulate the connection from the metal and get you out of trouble.

The other trouble spot, the horn push, is a bit more tricky. If there is no integral indicator switch, a levering screwdriver will suffice as the problem usually is a sticking horn push and levering out the chrome inset means you can get better purchase to belt the horn push, which always frees it up. Remember it is illegal to drive with no audible warning of approach.

When an engine which was running perfectly well cuts out with no warning, it's odds on that the fault is an electrical one. One wire which often goes unchecked is the low tension. Check the whole wire as the insulation after a period of time does crack into tiny splits under exposure to engine heat and occasionally it will earth with the engine

Photo 4: Errol Flynn in an Arrow Model Y. Taken from a film



Pre War Register cont . . .

cutting out automatically. You need to bend the wire back to see the cracks.

Lost the key, or the ignition switch is playing up? Bypass the ignition part of the switch completely with a length of wire with two crocodile clips, one at either end. Attach one crocodile clip to the battery (negative on our models) and with the other end connect to the switch side contact of the coil.

To switch off the engine disconnect both crocodile clips. To install a simple ignition immobiliser in the car take the lead from the switch feed to the coil and place an on/off switch in the circuit. Install the switch in a place where it can't be seen too readily and there you have it, a simple anti theft device. However don't forget to switch it on, as it is so easy to forget.

Early Motoring in the Last Century

I was browsing through some early periodicals of the 1920/30's and came across a section devoted to a column headed "Lost and Found" with names and address given together with a short synopsis of approximately where the incidents happened. What was extraordinary was not the fact that the items were automotive, but the fact that they had been lost or found while driving. Now I know that occasionally bits fall off the roof rack these days, but when one is asking if anyone has found a bootlid and the armchair it was trying to contain on the Mitcham bypass, well motoring becomes more interesting as well as hazardous. Bumpers, spare wheels and headlamps were the major items advertised as being lost and found, besides articles having fallen from the roof and the boot.

European Commercials

The Model C is rarely seen in commercial guise, but both Germany, Spain, and even Ford of Australia produced pick up and van versions. Noted is the Spanish pick up model produced for the telephone service (photo 5). The German version, the more purposeful looking, is noted with a longer pick up rear with non Ford rear wings (photo 7). The last but not least is the second of only 2 located in the UK. Found somewhat dilapidated some good 10 to 15 years ago, it looks very much homemade and may not have made it to the restoration stage, which is a pity (photo 6). If anyone knows of its whereabouts, please drop me a line.

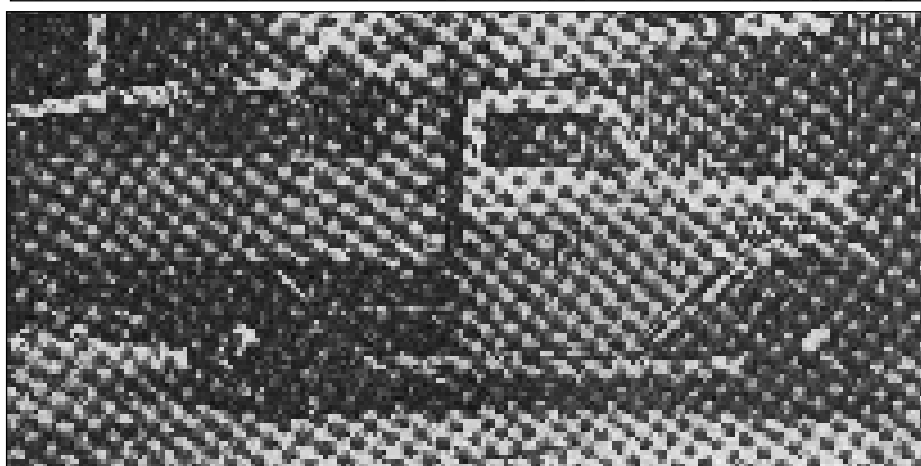
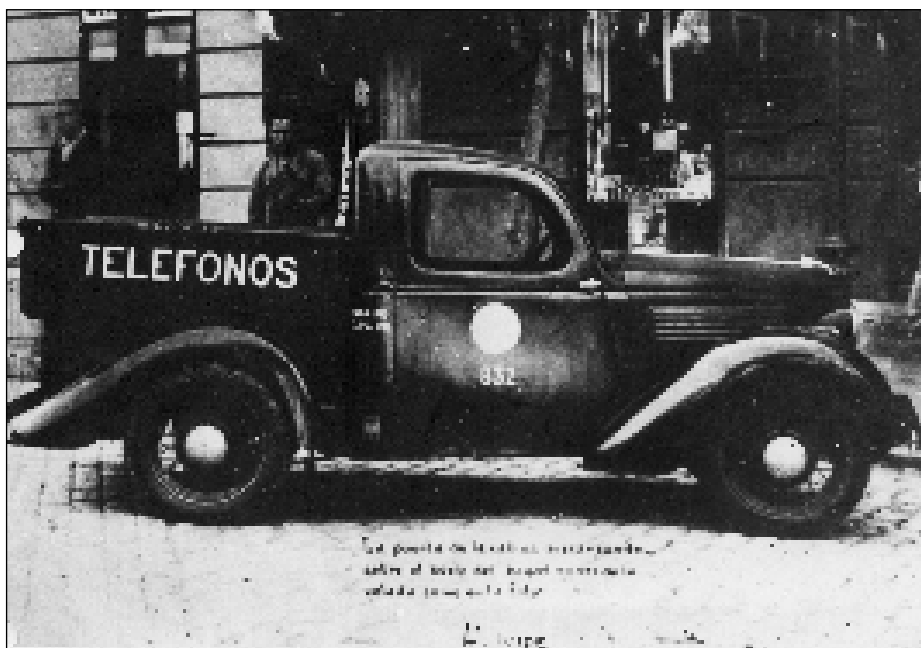


Photo 5: (top) Spanish Model C Pickup

Photo 6: (middle) Model C with a homemade body

Photo 7: (bottom) German Model C Pickup

Specials Register

Rob Daniels

Having bought a convertible, Mother Nature has decided to do without summer this year, so I may be driving the Rochdale to a few shows again this year unless things improve dramatically. I have taken the Shirley out a few times, including the AGM (four specials out of eleven cars in total) and the Kit Car Show at Stoneleigh, but I want to drive it in the sun - bring it on!

What could be the perfect companion car for the Shirley has just come onto the market. The mem sec is selling her Martin as she is finding it difficult to shoe horn the grand children into the back! Now if I bought this I could perhaps get a nice TreVoR and even an Ashley, in fact I could start to build my collection again . . . ! No, come back down to earth. If any one would like Jennie's car, her details are in the front of the mag and there is also an advert in the Pop Shopper (see photos 1 & 2, top right).

Millpool Special

Hi Rob,

Thought I'd let you know of a special I came across at the Ford and Fordson Show held at the Cork Showground in the Republic of Ireland, on 3-4th of April (photo 3).

I took my Model Y along and was parked next to the Millpool Special, ZA 8523, owned by Denis Walsh. It's based on a Model Y 1936 chassis, using a 10 HP engine, 8 HP head and a 105E carb. The Morris radiator is for increased cooling abilities only. Denis has owned it for around 40 years and still races and hill climbs it. It attracted a lot of attention at the show, reflecting the general Irish interest in motor sport and rallying. He also owns two Rochdales, an Olympic and a GT. I believe the car may be known to the club, since he was once a member, but I

Photo 3: Millpool Special seen in Eire



Photos 1 & 2: Jennie Thake's Martin Special, which is for sale

thought you might like to know that it is still around and being used.

Regards

Craig Toomey (Membership No. 555)

Ashley Sportiva

Hi Robert,

I was wondering if you have got this reg no. listed on your register. 1962 Ashley Sportiva Ford Special, 6999 MU?

I built an Ashley Sportiva bodied special back in the 1960's, I started out in 1960 (at the age of 15) by stripping a 1936 Ford 10 down to the chassis before realising that it was too old for what I wanted, i.e. the chassis was a different design to that required for this Sportiva body, (sorry to all the Ford 10 fans).

I then picked up an abandoned project from the Exchange & Mart (a magazine in the UK for selling and buying just about anything), this project was already stripped down and came with many new parts, and it was a 1948 Ford Prefect. The chassis had been cleaned and the sides boxed in to strengthen it, so it was only a case of restoring all the mechanical parts and adding the body.

New springs were fitted at front and rear plus new shock absorber units added to the front suspension, these were special parts available for specials at the time.

The original differential was replaced with

a high ratio crown wheel and pinion and the gearbox fitted with close ratio gears to suit the Ford box, all gearbox bearings etc, were replaced at the same time, I kept the standard size Ford road wheels but equipped them with chrome wheel trims and spinners, these were all the rage at the time.

The engine, a standard 1172cc E93A, was rebored 30 thou. Oversize new pistons and rings were fitted along with a new high lift profile cam shaft and double valve springs, the cylinder head was replaced with a high compression copper plated head.

To all this I added a free flow inlet & exhaust manifold with twin 1.25 inch SU carburetors and a 2 inch copper exhaust system with a straight through silencer (that didn't silence very much and made sure that everyone could hear me coming). I also had to fit an export water pump because the new radiator required for the low bonnet line was lower than the cylinder head, which meant that I couldn't get natural hot water flow.

The electrical system was 12 volts (earlier cars were sometimes 6 volt), I also fitted a complete new wiring loom as well as an SU fuel pump, electric windscreen wipers and electric radiator cooling fan.

The interior, a 2 + 2 layout, I fitted with tilt forward bucket seats, the rear seat my mate's mother made using the same vinyl so as to match the front seats. The door panels and side panels I made myself, again from the same matching vinyl.

The dash I finished with Black vinyl and in it I installed the following instruments: speedometer, tachometer, ammeter, fuel, vacuum, combined water temperature & oil pressure gauges.

I fitted a 3 spoke wood rimmed steering wheel and a remote gear changer, the original upright gear change was too far forward (under the dashboard) and would have been just about level with the roof line.

The colour scheme was red body outside with a grey, white & black mottled finish on the roof inside, (this was the standard Ashley body finish), to match this I had grey upholstery with red beading on the seating and side panels with dark red & black mottled carpet with a black vinyl dashboard.

The finished car was originally registered in early 1962 at Edmonton, London. The

Specials Register

registration number was 6999MU (the first "A" reg came out a few months later).

I would like to think that it's still around somewhere and if it is contact the present owner for a chat. Thanks for your help if you can, would also like to know more about your club.

Ivor Coster

I have asked Ivor for some pictures of his Ashley and will publish them next time if they arrive in time.

Another AKS Has Surfaced

Hi there,

Not sure if you are the person I need to speak to, if not, if you could point me in the right direction? Have acquired what looks to be an A.K.S. It looks to be the hardtop version, to which someone has taken a hacksaw.....Just need to contact anyone that knows anything about these cars (see photos right).

We found the car being used by students at a college in St Helens, practicing spraying etc. It does not look as if it has been on the road, there are no documents or registration number. Would just like to find out more about the car and the company, just somebody to call when we start to restore her. I will try to get some pictures to you (look thru half open eyes at the colour scheme - I did say they were students).

We have now managed to get the car out of the college and it is stored under wraps. We are moving it to The St Helens Transport Museum, where we can work on her. Will try to get some pictures when car is in museum workshop, as it is a bit cramped where stored at the moment.

Cheers

Gordon

Gordon,

Nice colour scheme :-)) I take it they weren't art students!

The car is a Mk3, the same as mine, although the hard top has been cut above the header rail, which is probably a good thing. At least you have the screen. The wheels are Ford Pop, so presumably the rest of the running gear is. I would advise joining the Ford Sidevalve Owners Club (www.fsoc.co.uk), as they will be able to provide you with all the spares you require. It's nice that you have the original dashboard.

It would be good to see it at the Historic Specials Day in August if you can bring it down, I could have a good look around it then, but I suspect it will be standard Ford Pop. If not, try to get to the show and you will get lots of ideas/info from owners of similar cars etc.

Rob

I'm sure the sun will come out soon, just in time for the Buckler run, so I hope to see some of you there and even more of you at the Historic Specials Day.



Photos above: Gordon's AKS Mk3 - the colour scheme is bright yellow, with a red stripe, pillarbox red wheels and a black interior!

Anglia, Popular & Prefect Register

Andy Main

As I type this in early May, many vehicles can be seen daily flying the English flag for the forthcoming World Cup. Forty years ago we won it and the last 103E Popular had only left the Doncaster assembly line seven years earlier.

When it was agreed that this year's AGM would be held for a second time at the Coventry Motor Museum, I initially thought it was not that long ago from the first visit, however it was seven years ago. Revamped with new vehicle displays, it was an ideal setting for the meeting and chat afterwards over the good buffet lunch. For anyone that couldn't attend but may visit later, the museum is free entry.

Reclaiming Original Registrations

The V765 scheme approved by the DVLA, the RAC and the Federation of British Historic Motor Vehicles Clubs (of which the FSOC is a member) to reclaim 'lost' registrations for vehicles was introduced in late 1990 with initially only two Ford Clubs listed. The FSOC became an approved club very early in 1991 and I received my first application in late February. Since 1991 I have received nearly 300 inquiries for 'lost' original registrations, to which 178 owners have gone through the process by late April. From the 178 applications I have rejected 12 mainly due to no substantive documentary evidence, and 4 owners withdrew when I requested more evidence. In the earlier days of the V765 scheme, if the original log book had been lost the DVLA would often accept a signed statement from a previous owner as evidence, however this must have been abused by a very small minority as this is no longer accepted.

So you have the vehicle and the original log book or original garage bill of sale which includes registration/chassis details, for owners about to embark or those looking to apply in the future the following article may be of assistance and make you more aware of what is involved.

Making It Easier

The first article under this heading appeared in the October 1998 edition, pages 5 and 6 and the second updated article in February 2002 pages 10 and 11. Since 2002 official forms have changed and the DVLA have updated information and guidance to us and as a consequence our forms have been amended.

The purpose of this article is to assist all owners, but for owners of Pre-war, E83W, Specials, 100E and 107E, the Registrars will supply chassis/engine number locations and any other assistance, as some of the data is for the Post-war upright models only. When requesting assistance please quote model, registration, and if the vehicle has the original

style log book or original garage bill of sale. You will be sent the standard introduction letter, which explains what original documentation is required and form RF1. Additional information may also be sent to assist.

Form RF1

This club form must be fully completed and signed when returning the other forms and documentation.

Form V765

Divided into five sections, the first three sections must be completed.

Form V55/5

The current form is dated 1/04, earlier dated forms cannot be accepted. Any updated forms may contain different box numbers than quoted below. The following boxes must be completed:

1. Registration Mark
2. Taxation Class: Historic Vehicle
3. Period of Licence applied for: 12 months
4. Duty payable: Nil.
5. Make: Ford.
6. Model: e.g. 103E Popular.
7. Type of body/Vehicle: e.g. two door Saloon.
8. Wheelplan: Four Wheel.
9. Colour(s): e.g. Black.
13. Length mm:
 - E93A/E493A Prefects - 3950
 - E04A Anglia - 3874
 - E494A Anglia - 3912
 - 103E Popular - 3848
 - E04C/E494C Vans 3480
15. Unladen Weight (kg):
 - E93A Prefect - 794
 - E493A Prefect - 838
 - E04A Anglia - 744
 - E494A Anglia - 749
 - 103E Popular - 737
 - E04C/E494C Vans - 597
16. Number of Seats (including driver).
19. Width mm:
 - E93A/E493A Prefects - 1430
 - E04A Anglia - 1448
 - E494A Anglia - 1435
 - 103E Popular - 1435
 - E04C/E494C Vans - 1500
25. Date of original registration.
26. Date of Registration in UK.
28. Date from which licence is to run: please allow two months for your application to be fully processed by the club and the DVLA. If not to be licenced then leave blank.
29. Type of fuel: Petrol
30. VIN/Chassis/Frame No: The chassis number is located on the nearside of the engine compartment on the top chassis rail, adjacent to the rivets that join another rail, which goes inboard beneath the gearbox. The stampings are unique to the Ford Motor Company and however rusty **DO NOT RE-STAMP THE**

CHASSIS with engineering stamps, as this will lose you the Chassis number/registration claimed.

31. Engine Number: Located on the nearside of the engine, at the front end of the chamfer above the exhaust manifold. The engine number is also stamped on the Ford product plate, attached to the nearside of the engine bulkhead, whilst on Prefects it is attached to the toolbox lid. Check if the chassis, engine and product plate details are the same?

The chassis and engine numbers are preceded with either the letter Y or C. The letter Y denotes 8 hp/933 cc, C denotes 10 hp/1172 cc. Engines that have been reconditioned may include R or B before the first letter, and a series of numbers that are nothing like those on the chassis or product plate. Is the correct size engine fitted? See chassis/engine rubbings heading below.

32. Cylinder Capacity (in cc): 933 or 1172.

42. Year of Manufacture.

44. Name and Address of Vehicle Keeper.

45. Date of Birth.

Don't forget to sign and date the declaration and leave the carbon copy attached.

Forms V765 and V55/5 are obtained from your DVLA Local Office. The offices are listed in the telephone directory under "Government Offices"

An old V5 or current V5C is acceptable if the vehicle is already registered under another registration: e.g. age related, however you do need evidence of the recently found original log book or original garage bill of sale.

Original Log Book

An original log book is irreplaceable therefore a photocopy should be sent initially. The original will be viewed during the vehicle inspection. Most original log books are in a fragile condition however **DO NOT LAMINATE THEM IN A PLASTIC SHEATH** to conserve them. DVLA considers that examination of an original document, or indeed any certified copy is an important part of their anti-fraud procedures and this is made impossible when laminated and therefore will reject any applications relying on laminated documents.

If the original log book or replacement has not survived then the following should be followed. If registration series documentation is believed to survive at county or record offices, then details will be provided to assist you. If your vehicle registration entry has survived and includes details of the model and chassis/engine number, a small fee can obtain a certified copy. The garage that originally sold the vehicle (if known and if still in business) may still hold sales information but most would have disposed of years ago. If a business or company originally owned the vehicle, do they still trade?

Please keep copies of all correspondence sent and received.

Anglia, Popular & Prefect Register

WITHOUT ORIGINAL OR CERTIFIED COPIES OF THE ORIGINAL DOCUMENTATION THAT LINKS THE VEHICLE REGISTRATION TO THE VEHICLE CHASSIS NUMBER THERE IS NO CHANCE OF OBTAINING THE ORIGINAL CLAIMED REGISTRATION.

Old Mot Certificate(s)

If survived. Not last year's!

Old Tax Disc(s)

If survived, also check to make sure that an older disc doesn't survive behind the one that may be displayed.

Photographs

Need to show a complete vehicle (not a box of bits) with the registration plates attached. Further photographs to include front, side, rear, engine compartment, and instrumentation. Whilst I am not looking for competition standard photographs, over the years I have received ones that show the roof only, outdoors on the darkest night, mostly covered by a sheet, wing and wheel only!

Any Other Supporting Evidence

This can include original garage bill of sale, old sales invoices, repair bills etc, which show the original registration, chassis/engine details.

Chassis and Engine Rubbings

The chassis stamping area may be covered in paint or be rusty, so be prepared to scrape and use a wire brush. In the past pencil

rubbings were sent, but very good quality digital photographs are now in the majority.

So What Happens Next?

All documentary evidence is checked and cross checked against other available evidence, and if necessary additional evidence may be requested. An inspection of the vehicle and original log book will be arranged and expenses to cover travel cost etc would be agreed with the owner in advance. Once satisfied that the application is valid documentation is photocopied before being sent by recorded delivery to Shirley Wood for final checking and acceptance. The V765 is then signed and stamped.

How Does My Vehicle Get a V5c?

All documentary evidence is returned to the member by recorded delivery, with instructions to contact the DVLA Local Office who will undertake a preliminary check of the computer records and may wish to inspect the vehicle. If you wish to keep the original log book ask for a certified copy to be taken and forwarded with the application. The FSOC works to the guidance as issued by the DVLA and we put in a lot of work to assist owners, and take responsibilities very seriously but the DVLA have the final decision.

Not Accepted

What happens if we (the club) do not accept the registration application after checking all the evidence? We inform the DVLA the reason why we have rejected the application. The owner is informed why the application has been rejected, and the documentary evidence returned.

Is This the End?

Not necessarily, whilst the claimed registration has been rejected, we may recommend and support a non-transferrable age related registration instead.

How Long May It Take?

One should allow two months for the application to be processed by the club and DVLA. Please do not send the documentation etc, with a covering letter informing that you have spent three years restoring the vehicle and it is entered in a rally in two weeks time, and that the family will be most upset if they don't attend.

Before You Send

PLEASE CHECK THE RF1 FORM THAT YOU ARE INCLUDING ALL THE DOCUMENTARY EVIDENCE REQUESTED AND FORMS ARE SIGNED AS INDICATED, AND THE PAYMENT FEE IS ENCLOSED.

Regretfully most owners fail to check that they have enclosed all evidence/fee and much time is spent in additional work. It is also surprising that on occasions the owner fails to reply and you then may get a reply in a years time, which by then the forms are out of date, and new forms need to be obtained again.

Why a fee? To provide this service it was decided by the committee that the costs involved, which include photocopying, telephone calls, postage, printing, DVLA meetings, should be covered by the owner, and not the general membership. Shirley and the Registrars do not receive any fees for the work undertaken, and the time spent on processing the application is done in our spare time.

But I Only Have a Vehicle & Registration Plate!

Regretfully some staff in Local Offices do not understand the DVLA guidance and inform owners with only a photograph of the vehicle with attached registration "to get the owners club to write a letter that the registration is for this vehicle!" But what documentary evidence have they got? Would you buy a property without the deeds?

CONSIDER BEFORE YOU BUY A VEHICLE WITHOUT ORIGINAL DOCUMENTATION THAT YOU HAVE NO CHANCE OF OBTAINING THE CLAIMED REGISTRATION, UNLESS THE REQUIRED DOCUMENTATION IS LATER OBTAINED.

Non-transferable, age related registrations would be obtained through the DVLA Local Offices, Club assistance is usually asked for to confirm the age and vehicle details. Those registration numbers with the FSV series are most appropriate for Ford SideValves.

Ripe for restoration - this sidevalve owner has all the relevant documentation - but do you?



100E & 107E Register

Combating And Alleviating The Vapours

Tony Lloyd

The Problem

If you run a classic car nowadays then you do so on a fuel that is not particularly suited to it. Unleaded fuel of today is a completely different fuel to that which was available when the 100E was designed. The 100E has a relatively low compression ratio and was intended to be powered by what was then known as Regular fuel. Today this fuel, if it was available, would be known as 2 Star fuel. It was the cheapest available and this offset the relatively high fuel consumption when compared to the more efficient OHV engined cars of the period, which would have used the more expensive Premium or 4 Star fuel.

In our modern efficient cars we need a fuel that vapourises at a relatively low temperature and to this effect the oil companies have produced fuel that meets today's cars need. So if you run a 100E on this fuel then you may encounter problems, one of which is vapourisation. Indeed vapourisation was encountered even with the old-style 2 Star and Ford introduced a couple of modifications to counter this.

If you know the 100E engine and its ancillaries then you will know that the petrol pump is bolted to the engine block right next to the exhaust manifold and pipe. The carburettor is bolted to the inlet manifold which in turn is bolted to the exhaust manifold. All this is done in such a way that everything gets nicely warm.

The Diagnosis And Cure

The first modification that Ford introduced was to fit a thicker gasket between the carburettor

and the inlet manifold. The thickness of the gasket was increased from 1/16th inch to 3/16th inch. This took effect from October 1955. At the same time the gasket between the petrol pump and the engine block was increased in thickness from 1/32nd inch to 1/4 inch. Because of the thicker gasket a fuel pump with a longer operating arm was also fitted. Both of these modifications were designed to insulate the fuel system components from the heat of the engine and exhaust. The fact is that they worked. These days they are quite often left off when the engine is reconditioned. I think that they are becoming quite rare items because they are made of an "asbestos sandwich" consisting of a piece of asbestos sandwiched between two pieces of gasket paper. If you have both of these modifications fitted to your car then you should not be experiencing vapourisation and if you are, then you should be looking elsewhere for the cause.

If your car cuts out when standing in heavy traffic and refuses to start again until it has cooled down or if it refuses to start when hot then you may be experiencing vapourisation. It is easy to diagnose. When the problem occurs just douse the fuel line between the pump and the carburettor and the fuel pump itself with cold water. Try starting the car again. If it now starts then the problem was almost certainly fuel vapourisation.

The cure is also quite simple to effect. Check that you have the two thicker gaskets fitted to your car and if they are there look for another cause. If they are not then they need to be fitted, together with the longer-armed fuel pump and longer studs.

If the gaskets are fitted then there is another cause and this is probably because the engine is running hotter than it should be. Ensure that the ignition timing is correct and that the



mixture is not on the weak side. If the mixture is weak, then look for air leaks on the mating surfaces of the carburettor and manifold, and in the vacuum wiper assembly/hoses/switch/tank. Flush the cooling system with a heavy duty cleaner and ensure that the radiator core is not partially blocked. Check all hoses for signs of collapse and constriction when hot. When the engine was designed the fuel pipe from the petrol pump to the carburettor was placed at the front directly in the air flow from the fan. This was done intentionally in order to keep it cool. The photograph shows the pipe arrangement on my 100E Anglia. You will notice that the pipe is bent as far away as possible from the exhaust manifold. Insulating this pipe does nothing to prevent vapourisation, and could well make it worse. If you want to do something with this pipe then fit one that has a bigger straight length top and bottom in it, but keep it in the air flow from the fan. Shielding the pipe with some sort of plate curved around the manifold would help. I have never had any problems with my car even when we were caught for an hour in a jam on the M25 on a boiling hot day. My temperature rose quite nicely but the car coped really well!

If you only experience vapourisation when crawling along in heavy traffic, this is because with the engine idling for extended periods of time the flow of petrol through the pump and pipe to the carburettor is really slow. This gives the fuel plenty of time to warm up and vapourise. Pulling the choke out slightly so that the engine speed is increased, speeds up the passage of the fuel giving it less time to warm up and alleviating the "vapours". Also in a traffic jam there is little flow of air through the engine compartment. On the 100E the bonnet hinges forward and in the old days sometimes people would drive with the bonnet



Photo 1: Anglia Prototype

100E & 107E Register

unlatched to defrost the windscreen. Doing this would increase the airflow through the engine compartment, but I cannot recommend that you do this on safety grounds.

If you check and rectify these things then you should not have any more problems. However there is always the exception to the rule and if all else fails then fit an electric fuel pump mounted well away from the heat!!

Other Tests

When the 100E was introduced in October 1953 the motoring magazines of the day were not the only ones to try out the new car. Ford made the prototypes available to other magazines so that they could give their impressions of the New Anglia and Prefect. This would give the new cars added publicity and reach parts of the general public that would not normally read a motoring journal.

One such publication was the "Picture Post". The "Picture Post" as its name implies had a lot of photographs with its stories. In the 3rd October 1953 edition along with stories about Fred Astaire, Orson Wells, and fraud in Horse racing was a short article entitled "Hot Favourite for the Motor Show". The opening sentence was "Ford's dark horse- the new Prefect and Anglia, announced two days ago should find plenty of takers." The cars that were tested were prototypes, a Prefect which they said had 31000 miles on the clock and an Anglia. The Prefect was an Essex registered car, registration number VVW 458. This car



Photo 2: Period advert claiming "All Round Vision"

featured in a lot of early road tests of the 100E. The Anglia had trade plates fitted so cannot be identified for certain (photo 1).

The speedometers of these cars must have been pretty optimistic because they were claiming to have reached 80 mph and cornered at 50 mph in them. Acceleration is quoted as being excellent and with the hands off the

wheel at over 70 they rode and kept to the track excellently.

Summing up they said that "both cars should prove good economical all-rounders". Not a scientific test, but one that would have caught the imagination of the public at the time. No doubt that Fords would have been pretty pleased with it.

Sidevalve Mining

Paul Tritton

When in Western Australia quite a few years ago, I had the occasion to visit Kalgoorlie, an old gold mining town about 350 miles east of Perth, and whilst there, I found a use for Ford vehicles that I had not previously encountered; for vehicles that have served their useful lives on the road, that is.

Although this area was at the beginnings of a vast nickel boom, based on the nearby towns of Kambalda and Larerton, gold mining was still carried on, and some of the mines were one man operations, continued in the old prospector spirit of the 1890's, where the internal combustion engine had only recently begun to lighten the load for these hardy individuals.

The first principle of gold mining seems to be to select a likely spot and dig a hole; total capital investment - a pair of boots and a shovel. However, after digging to a depth of

about 66 feet the problems start, and this is where Ford steps in. A large tripod and pulley are erected over the hole (any old beams or discarded scaffolding will do), and a mechanically sound Ford of indefinite age is bought for a beer or two. This vehicle is then man-handled to the workings and the wheels taken off. The tyres can be kept for future bartering, and the rear of the body is filled with gravel, to keep it down. A hole is scooped away from under one of the rear hubs so that it is free to revolve. A drum is made locally and bolted to the hub in place of the rear wheel. A long rope is wound round the drum and then fed up and over the pulley. A heavy bucket is then hung on the end.

Now the fun begins - control of this machine so that serious mining can begin. Small holes are drilled in the front bumper or other similar load-bearing surfaces and in the appropriate place in the floor boards, long wires are then fed through these channels and tied to the clutch and accelerator pedals. The other end of these wires is run over tin pulleys

and down into the mine itself; thereby anyone down the hole can rev the engine or operate the clutch from a distance, or, marvels of technology, both operations can be performed simultaneously.

All set? The clutch cable is held open, the engine started and a low gear engaged. The operator clambers down into the shaft and fills his bucket with gravel, earth or gold (a ladder can come in useful here). He then pulls the throttle cable and releases the clutch. Hey presto! The transmission turns, the slack is wound in and the bucket is raised to the heavens, where it encounters a specially prepared or otherwise bent part of the scaffolding and empties itself over the side. The cables are switched and the empty bucket returns to the earth ready for the next load.

You're in business. It is advisable to site the vehicle into the prevailing wind and an occasional visit to check the radiator can be to one's advantage, as well as clear the pile of accumulating riches for future sifting. Better than doing the lottery!

AGM Summary

Peter Williams

For those of you that were unable to get to the recent AGM, this summary will give you the gist of what went on and the decisions taken. If you would like a copy of the full minutes and financial statement, this can be supplied by the secretary on request.

Apologies were received from Fred Fielder, Peter Ketchell, Ian Maddams, Neil Patten and Sylvia Wood. The minutes of the previous AGM held on Saturday 21st May at the Steventon Village Hall, Steventon, Oxfordshire, were accepted by the meeting.

Annual Reports of Directors and Committee Members

a. General Secretary (Shirley Wood)

Shirley Wood thanked the members who had taken the trouble to attend the AGM, especially those from Newcastle, Yorkshire and the North West. She was pleased to see that so many members had made the effort to attend the AGM as this was an opportunity for the members to put their views to the Committee.

2005 had been a difficult year for the Club as it saw its income go down again especially with the reduction of members and to a less extent spares income. The Committee had looked to make savings where it could, but given that the Club was run by volunteers, that was a difficult thing to do. If the Club was a company with paid employees the Club would be looking at staff redundancies.

The annual increases in the postal costs had occurred in April and these had an effect on the running costs of the Club. There would be another postal increase in August where the costs would be determined by the size as well as the weight of the parcel. It was not clear how this would affect the running costs. Members could help the Club to keep costs down by sending a stamped addressed envelope when wanting a response from a Committee member.

Membership had slowly declined over the last few years and 2005 was no exception.

This was a trend being seen by many other clubs. The reduction in membership affected everything that the Club did.

Despite many efforts throughout the year the Club still had not found a volunteer Editor and therefore the Club continued to use the services of a part-time person to put together the magazine on its behalf. This was one area where the Club could save money if a volunteer Editor with the necessary skills could be found.

John Pole and Tony Lloyd continued to provide technical advice to the membership on their vehicles. The Registrars had been busy generating text for the magazine on a regular basis and also continued to deal with DVLA enquiries, which had increased over the last year.

Additional work had taken place on the Club property with the installation of additional heaters, lights in the garages, external lights and additional security gates. Shirley thanked Graham Bundy for his professional efforts with the electrics.

Shirley thanked all the Committee Members and Club members who helped with the running of the Club in the last year for all their hard work on behalf of the Club. She also expressed her thanks to the families of these helpers, as they had to put up with a great deal on behalf of the Club.

Finally Shirley thanked the membership for continuing to support the Club and the services it provided, without the membership there would not be a Club.

b. Treasurer (Tony Young)

Copies of the Club accounts and a set of supporting notes from the Treasurer were distributed to those present. Tony Young reminded the members present that with the exception of the audited accounts, all the accounting details were confidential to Club members only.

Tony reported that 2005 had been a satisfactory year, which was similar to 2004. The membership fee was increased at the beginning of 2006 and Tony did not believe that the Club could increase the fee any more otherwise it would lose more members.



Tony Young (left), John Porter and Shirley Wood

He felt that the Committee had to hold the membership fee for a number of years. The Club was now taking direct debit payments for membership. The amount of work that this had created for the membership secretary had been significant but once this was set up it was a more cost effective method of payment as it was cheaper than paying in a cheque.

Tony stated that the Club was run with the Committee constantly looking at the cash in the bank. The Club had begun the year with £37,679.74 in the bank and ended it with £29,744.38. It was important that the Committee watched the cash flow carefully.

The Club balance sheet showed a positive balance which had increased slightly. 2005 had seen a reduction in members and this was reflected in the income, which was £6000 down on the previous year. The detailed accounts showed that the insurance costs for the Club had increased once again, but the Club was looking at the FBHVC insurance scheme to see if that gave the same cover at reduced costs. The bank charges were similar to 2004.

c. Membership Secretary (Jennie Thake)

Jennie Thake reported that 2005 had been a very busy year for her with the installation of the Direct Debit system as a means of paying membership fees. It had taken her time to understand the forms and how the members' banks had to be informed. The system was now up and running with only the occasional problem. She was pleased that the Club had introduced the system gradually because it involved a lot of paperwork for each member but in the future it would just be a click of the button on the Club computer.

The renewals after the initial rush in November and January had been very drawn out. All the non-payers for 2006 had recently received a reminder, which had resulted in additional renewals in the last few weeks.

The total number of members for 2005 was 1233. The current membership was 998, which was made up as follows:

UK	881
European	82
International	19
Complimentary	16
Total	998



The AGM underway

AGM Summary Cont . . .

Jennie reported that the membership numbers were down, but she believed that they would increase as normal during the summer season.

d. Spares Report (Shirley Wood)

Shirley Wood reported that 2005 was not a good year for spares sales as they were down on 2004 for no apparent reason. It was difficult to say why there had been the reduction in sales. Was it due to the fact that other people were now in the business of selling sidevalve spares or was it that people wanted everything the next day, which with a volunteer committee was impossible to do.

Shirley stated that the Club had seen the annual postal increase from the 1st April, which did affect the price of spares although the increase varied depending on the weight of the item. There were postal price increases planned for August, which could have a large impact on the price of spares, as the postal cost would depend on the size as well as the weight of the item.

The Club continued to source and remanufacture items for the vehicles covered by the Club. During 2005 the Club remanufactured the E93A front brake dust covers, the Y-2035 brake springs, valve guides, plug lead sets for both the upright and 100E models, distributor bushes, gearbox cover grommets plus exhausts systems for most of the models. Rear hub bearings for the upright models were sourced and the Club was investigating the purchase of shock absorbers for the E93A models as well as the remanufacture of oil filters for the upright models.

The Club was finding that parts were increasing in price quite significantly. It was becoming more difficult to get items such as clutch plates, starter motors, dynamos, distributors, etc. reconditioned, although the Club had recently found a reliable supplier for the reconditioning of electrical items. Members of the Committee continued to purchase spares where they could find them at autojumbles, but this was becoming more difficult, even at events such as Beaulieu.

Shirley occasionally received comments from people that the Club spares were very expensive when compared with other suppliers. However, when she pointed out that the Club spares included the cost of postage, packing and VAT then they proved to be either cheaper or on par with other suppliers. When the Club gave you a price for a spare that was the price there were no hidden extras and she urged everyone to tell fellow members that this was the case.

Her thanks had to go to the remanufactured spares committee members of Peter Ketchell and Neil Patten, who had spent a great deal of time and effort working on a number of items which would come to fruition in the not too distant future, but these things took time.

Her thanks went also to the faithful little band of helpers who beavered away behind the scenes to make the whole operation work.

However, on a personal note she had to say many, many thanks to Stephen Wood, who had provided invaluable technical support to her and without whom the Club would not have a spares team. If members wished to visit the store then Shirley was quite happy for them to do so provided they made an appointment.

Jim Norman said that in the past the Club had never sold spares. The Club went into the sale of spares because it was difficult to find spares. At the time there were very few suppliers of sidevalve spares. Now there were a significant number of suppliers and he asked if the Club should still be continuing to run a spares service. Peter Williams believed that the turnover showed that the Club was certainly providing a service and should continue to sell spares. John Porter said that the Committee kept all its services under close scrutiny. He reminded the membership that the Club did not have to make huge profits when it sold spares. When he had investigated the cost of other supplier's spares, the Club spares were, in 80% of cases, cheaper than the Club's main competitor. He reminded the membership that the Committee put a great deal of effort into ensuring the quality and traceability of the spares. However, he would be pleased to receive feedback from the membership on the spares service.

Tony suggested that a number of members joined the Club for the spares service as they did not know of the other suppliers. If the Club was not providing a spares service it was a possibility that other suppliers would increase their spares' prices. These suppliers could choose to undercut us but they didn't. He believed that as the spares were not making a deficit, there was no need to look at whether this service should be provided or not.

e. Regalia Officer (Shirley Wood)

Shirley reported that the sale of regalia items continued just below the same level as last year. The main selling items continued to be the workshop manuals and parts books.

Gordon Mackenzie suggested that the Committee should reduce their regalia stocks except for books. Shirley said that she was reducing the stock.

f. Chairman (John Porter)

John Porter said that over the last year the Club had produced a number of spares. He had personally tested the replacement shock absorbers that the Club was investigating and they proved to be very good. He recommended that the Club bought these new items.

John had looked at other Clubs and had undertaken some comparisons with the membership fees. He said that the average membership fee appeared to be £27.50. He believed that the Internet was causing new forums for discussion and information and this could affect the Club in the near future.

John stated that the local groups were the unsung heroes of the Club, who arranged events and encouraged new members to the Club. He urged everyone present to support their local group.

Election of the Officers and Committee Members of the Company

The following Company Directors were elected unopposed:

Andy Main - Anglia, Prefect & Popular Registrar

John Porter - Chairman

Yvon Précieux - Pre War Registrar

Shirley Wood - General Secretary

Tony Young - Treasurer

The Management Committee members were elected unopposed and they were:

Glen Bubb - E83W Registrar

Robert Daniels - Specials Registrar

Geoff Hammond - Publicity Officer

Peter Ketchell - Remanufactured Spares

Tony Lloyd - 100E Registrar & Technical Adviser

Neil Patten - 100E & Remanufactured Spares

John Pole - Technical adviser

Jennie Thake - Membership Secretary

Peter Williams - Archivist

Stephen Wood - 8 & 10hp Spares

John reported that there were two other members who had expressed an interest in helping with the running of the Club and he would discuss it with them after the meeting.

Any Other Business

John Bilton asked if it was possible to host another spares day at the Club stores. Shirley said that this was possible if an acceptable date could be found for everyone needed to help. John Porter said that last year's event had been combined with the AGM and the view of the membership was split between whether they preferred joint events or not.

The Committee was asked not to organise an AGM on a Bank Holiday. The Committee took note of this request.

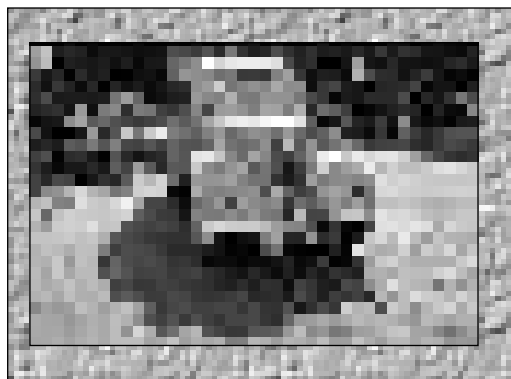
Mark Bradbury asked if the magazine could be produced as an online version. John Porter said that personally he preferred a paper copy but he was aware that other clubs were producing electronic copies. He was keen for the Committee to produce a questionnaire for the membership and felt that this would be something to ask the membership.



Yvon Précieux (left) and Tony Young

Ford Day at the Enfield Whitewebbs Museum

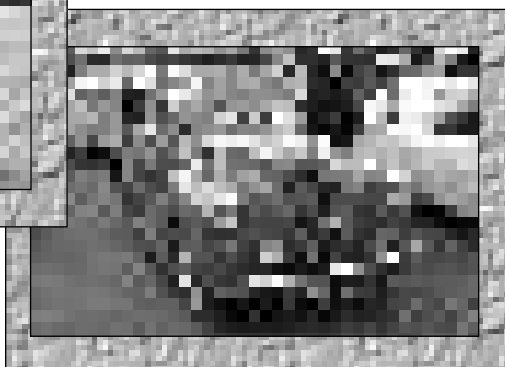
Chris Sanders



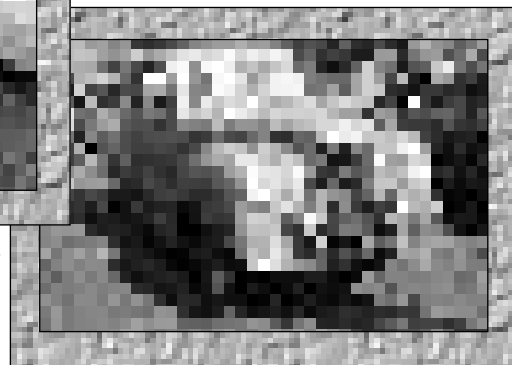
103E Popular

Here are some photos I took of sidevalve Fords at the recent Ford Day at the Enfield Whitewebbs Museum. I did not get around to speaking to any owners, they must have been in the restaurant drinking tea and eating cream buns!

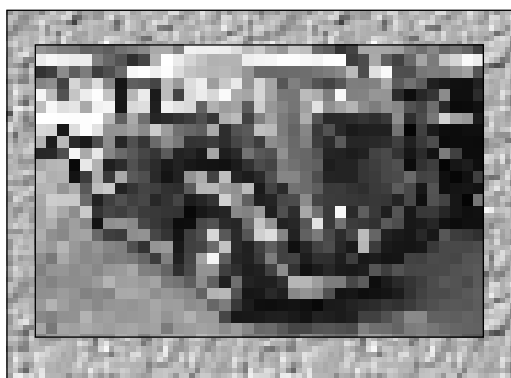
I was also busy on the Early Ford V8 Club stand I was running, with sidevalve Fords of a different variety. The photos are of some quite rare Fords in some cases.



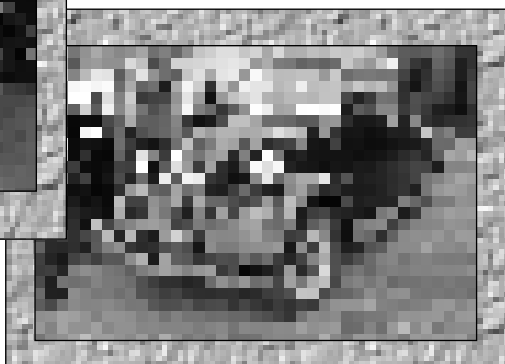
E493A Prefect



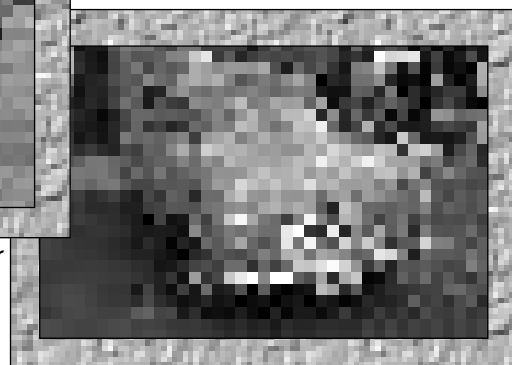
E493A Prefect



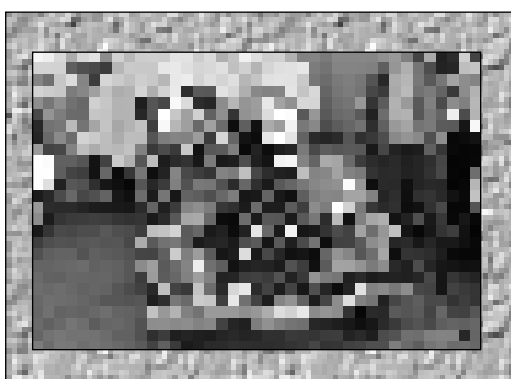
7W Tudor



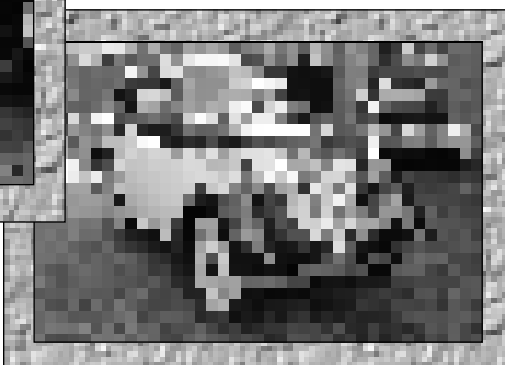
7W Tudor



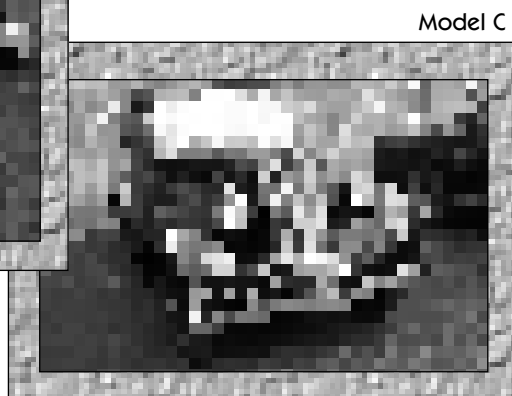
100E Popular



Model Y



Koln Eiffel German Model 'C'



Model C