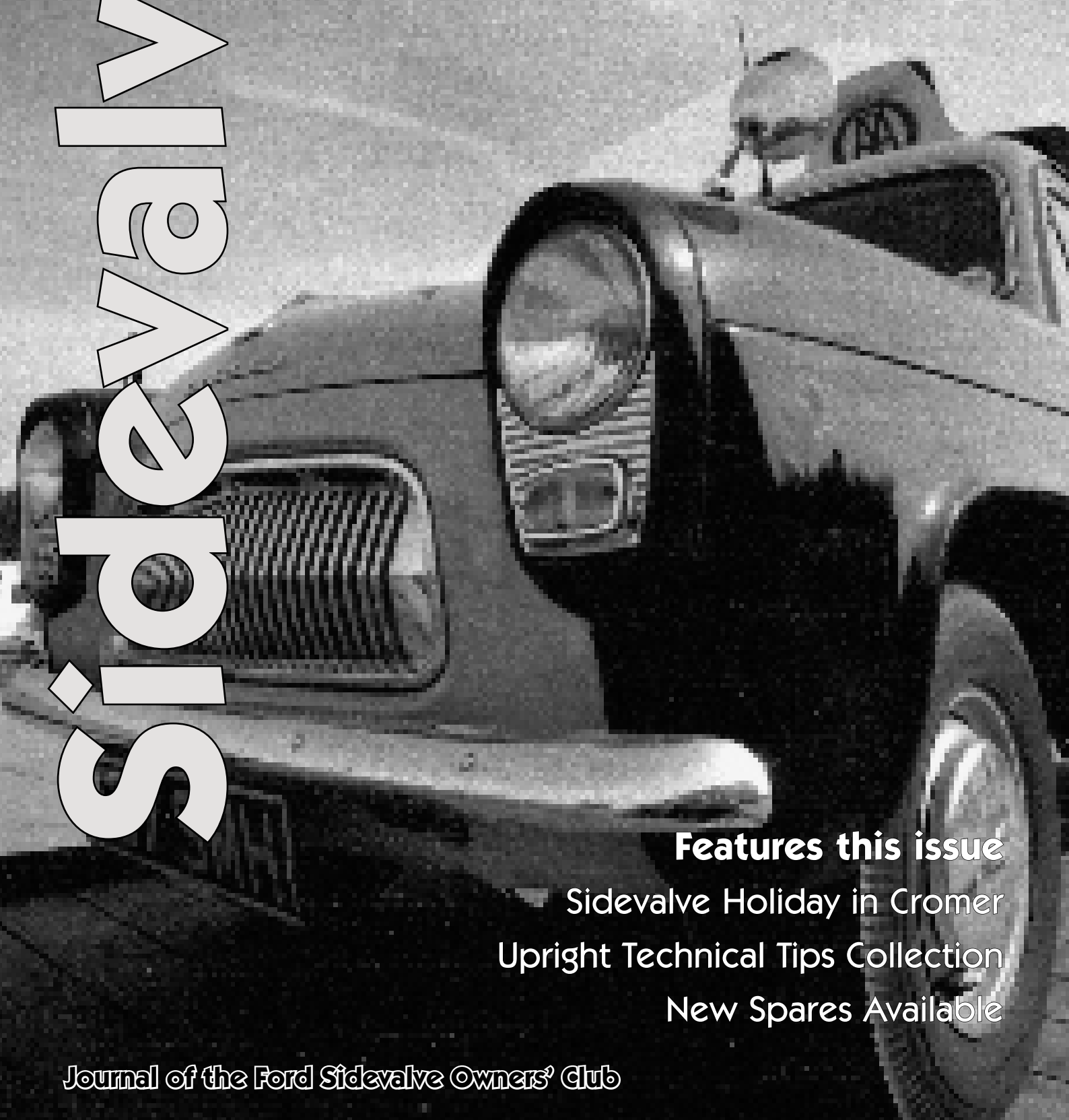


# News



Volume 23 • No 4 • August 2006

# Sidevalve



## Features this issue

Sidevalve Holiday in Cromer  
Upright Technical Tips Collection  
New Spares Available

Journal of the Ford Sidevalve Owners' Club



# Sidevalve News

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## Club Officials

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

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

## Area Groups

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

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

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<b>Ireland</b>	Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin. Tel: 01 288 7173
<b>Sweden</b>	Borje Jernheim, Tennissv. 33 19277 SOLLENTUNA. Tel: 08-754-3032

# Editorial

John Porter (Chairman)

## Farewell Teresa

It is time to wave Teresa, our editor, farewell as she sets out for pastures new. The committee would like to thank Teresa for stepping into the breach when Fred Fielder announced his retirement from the editorial chair two years ago. She has edited the magazine with enthusiasm, having owned sidevalves for more years than she cares to remember. In her usual efficient way, Shirley has scoured the country for a new incumbent so that the magazine production is smoothly continued. Those of you that correspond to the magazine should continue to send copy to the editor's "post office box" or to the editor@fsoc.co.uk. More details of the new editor in next issue of Sidevalve News.

## Farewell Glen

I'm also sorry to report that after nearly ten years on the committee that Glen Bubb has decided to resign from the position of E83W Registrar. He has other commitments which are not allowing him the time to devote to the FSOC. I'd like to thank Glen on behalf of the Club for all his efforts on behalf of the Club not just as registrar but also for organising events in the past.

The Club is now looking for a new E83W registrar and if any member is interested will they please let me know.

## Welcome Mark and John

Welcome also to Mark Bradbury and John Duckenfield, who joined the club's committee after the AGM 'without portfolio' to see how the committee works and to offer their

services when they feel able (or we persuade them to). Mark runs a 100E with a 103E "in restoration" and John runs a 103E. Mark is an old and experienced member (!) and John is an enthusiastic new member and sidevalve owner so I am sure that their contributions will be very useful.

## Membership Renewals

Club members have asked if they can renew their membership by direct debit. The Club is able to accept direct debit payments and a form is enclosed for those members who wish to pay by this method in the future. Any forms received by the membership secretary will not be debited until the membership fee is due in January 2007. Don't forget to renew your membership - use the direct debit form now.

## Portuguese Prefect

This 100E was spotted by my wife, Pat, on the infamous N125 in the Algarve, just outside Faro, in February 2006.

The car is an early Prefect, somewhat more basic than the UK version. The rear lights are without the more common amber indicators, so it must be one of the very first Prefects - 1954-55? I am sure that Tony Lloyd will fill in the details. It is in very sound condition body-wise due to the dry climate, but the interior is a little dusty, to put it mildly!

This is the first 100E that we have seen or heard of in Portugal over the last 10 years that we have been holidaying on the Algarve. The yard where it is situated is deserted, so I was unable to find out any more about the car.

Will anyone in Portugal save this sturdy little survivor?



Spotted in Portugal

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# Events

John Porter

All of a sudden it is August and where has the summer gone? As a result of a late and wet spring, the season seemed to get off to a late start and everything seemed to happen at once. Not only was it wet every time I dared to get the old girl out (and the Siva), it was cold to boot. Once the weather cleared up we were into layering on the sunblock to avoid burns on our upper surfaces!

It is sad to hear that some events have been cancelled this season due, it is said, to lack of interest. Perhaps we are having a period of consolidation, with a distinct shakeup of events to suit the classic car movement rather than the show organisers. Clearly the continual growth in shows and classic car events had to reach saturation level. Classic car owners are also showing that may be they like to drive their classic rather than park up in rows for the day. We certainly spend a lot of time at weekends going out for a good old-fashioned drive in the country. Also, we holiday in one of the classics, which does bring a whole new aspect to a touring holiday that you do not get in a "eurobox", no matter how efficient the modern car is. On holiday in the classic, you get to meet other people whether you like it or not. You have to engage in conversations with them to explain all about the car, sometimes in a language foreign to you, and this does cause all sorts of misunderstandings which finish in embarrassed smiles all round.

## National Sidevalve Day Reminder

Last call for National Sidevalve Day at The Shackerstone Family Festival on September 3rd. This event combines steam trains, canal boats and all the traditional elements of a family event. For more details go to

[www.shackerstonefestival.co.uk](http://www.shackerstonefestival.co.uk). To enter the show, contact me on Sv1172@aol.com or download an application form from the festival website. Leicestershire is great driving county for sidevalves as there are no hills to worry about!

## EVENTS LISTING

**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](http://www.shackerstonefestival.co.uk) or see above.

**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 9th & 10th - Beaulieu International Autojumble** in the usual place! I don't know whether there are any sidevalve bits left there at a reasonable price but it could be worth a go!

**September 24th - All Ford Rally**, Dalton Barracks, Abingdon, Oxon. 10am - 6pm The

annual huge gathering of all the different Ford products from throughout the ages. Contact David McKenzie on 01235 847489 (AH), mobile: 07949 608450 or email [d.j.mckenzie@hotmail.com](mailto:d.j.mckenzie@hotmail.com).

**October 1st - National Restoration Show** at NAC, Stoneleigh, Coventry, West Midlands. We should have a club stand and we are still looking for some sidevalves for the stand. Contact the Events Co-ordinator if you have something that you have taken apart and want some useless advice about putting it back together!

**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!

**October 27th - 29th - Classic Motor Show at the NEC**, Birmingham, West Midlands. We now have a stand at this very popular end of season show. Display cars needed - contact Events Co-ordinator and also a volunteer or so to look after the club stand on the Friday as the headmaster will not let me out!

**November 11th & 12th - Shepton Mallet** will be two days and Ivor Bryant who runs this annual stand would appreciate some sidevalves to decorate the bare concrete - Ivor's details are inside the front cover.

**For 2007: Classic Car Show at Shepton Mallet** will be February 17th and 18th 2007. Details from Ivor Bryant.

# 'Best of Britain' Weekend

John Porter

The Best of Britain weekend took place at Gaydon on the 27th & 28th May 2006.

The details of this event came by way of our Specials Registrar, Rob Daniels, who works for Landrover in the Ford family. This event was broadcast on the company's intranet and Rob thought that it was "worth a go." Since filling out the form for a club stand, the event grew from the Sunday to include the Saturday as well, necessitating two days worth of sidevalves for the display. One problem we now have in the Midlands is a predominance of specials and not enough "tin tops". This is likely to give a rather skewed view of the of Ford sidevalve range, but there is little to be done if that is the local mix of cars.

The Saturday was a mix up due to inaccurate details in the letter to entrants, so 4

of us turned up to a desolate and wet Gaydon car park. After a wander round the museum, we wound our way home in the drizzle.

On the Sunday, we had a good mix of cars, ranging from 100E (and vans) to 103E, with three specials in between. The commercial versions of the 100E came as a threesome from the most northern tip of Warwickshire. A white 7 cwt belonging to Graham Carr and a newly purchased black 5 cwt. This van was in Ashfordly TV colours and starred in an episode of the old TV favourite 'Heartbeat'. The third commercial is in fact a 100E estate, which was converted to a replica of an AA van many years ago and is gradually being brought back to its full glory. The 100E Popular belongs to local member Godfrey Hands and the 103E to Ken Green. Specials were Shirley (Rob Daniels), Buckler (Brian Malin) and Siva. Would we go next year? A good question!



Above: three 300E vans at Gaydon and the Ashfordly TV van



## Yorkshire

Nigel Hilling

By the time you read this, the busiest part of the season will have passed. At the time of writing the weather has been very mixed and some early events have been cancelled due to the excessive rainfall seen in some parts. However, we have all had some glorious sunshine at some events to make up for it. Our Sheffield contingent seem to have been out and about on a number of road runs, whilst the Leeds bunch have also attended a number of events. Every weekend during the summer seems to offer a varied choice of events.

Our June gathering at the Black Bull attracted 9 sidevalves (photo 1), including a V8 Pilot, and the rain held off so that we could socialise in the car park for a change rather than inside the pub. We have 12 sidevalves booked in to the July Newby Hall event so hopefully we will have had some good weather for that. This is a massive event with around 1500 entrants and a fair sized autojumble. The Doncaster road run mentioned earlier in the year will take place on Sunday 20th August and details will be sent to those who expressed an interest. It may not be too late to join in - give me a call.

We now have a presence on the FSO committee in the form of John, recently retired from the teaching profession. He would welcome your views on the running of the club and in particular on the links between the area groups and the committee. Come along to the Black Bull meetings or send me your comments and I can pass them on to John.

### Tatton Park

Once again this year I sampled the hospitality of the Merseyside branch at Tatton Park. I took the Pop over on the Saturday and then returned on the Sunday in a 100E powered F4 Morgan 3 wheeler (photo 2). This event has an excellent autojumble and quite an array of cars on show. Although there are quite a few more modern clubs taking part in this event there is still plenty of interesting old stuff to peruse.

Photos 3 & 4: Hollowell vehicle run to Ravensthorpe



photo1: Black Bull gathering

### Beamish Run

This is a 150 mile road run starting and finishing at Chester-Le-Street. The route includes many unclassified and B roads through South Durham, North Yorkshire, and even Cumbria, going through towns and villages such as Barnard Castle, Hawes, Bainbridge, Brough and Stanhope. Checkpoints are situated along the route where we were asked questions relating to road safety, the highway code, and general old time motoring as part of the scoring system for the event. The event also included a number of observed sections. These were situated on steep roads such as Tan Hill, Askrigg Hill, and Buttertubs Pass that are actually a struggle for some of the older entries but obviously not for a Sidevalve! A few other Prefects and Anglias managed to meet the pre 1954 requirement to join in the event, which unfortunately didn't enjoy good weather.

### Hollowell Steam

Hollowell is near Northampton and is an event I drive down to every year to stop with Kevin Upson in the old roadman's living van he tows behind his Foden lorry. This is an excellent steam rally with a good selection of everything you expect from a steam event - steamers obviously, and cars, bikes, lorries, military, tractors, heavy horses and a Saturday auction. There used to be a large Sidevalve stand at this event but support seems to have dwindled in recent years, although there is still a reasonable turnout, with some travelling a good distance for the event. The Sheldon Pop van for instance came all the way from Wales. There is a road run on the Saturday evening and a number of traction engines and other exhibitors

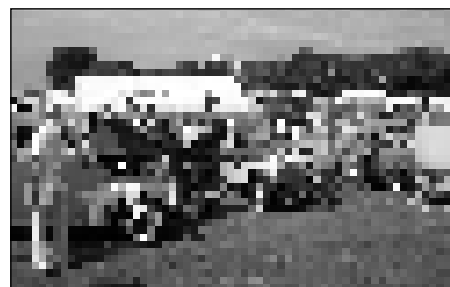
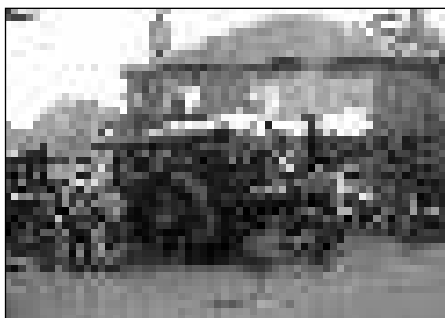


photo 2: Tatton Park

head for the Chequers pub in the village of Ravensthorpe. What a fine sight to see the village full of traction engines and the odd sidevalve (photos 3 and 4). The weather was glorious all weekend and it wasn't until I was on the way back to Yorkshire that the heavens opened with thunder and lightning, testing the watertightness of the Pop.

### Trialling

It seems like a long time ago now, but Stan took part in the Lands End Trial at Easter. I find this the most difficult event of the three MCC trials, not just with the 950 miles travelled over the weekend, but because a number of the hills just seem to be too testing for sidevalve power. Although I failed too many hills to claim an award, I did get the satisfaction of clearing Bluehills 2 for the first time in a number of years (photo 5).

The Malin brothers, out in Brian's Buckler, also put up a good performance despite having to deal with some carburettor problems at the breakfast halt.

The trials season ended for me with the Ilkley trial in May. This was in the middle of the rainy season and we had torrential rain most of the day. This served to highlight the very limited grip of the Anglia compared to many of the entrants who have enough power to be able to carry ballast. We had a lot of difficulty getting out of a long climb past the end of one particular section and had to be pushed a number of times as the recovery Land Rover was also having difficulty. Despite the weather we still had a good day out.

Photo 5: clearing Bluehills



## North London

Jennie Thake

We have visited all our regular shows so far this year and they were a bit wet back in May. At Aston Clinton the highlight of the day was watching a Double Decker bus load up and then try to get away, it was off-loaded into a pile of mud and after several attempts it was pulled out by an Army lorry and was then reloaded and the passengers all went off for a good trip round the villages. Enfield Pageant was just as wet when Richard and Robin attended on the Saturday and advised the rest of the group that a Sunday visit was not on and this was confirmed by a telephone call from Terry Tomlin early on Sunday telling us that the show was being cancelled.

Our next outing was the club holiday - report on page 7 - followed by an excellent day out at the Luton show where, for the first time we took the coach trip to the Vauxhall Museum which was very interesting and we

entertained the passengers with our version of 'The Wheels on the Bus Go Round and Round'! An enjoyable day was next spent at a very agricultural show at Marsworth on a field previously used by sheep. Just Andy and Sara made the long journey to Banbury Steam Show with Robin and I, which was a hot and dusty day as the field was churned up by the lorry pulling demonstration; it was Richard and Shirley that joined us at Hollowell where, for a change, we visited on the Saturday.

### A Golden Pop

We had the choice of three shows for Sunday July 2nd but they were all refused in favour of John and Marg Perrens Golden Wedding Anniversary dinner on a beautiful hot day at a lovely hotel; as a gift the group of us that went bought a picture of Cromer where we had spent a lovely Sidevalve holiday with them this year and also a 100E Pop was sprayed Gold by Robin and mounted on a plinth. Altogether a lovely afternoon.



Robin by his car testing out his Ford overalls

## Bristol & West

Ivor Bryant

### An active time for the local members and for those from further afield.

The weekend of June 16th to 18th was particularly busy, with the Lister Petter 3 day show and Kemble Air Day on the Sunday (Father's day too).

Seen at North Nibley were the 2 Model Y trials cars (one of which was hanging on the rear of Ian Moss's breakdown truck), and Phil Wookey's model Y. The E83Ws of Peter Williams and Jimmy Nichols, a Mercury Truck from South Wales in the commercial section, Phil Birch's 7W tourer, Peter White's 103E and a pale blue 100E from Stroud.

On Sunday at Kemble air day our stand comprised George Herbert's 100E Popular, Alan Lander's Prefect, John Pole's 103E, Dave Prosser's E83W, my 7Y and John Porter's Siva. Many thanks to Jean Herbert for bringing the camping stove and all the requisites from Exmouth for what appeared to be a continuous flow of tea for the day. We were treated to a good display of cars and aircraft - the Red Arrows, the Utterley Butterley wing walkers, Spitfire, Harrier, etc, etc. I've tried this wing walking lark but keep tripping over the headlights!

The following Sunday was the Chipping Sodbury Classic Car run. I took part in the 7Y as did Paul Hanley in his 100E Popular. A tiring run of 100 miles around the lanes

to include Hullavington, coinciding with the record attempt of the largest number of working tractors in one place, Cotswold water park AND Kemble airfield again for elevenses. After this we pottered around the lower Cotswolds to end at Slimbridge Wetlands Trust for lunch, which was at about 3pm (including a beer in Gloucester en route).

Don't forget the Great West Run, from Michaelwood services, north to Gloucester, south to Chepstow and back over the old

(1966) Severn Bridge - contact Peter Williams, details inside front cover. This is a good day out, lower key than the Chipping Sodbury event, with about 30% of the entrants in lorries.

We will be exhibiting at Shepton Mallet for the restoration show 11th and 12th November, ideas and volunteers invited, and again in February, 17th and 18th, same stands as before. Please make contact so that I can plan the stand, manning etc.

Paul Hanley's 100E at the Chipping Sodbury run



# FSOC Holiday in Cromer

Jennie Thake

After last year's long trek to North Wales we decided to take a shorter journey for most of us this year and visit Cromer on the Norfolk coast. Robin and I made a visit there last September and visited several hotels before deciding on Virginia Court in a quiet avenue just off the front and it was an excellent choice as we were made most welcome with lovely food and very comfortable rooms. Having all arrived and settled in on the Saturday evening, flexible plans were made for the week in case of wet weather, but this proved unnecessary as after a short shower at Holkham Hall on the Sunday we had a beautiful sunny week, which meant after a day out we could all relax under the umbrellas on the patio by the lawn.

We had a drive around the villages of Norfolk before having a trip on the Wells to Walsingham Narrow Gauge Railway on the Sunday morning; we had forgotten how smutty a small steam train could be! This was followed by lunch and a relaxing afternoon at Holkham Hall. Monday dawned a lovely day and we spent the morning at The Shire Horse centre which was interesting and quite educational (what happens to pigs when they are no longer piglets?) The afternoon outing was to Thursford Organ and Steam Museum where the time passed very quickly, we listened to the Wurlitzer played expertly and had 'Chitty Chitty Bang Bang' played for us and had rides on the galloping horses. The one I was riding on finished in the up position and I was unable to dismount as I have short legs - much to the amusement of all the men in our group!

Tuesday was a ride on the North Norfolk Railway from Holt to Sheringham, where we spent the day wandering round the town and sea front visiting the old and the new Lifeboat stations. Wednesday morning we made quite a prompt start and went off to Wroxham to

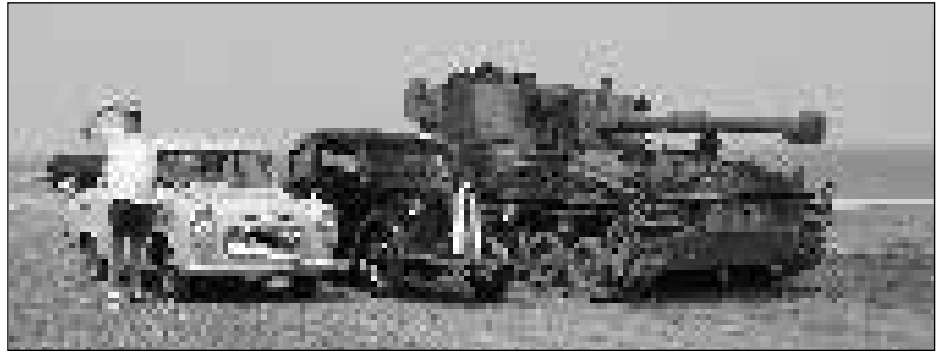


photo 1: John Perren remembering his army days

take a boat trip on the broads which was very relaxing, as some of the trippers had a snooze! This was followed by lunch and a stroll round the shops, all owned by Roys of Wroxham. Thursday morning we had a choice of a visit to the shops in Cromer or go off to the Muckleburgh tank museum, which turned out to be much larger than it looked from the outside. It was here that Jen received a certificate for sending morse code. In the afternoon we went off for a tour of the coast and first looked for the beach at Overstrand, but as it was down a very steep cliff we parked up among the lobster pots and went to the café for tea and cakes and ended up with an impromptu car show as all the locals came out to admire our cars. We then meandered off to Happisburgh where the road to the beach there ended up at a scrap yard so we did a quick about turn as the locals started to rub their hands together.

Friday and the holiday was nearly over, so the quiz sheets had to be handed in for checking. The winners were John and Sue Brown for one quiz and Marie won the other and then the annual golf putting competition had to take place. Arthur and Eileen opted out and spent the morning enjoying the view from the cliff top. A few new players this year had to have the rules explained, with Marg and John's Mum giving instruction from the sidelines. Laura, playing for the first time, won the prize for scoring the most strokes, Richard

and Jen were the winners with the least strokes and the prize for the quote of the week went to Lesley - as she bent over to hit the ball she made the comment "I've had a really good holiday with you all - thank you, I've not had to take my Imodium at all!"

We really had an excellent holiday - very relaxing with good company, with many abiding memories, such as Shirley being nosey and falling out of the bedroom door; Richard thought he had under floor heating in the bathroom - no he was over the kitchen; the fire alarm went off late one evening when the TV caught fire in Chris' room and nobody came out of their rooms; the men climbed the 172 steps up Cromer Church tower including JP who is over 70; the swallows nesting in the porch of Happisburgh church; Mike Capps joining us each day from home; the nightly walk to find the Signal Box Museum that was on all the signs and we finally thought it might be a supermarket (further research has found that it has not yet been decided where to build it!); JP losing his newly fitted white walls on his tyres; Robin doing a small adjustment to the tracking on the Anglia in very smart blue Ford overalls; six people descending on a local resident who wanted verification to retain his number plate for his Falcon - he thought only one would arrive! The trophy we all had to have as a souvenir of this year's holiday was a PIG to stand on our lawns. Watch this space to hear about next year's trip.



photo 2: The boys on top of Cromer church tower



photo 3: the cars outside the hotel in Cromer

## Merseyside Group

Joe Wheatley

### Kelsall Steam Fair

Unfortunately this regular event fell right in the middle of the monsoon season. The field itself was reasonably OK, but the 'roadways' around the pitches were very cut up and muddy. Jill & I put on our waterproofs and wandered around the stalls. The weather was so bad that many had not bothered opening or were packing up to go home. By 11.30 it was obvious the rain was set for the day. To make sure that the heavy vehicles could get off the field, we were asked if we would like to leave. Needing no further encouragement, we braved the mud by the exit gate, just getting stuck. Fortunately willing hands pushed us through the worst. I can honestly say this was the worst day I had experienced since I finished Freddy in 1999. The day was not a complete waste - Jill & I stopped at a very nice pub in Warrington on the way home. Log fire, good beer & food. We didn't finally get home until well after 3!

### Prestatyn Car Show

This was the first time we had attended this show. It included a short road run around the hills surrounding the town. I didn't have a navigator with me, but decided I'd rather be driving Freddy than sitting in the rain. I asked if anyone would like to come round with me and a local called Chris agreed to navigate for me as his girlfriend was going round in a friend's rally prepared Opel Manta. We had a very pleasant 20-mile drive around the Welsh countryside, even stopping at Chris's parent's house to show Freddy off to his Dad! The venue for the show was a large municipal car park right in the middle of the town (much better than the muddy field at Kelsall last week!) Frank Wells had already arrived in his 100E Pop, as well as Simon Rennie in his blue 100E Prefect and I parked between him and Peter & Sue Tinsley in their 1938 7W.

Below: The Club stand on Sunday



### North West Events in 2006

If the event is on for two or three days we may only be there in strength on the Sunday. Exceptions are Tatton Park 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

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 (IV)

Bernard Ellicott had turned back (courtesy of the RAC) after carburettor trouble with his 100E Pop. The rain stopped shortly before lunch, which was provided free to exhibitors in the parish hall (a first for me!). After lunch the sun had come out and lots more 'punters' were looking at the cars. I reckon there were about 275 cars on site, everything from Austin 7s to large American 'muscle' cars.

At about 15:00 a gentleman came up to me and gave me a certificate to say that Freddy had won first prize in the '1945 to 1960 saloon' class. Frank and I attended the presentations by the Lady Mayor in the grounds of the vicarage, where there were lots of stalls and a Jazz Band. Second prize went to a very nice 103E with an original registration of POP XXX. A very pleasant day out, with lots of 'village fair' type stalls, an interesting mix of vehicles and all the amenities of a seaside town on hand. I think we will try to get a few more sidevalves there next year.

### Tatton Park Classic Car Show

Weather-wise, the Saturday was the best so far this year. Dave Broad's 300E was not quite finished, but he brought it to the show behind his new mobile home. It was great to see his pride and joy out and about again. This was Alan Tomlinson's first Tatton in the E493A that he only acquired last year. Roy Barker brought his newly completed 107E out for the first time. Roy has suffered many trials and tribulations (and not a little expense!) with his car over the past several years but it has all been worth it. The car looks splendid in its new maroon and smoke grey paint (it was originally yellow like Bernard's Pop) and is a real credit to Roy's faith and persistence. Peter and Sue Tinsley brought their 7W over from North Wales, staying at a local B&B in order to enjoy both days at the show.

Not only did we put on a good show on Saturday but we also received a prize or two! Roy Barker was awarded 'Best Restoration' and our stand was given third prize in the

club stand section. This was because of the excellent work by Bernard, Frank and Tony in preparing the pitch on Friday and because Stuart Holmes, the organiser, appreciates stands with a variety of vehicles, which we certainly provided.

Sunday brought out some more 'new' vehicles. Mike Brocklehurst and his son came over in his newly MOT'd E493A - the first trip out after a marathon restoration. Rodney Peters (103E) and Chris Bailey (Siva) were tempted out to join us. Nigel Hilling's friend (Sorry - name has gone completely!) brought his 'F' type Morgan (100E powered, so qualifies as a sidevalve, albeit much faster than most). Those Tatton Park regulars the Leach brothers (again their names have escaped me) came and joined us. They had brought an E494C van and their very nice original 100E Prefect. Over the two days we had 20 sidevalves on our stand (all members too!), which has only been exceeded the year we had the 'National' at Tatton. We had eleven cars on Saturday and fifteen on Sunday!

Special thanks to Ron Taylor for bringing the marquee back to my lockup. He had a bit of a bad afternoon as one of the marquee legs fell against his E83W and my big box of nuts and bolts fell out on the way home. Many thanks to all those that brought their vehicles and let's hope we can get a bigger pitch from Stuart Holmes next year!

### Club Meeting - Bottle & Glass

The usual crowd turned up in force, but one or two of us were having a few problems. I had lent Chris Toombs a petrol pipe (pump to carb) because his was leaking; however this too had not sealed properly, so he was leaving his 103E at home until a new one arrived. After running his 300E van around Tatton, Dave Broad noticed that the water level had dropped in the rad. He checked the oil to find it grey, sludgy and overfull. Head gasket failure! At this point he thought 'Now did I tighten down the head when I rebuilt the



engine three years ago?' (As it turned out the gasket was faulty - leaking from the water jacket into the distributor drive).

Mike Brocklehurst had trouble with the brakes on his E493A on the way back from Tatton with a bad judder and vibration. He stripped EVERYTHING down again, but could find nothing wrong. Putting everything back together he happened to lean on one of the

front wheels, which moved. Rocking the wheel he found it loose on the studs. The holes had worn so that the nuts were not gripping the wheel against the hub. Scary! Ron Taylor managed to sort him a spare wheel on the way home.

Finally, when I came to set off in Freddy I had no headlights! Nothing I tried would bring them on, so Dave Broad cunningly

disconnected the sidelights and plugged them into the dip beam. This worked fine as a get you home measure, but I needed to get this sorted ASAP as the MOT is due at the end of June. The following Saturday I reconnected everything and dug out my AVO meter. Not needed as the headlights were now working fine! One of the joys of sidevalve motoring I guess!

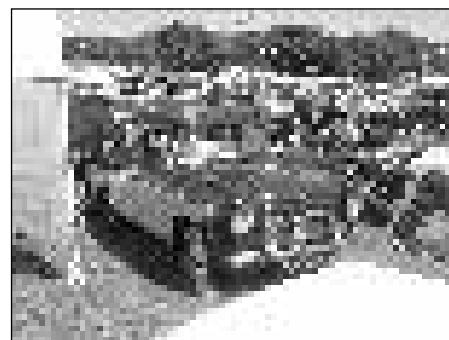
Below: Roy Barker receives 'Best Restoration' award



Above: Dave Broad's almost completed 300E



Below: Roy Barker's newly restored 107E



## Cambridgeshire

Brian Cranswick

### Show Update

Firstly, reference the details shown previously for the East of England Car Show on the 16th September at Huntingdon Race Course, note the show has been cancelled by the organisers due to lack of interest. This is a real shame because that makes 2 local shows that have now ceased.

Response so far has been slow for the Eastern Sidevalve Day at Ferry Meadows, hopefully I can get enough members cars to make up a stand. I would like this to be a large display, by the time this is in the next magazine the show will be over and perhaps bookings may pick up at the last minute. As an alternative to the National day for those who do not want to travel to Leicestershire, I will have a small stand to represent the club locally at the Skylark Tractor and vehicle show on the 2nd & 3rd September, contact me to book.

### AGM 2007

Following discussions with the club chairman it is very likely that the AGM will be held in June at Peterborough next year, it will be quite easy to get to, being a couple of miles off the A1. The proposed venue is a lovely hotel set

in a village with nice grounds which will be great for photographs to go in the magazine, all we will need is for some members to turn up with their sidevalves.

### Ollie the 103E Update

As reported last time I was having a new wiring loom fitted and completing almost a full retrim. The wiring took a little longer than I had planned, however the end result is peace of mind to know that I have not got any more 50-year-old electrical wiring and everything is neat and working properly. This had always been a concern to me for the potential fire risk, and as I was going to the expense of the retrim it made real sense to have this work done first.

After collecting the car back from Alan, my mechanic in Ramsey, it was straight back to Whittlesey for Ifor the trimmer to strip out the complete interior. This task was quite easy, with everything taken out except for the headlining and the driver's seat. I then drove back home and arranged for Ifor to collect the seat later. Driving Ollie the short 2 mile journey home proved to be really noisy with no interior. It was planned that Ifor would start the trimming on Monday with me taking Ollie back on the Friday for the refit to be undertaken. In the end all was finished by midday on the Saturday, Ifor had made a really great job - what a transformation with the

lovely new seats, panels and flooring, along with the new interior handles sourced from the club, new door surround fur and the bottom rubber strips replaced. I found the club handles are supplied without the chrome dish that fits behind, these are not currently available. My old ones seemed very pitted, however, managed to get some second-hand replacements from the club. These proved to be in a bit better condition than my old ones, I then had them rechromed locally - turned round in 4 days at very reasonable cost of £12 - that's what I call a great service and one that I can recommend.

The homeward journey was very pleasing, almost like driving a completely different car, with a very comfortable drivers seat, the transmission was certainly very quiet, with all the new flooring deadening the sound. I have enough flooring material left over to cover the boot and spare wheel, which is not to the original specification but will look really good.

By this time the MOT was about to expire and this was duly booked in with Paul at my local garage. I am pleased to report this was completed with no problems, so Ollie should be in good order for the shows I will be attending.

Please give me a call if you would like to display your Sidevalve (or 107E) at the shows, it would be great to have some more cars attending.

## Gloucester, Hereford & Worcester

John Pole

**Here are members of the G, H&W Group and other Sidevalvers enjoying the sunshine at Ludlow on the occasion of the annual Marches Transport Festival held on 7th May this year.**

This was a very enjoyable gathering in the grounds of the castle which was preceded by a run from Leominster in the morning. It is unusual to see so many early Fords together when you get out in the rural areas near the Welsh Borders but it is a very attractive venue being in the town itself and this and the weather brought out all the enthusiasts.. It was a good enough event to entice the Bower Banks from Windsor who came out for the day in their spectacular red 1938 E93A Prefect. Another relative rarity was the Fordson 5cwt van owned and beautifully restored by Jon Simpson of Hereford.

Dave Prosser from Powick was there with his E83W now fitted with a rebuilt engine following the spectacular seizure of his previous engine when the crank broke last year. I followed him from Malvern and am happy to report no smoke was showing from the exhaust.

Unfortunately I wasn't quick enough to talk to the owners of the other cars but as you can see there were two attractive E493A's, a light green one and a black one called "Herbert" (written on the front of the bonnet) and another rarity, a 107E Prefect ( with "dogleg" and all in black).

The run from Leominster was good fun as surprisingly there were people along the route who actually waved and seemed pleased to see us.



# Letters and E-mails

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

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

## Pair of Sivas

Dear Sir,

Please find enclosed photos of my two Sivas - one of which I have had for many years, the other (727 UXK) has only recently been built from a bag of bits. I was impressed with DVLA, who have managed to give me an age related plate for this vehicle, similar to the other motor, as I had no registration details when I bought it. Also, my thanks to the FSOC who sent a representative out and gave me an idea of the year from the chassis and engine numbers.

Both of these vehicles were found in a garage, in bits and pieces, at different times, covered in lawn mowers, ladders and general garage junk. All the work on both motors - upholstery, hoods, bodywork, etc, was carried out myself over a period of time. Both have recently had engine rebuilds with new white metal ends and cranks, resulting in them sounding much sweeter now. Both vehicles get used on quite a regular basis.

Kind regards,

Brian Huke.

Below: Brian's two Sivas, the results of a lot of work carried out by Brian over the years.



## 70s Sidevalve Memories

Dear Editor,

I have just found the connection between two different photos in the June '06 issue of SV News. The door belonging to Jim Norman on page 8 is obviously off the car on page 29 - reversing with the door open is not a good idea!

In the April '06 issue, I was interested to see the article on page 28 with the photo of a treasure hunt during the '70s. I joined the club around this time and remember some of the cars in the photo. The Anglia nearest the camera with the star on the door belonged to Kevork Saradjian, who made the film mentioned called 'The life and soul of the 100E'. I only saw the film once, at a club AGM, and it followed the different modifications made to the car. One particular sequence I remember was filmed from a pavement adjacent to a small parking space between a row of cars. Kev came tearing down the road in the 100E, slammed on the brakes and quickly reversed into the small space in one, gaining a round of applause from all watching the film. It also showed a car being repainted from two-tone to metallic blue. When finished, it was rolled out of the garage into the snow, then taken for a blast, returning to the garage some time later somewhat dirty. A great film. I believe Kev only had one copy and it got lost.

As far as I remember, members seemed to be divided into two groups - Under-30s whose 100E was their first car (most of these were modified to go faster. A common mod was to remove the bumpers and hub-caps. Apparently this lightened the car, making it faster!) The other group was the over-50s who had had their 100E from new and just kept it. There were a few exceptions, but the paintwork on a lot of the cars was both well worn and dull or in some cases, cheaply resprayed - even some cars done with aerosols. Not like the bare metal resprays of today. I hope you find this of interest.

Regards,

Dave Watson.



Roddy is trying to trace a couple of Scottish vans

## Scottish E83W

Hello Teresa,

I noticed in the latest issue of Sidevalve News a letter from member Dave Watson. Is it possible for me to get Dave's current address as I have been meaning to get in touch with him to enquire about getting copies of some photos of E83W vans taken in my area in the mid 1970s? If that's not possible, if you could let him have my address with the above request? I am also looking for info on a 1955 E83W van, reg no 968 DHX belonging to Mr Jolyon Havinden of Rothienorman, Aberdeenshire. This van was in a shed about 1/2 a mile from me until 1991 (pic was in SV news June 1991). If Jolyon is still a member, could you forward his address as well, as I would like to ask him for a copy of the photo in the mag?

Hope you can help.

Roddy Murray

## Help with Tracing Old SVs

Dear Editor,

On looking on the two web sites I use, I gleaned this information on the following sidevalves. 2858 BP is now on a 1997 Nissan vanette, VKP 53 is on a 1955 Ford Prefect with the road tax due on 1-11-2006, indicating this is still around. TPL 761 - 1953 Ford Prefect still showing, but suspect could be off the road. SLA 778 is now on a 1982 Ford Granada, again showing off the road. 4479 VX is a 1960 maroon Ford Prefect 1500 cc, again showing off the road. WPB 649 & WCM 818 look to have gone and DLX 643 - a 1937 Standard flying 9 is still showing on one web site, but I cannot trace it on the dvla site. I hope this helps Dave Watson and I wish him all the best in tracing these sidevalves.

Kind regards,

David J Collins,

Hollywood.

# Letters and E-mails cont . . .

## Cromer Thank You

Dear John

I joined the SVOC 3 years ago after purchasing my dream car, a 1956 103E pop. Club Member Andy Westward, with whom I worked at that time, suggested that I go along to the North London group meeting at the Bunch of Cherries in St Albans. There I met Robin and Jennie Thake along with several other group members and was warmly welcomed by all. Since then I have attended various shows with the group and Robin has given me invaluable support and guidance with technical aspects of sidevalve maintenance and repairs, notably cylinder head removal/renovation and Kingpin replacement.

This year Lesley and I decided to take part in the sidevalve holiday to Cromer. We had a wonderful time! It all started with a 40mph convoy leaving Bishops Stortford at 10.00 to Barton Mills (comfort break), on to Swaffham (another comfort break) and arriving at Cromer early afternoon. It was a very pleasant journey (other rallies that I have attended all leave me behind and I usually arrive just as they are leaving!). I imagine there will be an article on this Holiday so I will not go into all the details. Suffice to say that the venue was first class, company was warm and friendly, events were interesting and plentiful - without being a chore, and even the weather was on our side - first time we had seen the sun in weeks! All in all this was a thoroughly enjoyable holiday, and we should like to say thank you to all the other sidevalvers for making us so welcome. Finally a big thank you to Robin and Jennie for all their hard work organising this for us.

David and Lesley Heard

## From Norway to the AGM

Dear Editor,

It really was a nice selection of sidevalves displayed in front of Coventry Transport Museum, as shown on the front page of the June issue of SV news.

Personally though, I must admit that I preferred the picture on page 3, as this highlights what I call the real beauty of the sidevalves. From what I have learned from John Pole, the Prefect seems to be a 1947 model, as it has a chromed grille. On the other hand, my own Prefect also had a chromed grille, but all the same, it turned out to be produced in 1938.

Now to more serious business. This year's AGM took place during the last weekend of

April. Is it always like that? I ask because I might consider to attend next year and I like to make plans way in advance.

Regards

Haakon Oeverland, Norway.

*The date for the 2007 AGM has not been decided on yet - all we can say is "watch this space and as soon as a decision has been made, we will let you know".*

## More Support for Brian

Dear Ed,

I was interested to read Brian's letter in the April Sidevalve News. He must be pulling his hair out. I have a similar problem with my 1961 100E. Mine doesn't wait to be switched off it switches itself off after about 40 minutes of running around and then has the same symptoms as Brian's where it just turns over and over and won't start until it's cooled down for an hour even though there is petrol and a spark. I've been running mine on the last bit of regular 4 star I can find, so I don't think it's petrol related. Mine also has a nasty habit of stalling at traffic lights and junctions but get on a straight road and it's fine.

I am delighted to read Brian's list of attempted solutions before embarking on my own. It may save me a fortune. A friend of mine had an MG Midget with a similar problem. They improved things by adding an electric cooling fan. I might give that a go. I guess they were

never designed for modern road conditions, especially London.

Andy

## Ford Director's Prefect

Dear Sirs

I have been a member of the FSOC since 1988, when I acquired my E493A Prefect number TVX 566 (photo below). The car was first registered in 11.3.1952 and I have the original log book. It was a gift from Ford to one of their directors, H R Pitt, on his retirement. On his death, the car passed to his brother-in-law, H E Younger, until about 1977, from which date it was stored until 1st March 1988 when it was acquired by me.

Since then I have restored the car to its former glory, retaining as much of the "original" as possible, including the lovely leather seats. The car is in its original colour of green and the mileage shows 76,800. It is in good running order and the MoT runs to the 13.10.06.

I have enjoyed restoring the car and being a member of the FSOC and reading each edition of SV news. Sadly, although I am now retired, I no longer have the time or enthusiasm to show this beautiful car and have decided to part with it. Any enthusiastic member who would be interested in the car, please refer to the Pop shopper section for details.

Yours Sincerely,

R H Bazell.

Below: retirement present for a Ford Director 1952 style.







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

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

## Regalia List

### Books

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

### Stickers

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

### Magazines

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

### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.50
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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
100E - 2119 - B	Compensator (hand brake cable).....	£5.00
100E - 2220 - A	Rear brake shoes 7" diameter (up to Jan 1955).....	£19.95
100E - 2220 - C	Rear brake shoes 8" diameter (Feb 1955 onwards).....	£19.95
100E - 2261 - B	Rear wheel cylinder 7" (53-55).....	£14.00

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

### Steering and Front Suspension

E55 - DB1	Top suspension mount.....	£40.00
E55 - DB1	Pair top suspension mount.....	£75.00
E55 - DB1	Pair top suspension mounts and 2 sets mount bearings ...	£110.00
	Mount bearings per side - 2 x E 38- DB1	
	plus 2 x E 37 - 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.....	£20.00
100E - 3073	Track control arm repair kit.....	£16.00
E - 20 - LB - 1	Stud and bush.....	£15.00
100E - 3063	Bushes per set (track control arm / cross member).....	£7.00
100E - 3078 - C	Track control arm right hand (exchange £10 surcharge *).....	£27.50
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
<b>Rear Axle</b>		
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	Stainless steel exhaust system, 100E only.....	£125.00
/5225/5255		
	Clamp (silencer outlet pipe).....	£1.35
	Van silencer – mild steel .....	£20.00

### Engine Parts

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

### Clutch and Gearbox

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

### Cooling System

EOA-8100	Radiator cap, fits 100E and 107E .....	£3.80
100E - 8115	Radiator drain tap (not original) .....	£3.50
100E - 8260A	Early top radiator hose, 100E only .....	£14.60
100E - 8260B	Late top radiator hose, 100E only.....	£6.75
100E - 8275	Water inlet tube.....	£8.20
100E - 8286	Bottom radiator hose, 100E only.....	£6.75
100E - 8501	Water pump, 100E only (exchange £10 surcharge *).....	£55.00
100E - 8507	Water pump gasket.....	£3.00
116E - 8575	Thermostat .....	£5.50
EOTA - 8620 - C	Fan belt, 100E only.....	£6.00

### Fuel System

	Locking petrol cap .....	£22.50
	Petrol filler grommet.....	£12.50
	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
	Distributor cap (D type).....	£17.50
100E - 12116	Distributor cap (round type) .....	£14.75
105E - 12116	Contact set (D type distributor only).....	£6.50
100E - 12199	Contact set (round type distributor only).....	£6.50
EOTA - 12199-C	Rotor arm .....	£3.00
100E - 12200	Condenser (D type distributor only) .....	£6.50
100E - 12300 - B	Condenser (round type distributor only).....	£6.50
105E - 12300 - A	Spark plug .....	£2.50
100E - 12405 - T		

### Electrical

EOTA - 10001- B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
105E - 10001- B	Dynamo, Popular only (exchange £10 surcharge *).....	£43.00
E93A - 10043	Brushes (EOTA Dynamo).....	£3.20
105E - 10043	Brush set.....	£3.20
E274 - CQ - 1	Pinion (starter motor drive).....	£11.00
100E - 10505 - B	Voltage regulator (push on terminals).....	£28.00
E0A - 10505 - D	Voltage regulator (screw terminals) .....	£28.00
100E - 11001 - C	Starter motor (exchange £10 surcharge *).....	£43.00
105E - 11057	Brush set starter motor .....	£3.75
204E - 13007A	Headlight bulb pre focus 40 / 50 watt .....	£3.50
EOA - 13011	Headlight unit (Wipac, Lucas equivalent) .....	£22.50
100E-13450B	Rear light lens, red .....	£14.95
300E-13450	Rear light lens, red .....	£14.95
E0A - 13480	Brake light switch.....	£6.50
E1050 - NC - 1	Rear red tail light lamp with	
100E - 134641 - C	rear lamp gasket for Anglia Prefect 1957 onwards	
50563 - S	includes fixing screws.....	£15.75
	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
Shock absorber (specify which one required).....	£75.00

### Exhaust Systems

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

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

### Clutch and Gearbox Parts

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



**Please note that all our prices include 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
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
ET6-13465	103E Complete Rear Lamp Unit including bulb (pair).....	£82.00
	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).....	£14.25

### Miscellaneous Body Fittings

E03CF/A - 8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.50
103E - 8213-A	Ford Popular Grille Badge (103E Popular).....	£9.10
E494A - 8215	E494A/E494C/103E Grille Badge Mount .....	£14.25
E83W - 8215 - A	E83W Grille Badge Mount .....	£19.00
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole) .....	£5.90
YE - 16750B	Bonnet Clip (Y model).....	£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





# 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.

## Post-War Upright for Sale

E04A, Anglia, 1946, black. Owned since 1982. Full rebuild. Original engine. Interior inc panels & headlining reupholstered. New carpets. Original bill of sale. New tyres, inner tubes. £3,500. Telephone: Kevin Burke 020 9304 9626.

Email: kevinbburke@yahoo.co.uk

103E, 1958, black, all complete, needs TLC with new V5C + spares. £500.

Telephone: Wayne Clark 01656 647675, Cardiff.

1950 Prefect (beige). Unique project opportunity - simply paint, assemble and drive. All new mechanics with rust/dent free imported panels. Garaged 18+ years. £1,000. Telephone: John Bone 07801 776 218, Watford/Herts.

103E Pop, 1959, 49,000 miles, history, MoT till August 2006. Ludlow green. Tanned interior. Full nut & bolt rebuild, over £6,500 spent. £3,450 ono. Telephone: Andrew Lynilou 01564 822800 or 07976 3279755, Birmingham.

E493A Prefect, 1952. See letters page of this issue for history. £2,950 ono. Telephone: Bob Bazell 01233 732254, Ashford, Kent.

## 100E/107E for Sale

Ford Squire Estate Car, for Spares/parts, cheap for quick sale. Telephone: Roderick 07881 947540 or 07887 701012.

Email: jamesduxbury81@yahoo.co.uk

100E, 1956, Prefect, taxed and tested April 07, fully restored, full history from 1956, VGC, starts first time. £1,600. Telephone: Mr E Thornton 01642 497618, Redcar, Yorkshire.

100E Anglia with the original engine, it has overdrive and a 3 bar front grille, the only problems are the engine needs wiring and there is damage to the body. Telephone: Antony Head 07999 511587.

100E, 1956, Anglia, good condition, no rust, never been welded. Engine has been rebuilt, but still has a knock, much money spent, MOT June 2007, original reg, some spares. £1,500. Telephone: K Ryder 01803 846279, Devon.

## Commercial for Sale

E83W, 1955, Pickup chassis, restoration with new timber back, drop down sides, lots of money and time spent, new tyres, carb imported from New Zealand, 95% finished. £3,500 ONO. Telephone: David Ricketts 01706 342674

## Wanted

Wanted Hen's teeth i.e. pair of rear wings for late E93A Prefect in any condition. Look like "Pop" 103E wings, but beaded edge is deeper cut around the circular wheel "cut out". In practice this means that they are unlike any other upright rear wing, they are less "full". i.e. from point of flange inner edge, to outer edge of beading measured straight down at the highest point of the fitted wing is only 6.5 inches. (Why Ford should want to do this on the smaller post war wheel is anyone's guess, surely a deeper rather than less deep wing would have been more appropriate?). Telephone John Pole 01684 564829, Malvern.  
Email: john@polej.freemove.co.uk

100E one x 5½" x 13" Rim.

Telephone: Ken Pine 01442 215305, Herts.

100E engine for my ailing Prefect. 1172cc. will consider complete or scrap car with good engine fitted. Telephone: Graham Lawrence 0161 790 6662, Manchester.

Wanted, I am looking for an immaculate (or very close to) 103E for my wife's 50th birthday. The car must be black; MOT'd, with no work needed. Ideally it would be a 1957 model (as per my wife). Telephone: Michael Dawes 01509 621 033 Leicestershire

7Y deluxe in very good condition.

Telephone: D. Glass 0131 332 3006.

Email: Douglas@dublo.freemove.co.uk

## Spares for Sale

Headlamps for Ford V8 Pilot - mint condition. Telephone: Kasey Driscoll 0033 6315 65171, London.

1957 4 door Prefect 100E minus the engine. If anyone wants something from it they are welcome, free of charge. Telephone: Graham Dibbons 01277 631584 or 07792 771649, Billericay, Essex.

100E spares. 4 doors complete. Front panel. Boot. Bonnet. Axles. Offers

Telephone: Paul Hanley 0117 9682061 or 07747 101973, Bristol.







# Sidevalve News

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

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

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

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

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

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

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

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 \_\_\_\_\_

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

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



# 100E & 107E Register

Tony Lloyd

## In the Beginning

At the end of the Second World War, Ford, along with the other British manufacturers of the time, were faced with a decision. The question was now that we have finished with the war production, do we produce new cars or reincarnate the models that were in production pre-war? Ford, along with most other manufacturers, decided to bring back the pre-war cars and for Ford this meant the reintroduction of the EO4A Anglia and the E93A Prefect. The parlous state of the economy and the shortage of raw materials really made the decision for them. As many cars as possible were exported and any that were left were sold on the home market.

The Anglia and Prefect were quickly facelifted and became the E494A and E493A respectively. A regurgitated V8 in the shape of the Pilot E71A was introduced in 1947 first with a new 2.5 litre V8 which proved so horrendously under powered that it was quickly changed to the tried and tested 3.6 litre.

## Model T Ancestry

All of these cars had one thing in common. They could all trace their ancestry back to the Model T. All had transverse springs, all had separate chassis, 6 volt electrics, mechanical

brakes (except for the hydraulic front brakes on the Pilot). The handling and comfort of these cars were beginning to be criticised in the motoring press and it was becoming clear that the Model T technology had reached the end of the road. Something had to be done.

## Completely New Range

The first thing that Ford did was to introduce a completely new range of cars in the form of the monocoque EOTA/EOTTA Consul/Zephyr/Zodiac. These cars were a revelation to a car starved motoring public. At a stroke Ford moved from a manufacturer of staid traditional cars to one that was at the white hot tip of design and innovation.

The new cars were powered by a completely new oversquare overhead valve engine, the design of which was made possible by the scrapping of the road tax system that was based on the cylinder bore size. They also came with 12 volt electrics and a new form of independent front suspension. This system, designed by Ford's vice president of engineering Earle Macpherson, completely changed the way that Ford cars handled and put them on a par with the sports cars of the day.

To complement the larger cars, Ford also had in the pipeline an all-new small car which was also in monocoque form. It also had the new form of front suspension and 12 volt electrics, and was originally intended to also have a new overhead valve engine. In the late forties and early fifties money for development



Above: early 100E Anglia

was tight. So much had been spent on the development of the Consul/Zephyr/Zodiac range that economies had to be made. Somebody had the bright idea that if a new engine could be developed around the bore and stroke of the old 10hp engine, then this would allow existing tooling to be used and save considerably on capital costs. Sidevalve engines were cheaper to produce than other types, so the new engine would be a sidevalve. It would be Ford's pinnacle of the sidevalve genre. Increased compression ratio, larger valves, adjustable tappets, water pump and oil filter were all incorporated in the design. It would give an increase of about 10 bhp and a top speed of around 70 mph. The outcome of all of this was the 100E engine and car that we all know and love.

## Ahead of Its Rivals

Which brings me to my point. If you read Peter Williams "From the Archives" article in the June edition of Sidevalve News, you would have read about the road test by John Bolster. If you have heard of John Bolster then you will know that in the fifties and sixties he was a sporting motoring correspondent. He was known for testing sports and high performance cars. The fact that he tested the 100E and that it appeared in Autosport magazine proves that when it was introduced it was so far ahead of its rivals in terms of handling and speed that it was regarded as a car with potential for the sporting motorist! I have always found it strange that Ford never picked up on this.



The ubiquitous Popular

Yvon Precieux

## Registrar's Comments

By the time you read this I should have completed the Ford Rally here in Scotland. The C sailed through the MOT, although at this time of the year I have had to cover all the vehicles in the garage due to the housemartins who use the garage as a nesting place every year. No, I'm not a Bill Oddie, but the house martins were here before me.

## Streamlining And The 7W

Apart from one letter and a DVLA application, life has been quiet, with little news from members. Still, it does make me think of what to write in "Sidevalve News". As most of you are aware, Prewar "Sit up and Begs" were bodily quite radical against the earlier Y and C, yet there is little evidence to give the acclaim this deserves. It is surprising to find similarities in how futuristic concept cars put on paper in the 1970's are now totally acceptable and at ease in the market place. In the late 1920's it was not concept cars, but streamlining; and its eventual effect on design can be seen quite clearly on many cars from the late 1930's to the late 50's. In 1937, the Ford Motor Company was one of the earliest manufacturers to release a passenger vehicle based on the fundamental requirements of the streamline design of that time. This vehicle was the 7W. This was extended to the early E93A and the basics can be seen on all cars from the 8hp 7Y to the 103E. So 7W and Prefect owners generally, your cars are rather special as they followed the required rules of streamlining at the time.

The model Y was one of the first mass produced cars to get away from the boxy and squared shape that was part of the 20's and early 30's motoring scene. Its slightly

raked windscreen and radiator giving the car a quality that other manufacturers had to emulate. However, one really has to look at the first British designs on the small Fords in the late 1930's, particularly the 1937 to 39 models, and the near similarity of many cars to this type of design from this period, to fully appreciate how remarkable and ahead of their time these early Dagenham designed models were in the art of streamlining. How did these models become so different from the earlier model Y and C? The 7W and 7Y were certainly exceedingly modern in 1937, not only in appearance, but in mechanicals against the 1932 and 1935 earlier cars. The fact that the basic body design lasted up to 1959 with the 103E Popular shows some merit in the lasting qualities of the initial design, although this longevity and the manner in which the model Y passed so quickly from the drawing board into mass production has somewhat screened over the superior qualities of the 7W/7Y design at the time of its introduction to the British market.

Yet, to plan, design and fully prepare to manufacture a completely different model like the 7W and 7Y in the middle of the 1930's, when manufacturing costs on the model C were rising and sales on the Y waning, should be noted as quite an achievement. These models fully embraced new technology, both in design, with pressed steel bodies, more passenger comfort and luggage room, and in mechanics, with the use of the new compensated Girling braking system and easiclean wheels. The Ford 10 engine (4th edition) now had its proper starter motor and, although detuned against the previous Model CX and the later Prefect E93A, was still able to come up with the performance. All these factors went some way towards providing a solid and dependable vehicle to shoulder such a bold design for years to come, which, by virtue of its appearance and even extra weight, could achieve not only similar speeds and an increase in acceleration, with less noise and

turbulence against the earlier cars, but could do so without increasing the power output. This type of streamlined car had been demonstrated to be the way forward on design drawing boards way back in the late 1920's. This however meant going away from the typical composite (metal/wood) models of the time and under factory conditions meant a pressed steel body, a narrow shaped radiator with the ideal bonnet shape, a 'V' shape radiating back to the saloon area with rounded wings coming well down at the front to cover the wheels and sides as much as was feasibly possible, the front of the wing being required to be necessarily wider than the rear portion to divert the flow of air smoothly, to offer as little as possible resistance to the air and to offer some diversion to other parts of the vehicle on which the car would obstruct. Protruding parts such as door handles outside the body were known to have some effect on air current, but as this was minimal, similar types as used on the Model C. and the later curved units were utilised. Illustration 1 provides a frontal glimpse of a fully streamlined model "Sit up and beg" design, with illustration 2 showing how the back of the car should ideally look.

Looking at these designs, one has to agree that there had to be some compromises to say the least, and head lamps which ideally should have been placed directly into the wings were quite rightly exposed on the Ford models. The rear wings similarly should have ideally been manufactured as a spat to cover much of the rear wheel. But as with today, cars had to be sold to the general public and going radically all the way towards a fully designated streamlined body as shown would have made the models too 'concept' and most unattractive to what was then an unimaginative public who probably preferred a more aesthetic look with long bonnet, large headlamps and cycle wings as their ideal car. However, with the 7W and Prefect E93A, Ford epitomised a near enough perfect model to the streamline requirement with an elegant rear sloping bodyline. Follow a Ford Prefect sometime - it has a near perfect streamlined rear, which required that a gentle sloping rear should enable the flow of air to meet gradually with the squarer body sides such as the doors to permit air to glide and exit away from the car in the same direction of flow.

Ever wondered why those peculiar bulbous headlamp lenses were only used on the 7Ws, 7Y's and very early Prefect E93A? Believe me, the answer is streamlining, or in today's terms aerodynamics. This shape of headlamp lens is the most efficient for the sit up and beg design when used with a shaped pod, although the best method to employ for headlamps in a car design is to build them into the front wing and use curved glass. By this method a turbulent air flow past them could be avoided. Cost cutting and upping the compression

Illustration 1: full frontal streamlined design

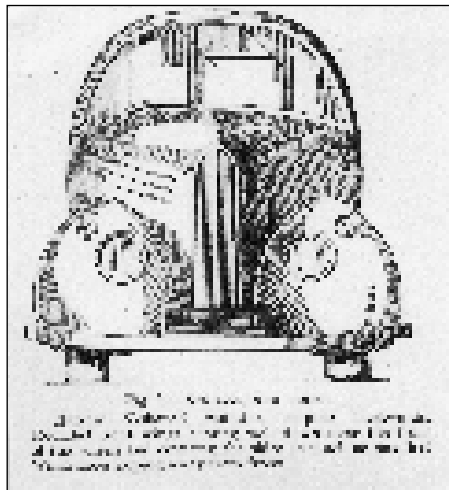


Illustration 2: How the back of the car should look



# Pre War Register cont . . .

ratio on the E93A meant the last of these wonderfully weird looking lenses were retained on the early E93A Prefect production models only, hence those of you who own a 7W or early Prefect E93A really do have something to crow about, as these models were indeed the ideal aerodynamic design of the era. The earlier Model Y's and C's were good, but these later models were better in the same way the 100E, 105E and Escort etc were better. The standard 7Y, with its exposed spare wheel, was slightly less so, yet it provided other benefits sacrificial to the required rear streamlined design, such as an internal luggage compartment and exterior wheel cover, over the preceding model Y. Cost was at a premium and maybe the efficiencies and effectiveness in the design would have been lost on the type of person who just wanted a cheaper, but more modern looking standard car.

## Repainting a Car

In the 1930's when the type of vehicles in this register were being manufactured there were various methods in applying the paint. It is a misconception that all our vehicles were of cellulose origin, although factory-wise, this method had the widest application. At the time there were a number of methods, with the all cellulose process and cellulose over oil foundation coats being at the forefront. For panels of pressed steel, cellulose was the quicker method. However, for vehicles that had been coachbuilt with panel beaten steel or aluminium panels and so required more filling in than a pressed steel panel, an oil foundation coat was sometimes found to be more suitable. Using this method via the normal process of a coach or body builder sometimes had its benefits, as some very garish colours could be provided, hence the use of a non-Ford colour could often be seen more on non-standard and commercial vehicles.

As always, there are advantages and disadvantages with both methods, as noted with the latter on my C van. The only way I could tackle the layers of paint was using a blowlamp. Today I would not recommend this due to fumes, health and safety and probably a multitude of unsavoury factors, but then I was younger and carefree and nobody told me otherwise. Mind you, this kind of brutal blowlamp treatment to the metal did work wonders. I was careful to apply just enough heat to expand the metal, the paint coming off via a metal brush. It was dusty to say the least, but not so messy as nitromors, and still quite hard work on the elbows and hands.

Many years ago, I visited FSOC member Graham Game, who had a 7W and used to handpaint his cars with the oil method and then varnish as a final finish, all by hand. The finish was fantastic. Today we have two pack paint and, properly applied, it will probably

provide an everlasting finish, especially as I am told one can touch up stone chips without the need to carry out a full panel respray now.

## Rivets And Body Off Restoration

In cutting out the rivets from the chassis/body attachments, always cut off from inside the body frame. If the heads on the outside are cut off, the holes in the thinner body flange may tear as to make reattachment insecurely fastened. In the case of some of the early 8hp Model Y van bodies, there can be found a chassis cover plate between the front and rear mudguards. This will first have to be removed before proceeding to the rivets.

## DVLA

Remember DAA 135, the 7Y standard model mentioned in an earlier issue? Well, it seems it has been sold on to new owner Simon Jones of Hereford. To anyone seeking an original registration for their vehicle I, as with all the registrars, would advise taking a copy of Andy Main's excellent article on reclaiming original registrations from the previous magazine, as this explains fully the situation in our dealings with the DVLA. In this case, where the car had been sold on to a new owner after my writing to the previous owner, it meant that the whole process had to start again. There is a reason for this, as there have been cars which have differed in appearance in a very short space of time! I have also come across individuals who, having quoted a membership number, have actually not been club members. Please have patience if you are endeavouring a request for your car. Simon is contemplating restoration on DAA 135 and the photos show the extent of work needed to bring the car back to life (photos 3 and 4 credit Simon Jones).



Photos 3 & 4: simon Jones's 7Y

## Change of Ownership

Peter Tinsley of St Asaph, Denbighshire is now the proud owner of AAJ 663, previously owned by Phillip Birch of Newant, Gloucester. Those of you who know Philip may be acquainted with the car, as it was restored some good ten years back and was a well known visitor to many rallies. The car was first registered on the 1st August 1937 and as you will see from the illustration, the car has a sliding roof. Peter himself has been a member of the FSOC for more than 20 years and owns an E493A. As a long standing member myself, congratulations Peter. May your ownership of AAJ 663 provide you with many further years of classic motoring in a sidevalve Ford (photo 5 - credit Peter Tinsley).

Photos 5: AAJ 663 - newly acquired by Peter Tinsley



# Anglia, Popular & Prefect Register

Andy Main

The purpose of the Register is to keep a record of all surviving post-war E04A/E494A Anglias, E93A/E493A Prefects, 103E Popular and the E04C/E494C 5 cwt. vans. The Register is also open to export models and overseas produced models with their often interesting locally built bodies. Most importantly, the vehicle can be in any condition. A photograph of the vehicle is most appreciated, but if taken on a digital camera, please print on photographic paper. I am always interested in receiving details and photographs of past owned, seen at rallies etc, or appearing in publications for the above vehicles. Articles on your vehicle are always appreciated. When a vehicle is sold or changes colour please let me know so that I can keep the Register updated, including if you move.

## Do You Own?

Don Orchard from Dorset supplied me with a photograph of NXV 587 (photo 4 - on the next page), a 1953 licensed E493A Prefect which was sold at auction in Somerset in July 2004. The auction price is unknown and it awaits restoration.

I photographed OXU 505 (photo 2), a 1954 licensed 103E Popular for sale at the Lingfield Steam Rally in August 2004.

Two months later, in October, I photographed maroon 801 CMV (photo 1) for sale beside the A274 in Maidstone Road, Headcorn, Kent, after the owner had purchased a Bedford lorry.

801 CMV, a 1954 licensed Popular, joined the Register on 1st December 1983 when owned by Clive White in Skipton, North Yorkshire. First licenced in London, the first owner lived in Sidcup, Kent. By 1966 it was in Bradford and was taken off the road in 1969, partly restored by 1973 and resprayed maroon, original colour is not known. Clive purchased it in July 1983 and it was then being restored at a restoration workshop for youngsters on the Youth Training Scheme in Keighley, West Yorkshire. Clive put on the bottom of his letter attached to the application form that he would send me a photograph "as soon as I get the film developed", however the first photograph of 801 CMV was when I took it!

Passing by the house in Headcorn a number of times since, it is no longer there, I assume sold, but where is it now?



Above: photo 1 - 801 CMV



Above: photo 2 - OXU 505 in 2004



Above: photo 3: Matthew Hales' 103E - complete with mattress!



# Anglia, Popular & Prefect Register cont . . .

## Loaded

Matthew Hale from Stratford Upon Avon purchased his 1956 licensed 103E Popular on the 8th August 2003 from club member John Witherford from Coventry; however it was unknown to me until Matthew registered it. Now painted grey, Matthew believes it was originally green. On 14th January this year Matthew used it to transport a bed and other items, but over what distance is not given. (photo 3). When our children were young we used a roof rack to transport the pram and the hinged boot lid came in useful too.

## Register 25 Years Ago

February 1981 Club News devoted twelve pages to the Popular Register, printed on blue paper - the rest of Club News was printed on white paper. Eight pages were reprints from Practical Motorist. The latest register figures were 105 up to the end of December 1980, including a 103E Popular in Switzerland and an E93A in South Africa. The first order form was included and the gear lever gaiter was now available. The 100 Register badges had nearly sold out, so most owners had purchased one. The eleventh blue page featured a 103E

Popular in the Halfords television campaign, anyone remember it?

## April 1981 Club News

Back on white paper and down to one page. Reconditioned clutch and brake pedal rubbers were now available on an exchange service and the 100 badges had all been sold and no further orders at the moment. Registered vehicles were now at 125.

## June 1981 Sidevalve News

It was announced that the register reached the 150th vehicle in April and the same member owned the 149th vehicle too. An additional 50 register badges were now in stock, but only a few gear lever gaiters remained from the first production batch. A further new remanufactured item appeared - a rubber bush for the front radius rod. For the window regulator gear wheel kit the spindle supplied could now be purchased separately if one ruined it whilst trying to fit it. In those days we enjoyed spending hours taking the regulator gear wheel off and fitting a new one plus spring and riveting it back together - now the club sells the window regulator ready to fit.



NXV 587 - awaiting restoration

## August 1981 Club News

The Register had a stall (my pasting table) at the Southern Sidevalve Day held on Sunday 28th June at the Cotswold Wildlife Park near Burford, Oxfordshire. I did a brisk trade selling the remanufactured parts and brought along a box of petrol locking caps and these were also afterwards sold through the post.

I drove 230 return miles going via London. Steve Waldenberg made the long journey down from Leeds in the Club's E83W Utilicon, but furthest travelled was Stig Svensson from Sweden in his 1954 104E Popular (104E being left hand drive) - a distance of 710km. Attendance was over 120 sidevalves including 15 pre-war.

## Federation News

Peter Williams

**This is the third in an occasional series to keep you up to date on news from the Federation of British Historic Vehicle Clubs (see the December 2005 issue for a full explanation.)**

### Computerised MoT Tests

There have been computer problems recently, which mean that you may not get a computer-printed certificate at the time of the test. In that case the examiner obtains a special code to enable a certificate (VT20 ET) to be issued by hand. This is valid for all purposes. The testing station enter the details into the system once it is operational and the 'proper' certificate can be printed out.

### Possible Admin Fee Added to VED

DVLA have been consulting for some time on proposals to charge an administration fee for all Vehicle Excise Duty transactions. At the

end of April a summary of the responses to that consultation were published, plus new proposals for future funding arrangements. Although annual fees of around £3 are again being considered, DVLA has made it clear that it will not charge for SORN. It also proposes a possible exemption from such fees for those with nil-rate licences. Responses to the second round of proposals were due by 1st July.

### Exchange of Old V5 Documents

Contrary to reports in some magazines, the exchange of old V5 documents for the new V5C registration certificate will continue indefinitely; there would be plenty of notice if this were to be changed. A reader had been advised to exchange a V5 for a pre-SORN vehicle (ie one not in use at January 1998 and thus not involved in the automatic exchange for licensed vehicles) before the end of May 2006. This is incorrect and the Federation repeats that there is no time limit imposed for the exchange of V5 registration documents.

### Age-related Registration Marks

The issue of age-related marks remains at a considerable volume, due principally to the continuing practice of selling marks from pre-1963 vehicles. The current series of replacement marks (UXA - UXY) is almost exhausted and a new series (XUA - XUY) has been set aside for issue. The series BS is allocated to pre-1930 vehicles and will also become exhausted in the near future.

### Drive it Day

This was a great success and the Federation newsletter contained pictures of several events. More are available on the web site [www.fbhvc.co.uk](http://www.fbhvc.co.uk). They are asking members to comment on what is the best name for it? Drive It/Ride It/Use It Again. What is the best day? Send your views to FBHVC, Kernshill, Shute Street, Stogumber, Taunton, TA4 3TU or [admin@fbhvc.co.uk](mailto:admin@fbhvc.co.uk).



Rob Daniels

Having put some miles on the Shirley of late, I am starting to see that some jobs will need to be done on her this year and possibly next. Firstly the pitch and roll is quite something, so a Raymond Mays suspension kit comprising telescopic dampers front and rear and an anti roll bar at the rear will be fitted to alleviate this. Secondly it appears to be blowing oil, possibly due to worn or broken piston rings. This is something I probably won't do just yet as the engine will be swapped with the Willment 100E unit from the Rochdale later in the year. This will also need a set of rings and the front oil seal on the crank replacing before the engine is cleaned and painted prior to fitting into the Shirley. The only problem that will arise from fitting this unit is the throttle pedal will have to be changed to one with a cable, which shouldn't cause me too much trouble. I will use an E93A Aquaplane exhaust manifold to mate to the current stainless steel exhaust.

With all this power I will need to change the differential ratio from 5.5-1 to 4.4-1. This will probably have been done before you read this article. Whether I keep the 16" wheels or I decide to change to 15"s I'm not too sure yet. When the 100E engine is fitted I will see what room there is for a change of front axle. I have the choice of Bowden or LMB, but the most likely choice will be a standard Ford one with a panhard rod, as the Bowden encroaches into the engine bay and may foul the lowered dynamo, and the LMB may interfere with the modified sump as the Buckler one did in the Rochdale.



Kevin Butcher's Mk1

## Ashley Sportiva

Dear Robert

We are currently putting back together an Ashley Sportiva 2 plus 2, which doesn't ever seem to have been registered. The car came with a logbook which was supposed to have been from the donor car, so we didn't think this was going to cause us any problems until we were checking through the paperwork and realised that the old style log book is for a 105E Anglia. Our car has the sidevalve engine not an overhead valve, so dating it much earlier. I also can't see any signs of a chassis number. Could you give any advice on the best way to register this vehicle?

Regards

Mark Jayes

This car has been doing the rounds for a number of years now. It started life as a saloon and at some point has had the roof removed. The Sportiva normally, as this one does, uses the Ashley MkVI 8ft wheelbase chassis, which is a 3" square box section ladder unit with upper wishbone front suspension and hydraulic clutch and brakes, with an E93A engine and gearbox and a torque tube to an E93A rear axle. This car also has the Ashley 15" wheels that I have only ever seen on the Sportiva. It would be great to finally see this car on the road.

## Dellow Mk 1

I have recently acquired the 1951 Dellow MK1 CRC 472 and it is fitted with a 100E



Kevin Butcher's Mk1 Dellow CRC 472 with Willment Inlet Over Exhaust conversion

engine and Willment OHV conversion. The engine was misfiring badly and on inspection I found it had two different needles in the twin HS2 (11/4") SU carbs. What I am trying to find out is what should the needles and springs be? So I joined the FSOC, and, looking in the technical index I see that there are 5 articles on the Willment conversion. Do any of them contain the information I need? If so, I would really appreciate a copy.

I also saw that back in the 1990's someone in the FSOC was asking about the car. Attached are photos of the car as it is now.

Regards

Kevin.

As I run a pair of twin choke Solex sidedraughts on my Willment, I can't help Kevin with his enquiry. Does anyone know what needles Kevin needs for his HS2 SU's?

## Buckler Road Run

John, Geoff and I made our annual appearance at the Buckler Road Run, which, as usual, was attended by a good selection of cars. This year is the 50th anniversary of the DD2 spaceframe and we were treated to the two best examples on the road - Peter Silverthorne's Convair bodied car and Keith Ambrose's AKS bodied car. Keith's car is the same car that was built by 'Cars Illustrated' and featured for about six months during its build from a bare chassis to a complete car in 1960.

The rest of the Bucklers comprised MkV and VI's. While the only Ford chassised cars were John's trusty Siva Edwardian and the pair of Shirley Mk2's of Geoff Hammond and myself. The weather tried its best to scupper the day, but we were having none of it. Thanks to Stan and Ken for another great day.

So at last the sun has come out and I am finding out what the joys of open top motoring are all about. I hope to see many more of you doing the same this summer.

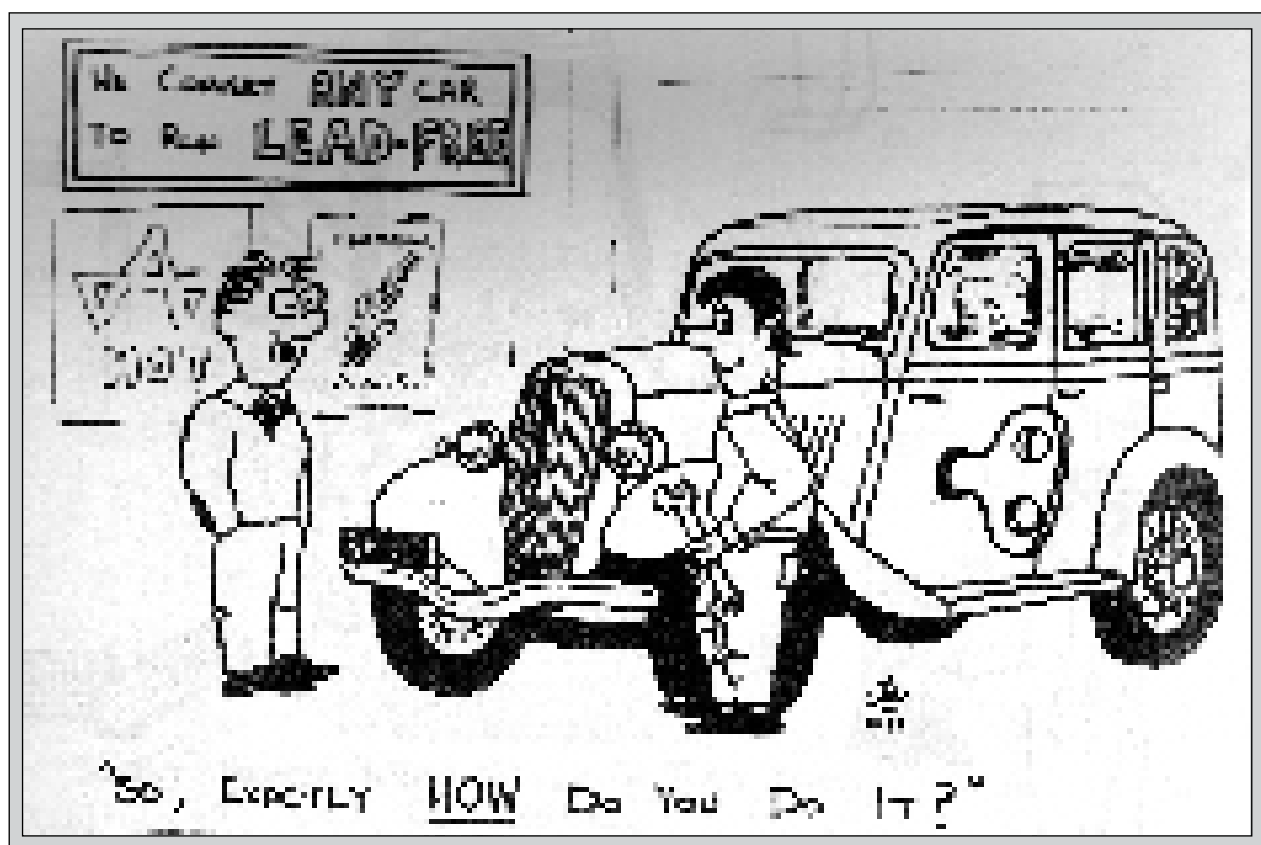
# Specials Register



Above: Buckler DD2 AKS with cousins Malcolm Buckler and Keith Ambrose  
Below: Buckler Registrar David Armstrong with his newly acquired MkVI Buckler



Above: MkV & VI Bucklers at The Buckler Run 2006  
Below: Shirley Mk2's



# From The Archives

Peter Williams

**For this month's trawl through the dark and dusty cupboard that houses the club's archives I have unearthed copies of 'The Ford Times' from many years ago.**

## Launch of the New 8hp Ford

The edition dated March 1932 (vol. 9, No. 4) was completely taken up with details of the 'New 8 hp Ford' (no one called it the model Y). There was a grand unveiling in a special ceremony which took place on February 19th 1932 in the Royal Albert Hall, where representatives from the 8 longest-serving Ford dealers pulled the dustsheet off the prototype to loud applause from the assembled multitudes. These companies had been Ford dealers for 25 years so they were certainly in the business from the start.

The account in the magazine started with the specification. To emphasise the total in-house capability of the Dagenham plant, the material of the crankshaft is shown as 'Ford carbon manganese steel', the exhaust system is 'Ford silencer' and the starter motor and generator are simply listed as 'Ford'. Under lamps it included the information that 'the headlamps can be switched off, leaving the side and tail lamps alight'. The gearbox was described as 'of synchromesh type, ensuring easy, silent and certain changes, with noiseless second speed'. The suspension

was said to include 'Ford shock-absorbers, easily adjusted and trouble-free, fitted on front and rear axles'. The steering gear included 'all connections rubber mounted, ensuring long life and freedom from rattle'.

The description of the unveiling and subsequent lunch and speeches was headed 'An unconventional record of an unprecedented event by A.B.C.'. I don't know who was hiding behind the initials A.B.C., but they certainly wrote in an unconventional style. The following example of the text will give you some idea - 'I thought this car a really wonderful production, as exhibited, as unveiled; just as it was, without one plea. And when I learned that it would (as a production job, coming through the mill at Dagenham, in hundreds, thousands, tens of thousands) be all of twice the job - better looking, roomier internally, with its fuel tank aft, I decided that it might not be so bad a thing to be a Ford man.'

## Prototype v Production

It seems that the marketing men were ahead of the engineers. The prototypes on show at the unveiling were different in major respects from subsequent production vehicles. I'm not sure when the first car left the production line, but it can't have been long after, which makes it quite amazing that the body width

was increased by two inches and the fuel tank was moved from the front to the back. These are major changes, which you can't imagine would happen in today's computerised design process.

## A Big Car in Miniature

Following the unveiling there was a grand lunch at the Grosvenor House hotel for 700 dealers, where Mr. A. R. Smith, the general manager, explained that it was not a "baby car" (even though it was the smallest cylinder capacity ever to be offered by Ford). He preferred to describe it as a big car in miniature. Pointing out that although the price was low (£120 ex works Dagenham), it was by no means a "cheap" car.

He went on to draw attention to the high quality of engineering. The crankshaft was said to be a 'massive three-bearing crankshaft, an expensive item of the specification, and one shared by no other car in the price-class of the new 8 hp Ford'. All the steering joints were rubber-mounted which 'might reasonably be said to render the whole steering set jar-proof, rattle-proof and singularly light of operation, for the whole life of the car'. The gearbox 'in addition to the synchro-mesh principle (which made the easy, certain, clash-free changing of gears, from top to second or second to top, a matter of childish, almost automatic simplicity) had helically-toothed second-speed pinions, with the result that the gear-box really was as quiet upon second gear as upon top'. The bodywork was said to be 'scientifically stream-lined, without being in the least degree freakish in appearance, to such a degree that the complete car was able to put up a much better performance than did the naked chassis'.

## The Model Y

Only the 2-door was available initially but 4-door and open versions were promised shortly. By October the magazine carried a full-page advertisement for the 8 hp Fordor saloon model Y. This seems to be the first mention of model Y. It was available in Orient Blue or Thorn Brown with cream or black wheels.

The specialist bodybuilders soon got in on the act, and by November 1932 an advertisement by W. J. Reynolds appeared offering a very sporty version called the Alpine Tourer.

The specialist body-builders were quick off the mark to see the potential of the model Y.

# New Parts Available

John Porter

## New Shock Absorbers

If you have a floppy Pop or an imprecise Prefect, then we may have the answer - new lever arm shock absorbers. Over the years we have supplied reconditioned shock absorbers that have obviously been based on the original Armstrong units fitted to all postwar uprights. These units have a finite life and the pool of suitable casings and key parts has become more depleted. Also, the quality of reconditioning can be variable, with leaks being a common problem (and MOT failure point).

With all of this in mind we have managed to find a source of NEW shock absorbers for these sidevalves that are very close to the appearance of the original Armstrong types. The difference is that the casings are slightly larger and the arms are more robust in appearance - the originals have a history of failure in the arms anyway. Having tested a set on the Siva for some 500+ miles, I can safely say that the improvement over the original worn and leaking set is dramatic. The effect on the steel bodied cars should be a dampening of the Popular and Prefect "bunny hops" and should alleviate some of the worst antics on undulating roads.

Prices are outright (including postage and packing), so there is no need to return old units or to pay a surcharge. New securing nuts and bolts are supplied, as these do get

worn over the years, and it is essential that the shock absorbers are totally secure on the chassis mountings. Whilst you are inspecting your undercarriage, it is well worth looking closely at the shock absorber links as the rubber bushes do wear away and introduce suspension knocks. New links are available from the spares department.

## Fuel Pumps

In the same vein, we have available new fuel pumps for both the uprights and the 100E range (not the 107E as that has an entirely different pump). These are based on the original AC type of casting used in both model ranges and are comprised of new parts. Given the problems with reconditioned units in the past with regard to leaks from the union fittings, this is the key to reliable sidevalve motoring. It is worth noting that the pump is supplied with the correct spacer for each application (8 & 10 HP and the 100E) which is necessary to adapt the operating arm of the pump for each type of engine block. As you are no doubt aware, the dreaded vaporisation, that causes embarrassment at traffic lights and hills, is connected with worn and defective fuel pumps.

Photos: the new shock absorbers and fuel pumps, now available from the club



# Goodbye Bessie

Fred Fielder

**Sad to say I have sold my 107E, but the good news it's gone to a local friend, Mark of Canterbury Convertibles, from whom I purchased a Morris Minor, only to subsequently sell him both of my Morris Minors and now my 107E. I was really upset to have to let 'Bessie' go, but 'er indoors wants to fill the garage with her collection of ephemera so, as always, I dutifully obeyed!**

I have passed the history and everything else about 679 MKK on to Mark and, hopefully, he will pass it on to whoever may subsequently purchase the car at a later date. He liked the car so much he decided to get it through the MOT and as Mick, his mechanic (who did his apprenticeship working on Ford Prefects and Pops) only needed to change the hosepipes and install new brake pads, the car is now running around the village between Mark's home and his workshop in the next village.

679 MKK had been off the road for almost five years and yet I drove from Ramsgate to Wingham, some eight to ten miles, singing like a bird let free from its cage.

Mark kindly drove it to the cottage and left it with me for the afternoon, so that I could say a last "goodbye" to a well-cherished and much adored friend. If he should sell it on (but I feel he likes it so much he'll want to keep it), hopefully the next owner will be in touch with FSOC at a later date.

The car had done just over 51,000 miles from new (not bad for 45 years old), and has its original engine and all other features, apart from a missing 'dog-leg' above the nearside wheel arch. The bright work is sound, but one or two items have lost their original lustre. Since I acquired it some twenty years ago I've only replaced the lower slave-cylinder on the clutch housing, three batteries and a new petrol pump and I think the brake pads a couple of times, as well as the lower pulley for the fan belt.

A sad day for me as I can no longer work on the cars, but hopefully my loss will be someone else's gain. Mark offered me what I thought was a reasonable price, and by selling the car it would save me having to renew the



Bessie saying a last goodbye

insurance, advertising it and get 'tyre-kickers' knocking on the door of the cottage, so all in all I feel I've done the right thing - as Jim Norman says, 'They need to be used, not museumised!'

I've had so much enjoyment from 'Bessie' as she was known, driven around most of Kent and attended a couple of SV Days, so I've more than covered my initial outlay in sheer enjoyment. So, 'Au revoir, a tout a l'heure peut-être' (Goodbye, maybe see you later) ... the end of another rite of passage?



# Technical Tips

John Pole

**Since taking on the role of technical advisor/ agony uncle a year ago it has been my privilege to try and help fellow sidevalvers with their problems. I have received questions about the following topics.**

Trafficators (position of),  
Water temperature (gauge),  
Gearbox noise (elimination of),  
“Hot” starting difficulties,  
E93A Prefect (how to determine age),  
Fuel (best to use), 12 volt (conversion),  
Rear lighting (1954 regulations),  
King pins (replacement of),  
Locking door handle (disassembly of),  
E83W spring shackles (source of),  
Smiths heater (installation of),  
Gearbox bolts.

Here are some of my replies, which I hope may be of interest. If you have any comments about their validity or have any further advice please get in touch.

## Water Temp Gauge

Dear Robin,

What you are describing as missing is the other end of the temperature gauge. The parts can be found in the reproduction parts list supplied by the club on page 76, but there is, alas no illustration.

A hole is made in the top hose, the threaded hollow tube of the base is then inserted through the side of the hose and the cap screwed firmly down to seal. The sensor is then inserted at the top and held in place by a screw cap.

I am not sure where you can get a direct replacement; however do you actually need one? I have never seen one fitted to an E493A when I've looked at cars at the shows.

The earlier Prefect, the E93A, and later 103E Popular, which both used the 10hp engine did not have one fitted. Where the gauge is fitted on the E493A “instrument board” the earlier Prefect has a clock (I have heard the argument that there is less scope for ventilation under the “hood” in the later Prefect because there are no louvers in the panel sides and this is why Ford fitted a gauge, but I am not altogether convinced about this).

What do you do with the information it provides? Worry or stop? I can see relevance in fitting a thermostat with an external water pump, but with the thermo syphonic system there really is very little you can do with the information the sensor provides. With modern fuels these engines run hot anyway. I have come back from runs in my Pop and can hear and feel the water boiling in the radiator! What is far more of a potential problem is fuel vaporisation, but that is another story.

I hope you enjoy your car Robin. Our Ford sidevalves are so different from anything else on the road these days and they are still in

the memory of many. When you drive it about you will find people coming up and telling you about driving to the wedding/buying one for £10 etc. These reliable idiosyncratic cars really introduced cheap motoring to post war Britain.

## Gearbox Noise

Dear David,

What you are describing is not unusual when you run one of these cars, but I can give you some tips which may help.

Firstly, the gearbox noise is the result of wear. The uprights were very well made of thick steel and most of those around now, with rare exceptions, have travelled on long after their “sell by date”. The best thing to do is to ignore the noise until, or if, your Prefect slips out of gear. At this stage you can either rebuild the gearbox or do what I would do, try fitting another second hand box and see how you get on. When these cars are broken, after the “shiny bits” the gearbox is often the next most common item saved and, being relatively inaccessible and covered in oil, they tend, to be in good external order. I have picked one up for as little as a £10 at an autojumble. It's well worth a try.

I have never dared open a gearbox and have baulked at the cost of parts. The manual is very good, but it's definitely not a job for the fainthearted or inexperienced.

With regard to the difficulties of hot starting I would suggest that there are two avenues of approach you should look at first, namely fuel supply and electrical failure.

It would seem from your description that the fuel supply from the fuel pump is ok, so I would next look in the carburettor bowl, having first checked the connections from the pump to carburettor are secure. See if there is any “muck” in the bottom and if so CAREFULLY clear it. Now look at the jets, unscrew them from the base, hold them up and see if you can see through them. If they need clearing, blow through them and ON NO ACCOUNT POKE ANYTHING THROUGH THE HOLES. Don't even attempt to unscrew the tube (9669) on the side or you will probably rip the brass head off! With the bowl detached, just try moving the valve that presses on the float and see that it is free to move vertically.

Assuming the fuel supply is ok and WEARING GLOVES now check the spark at the end of the lead to the distributor (King Lead). Check for a good spark to earth then start the engine.

At this stage, when cold you don't appear to have any problems. I have experienced failures both in the coil and the condenser as the engine heats up and I suggest you next look at the function of these items. Both these may well be over 50 years old and their materials deteriorate with age. Place your hand on the coil after the engine has run for 10 minutes or so, does it feel hot? If so change it. Still no success? Then

replace the condenser.

Now if this doesn't fix it David I'm a bit out of my depth. When I had problems similar to yours, I found someone else with a sidevalve and swapped known working items, one at a time. In my case I found by exchanging distributors, that the condenser was at fault.

Today's fuel is obviously very different from that for which these engines were designed. I find that with my car I often experience vaporization problems when I stop, after a long, hot run and typically try to accelerate away from traffic lights. I find by keeping my accelerator pedal hard down, that with some forward movement, and fresh fuel from the pump the engine does eventually pick up. With hot starting from stationary I overcome the volatility of the modern fuel by turning the engine over with the choke out but ignition off for a few seconds and then switching on the ignition. This works for me, but period books say that the procedure should not be used as it will “flood” the engine, so I can't recommend it. Please let me know if there is no improvement.

## Gearbox Bolts

Dear Dave

Many thanks for your letter. Both screw (gearbox to flywheel housing) and screw (clutch cover to flywheel) are given the same reference in the parts list, i.e. 20346---S7/8. In the section “Standard Parts” on page 162 they are described as 5/16 ---18 ¼ Hex head bolt---full diameter body. ( S7= Cadmium plate) . What I believe this to mean is that a bolt of 5/16 with 18 Threads Per Inch (T.P.I.) is UNC. The thread has to be right up the shank (i.e screw thread), but to ensure you have bolts of a sufficiently high tensile strength there must be letters or numbers stamped on the head of the bolt. They will then be bright zinc plated high tensile steel.

I think it would be difficult to find cadmium plated bolts but zinc plate will do.

So, if I'm right, you need 5/16 diameter, ¾ length, UNC, screw thread, bzp, hts bolts.

## King Pins

Dear Dave

Many thanks for your letter. I am afraid it rather stumped me and like you I had to seek advice.

As I understand it broaching is not an option these days and all kingpin bushes are now reamed.

I am informed that the key is to ensure that both the top and bottom bushes are cut with the reamer at the same time so that the holes made are exactly in line. If this is not done correctly, the pins will either bind on the bushes, which will cause disproportionate wear, or further drilling of the bush will be



# Technical Tips cont . . .

needed to allow the pin to enter and this will make the bush undersize and again create an opportunity for premature failure. I believe that a "pilot reamer" is the required tool.

## Trafficators

Dear Peter,

Many thanks for your letter. I went to the club stores on Saturday and was able to verify my thoughts by checking with some new o/s trafficators held there. It is not at all clear from the Parts List what type of trafficators were fixed. The part numbers are Ford numbers and not manufacturer's numbers and the latest reference to "Arms" is 1949. I do know that trafficators were mounted in several places. Some were made in the form of little rectangular boxes which were then fitted externally by the "A" post, but most were located in cut outs in

the body at the top or bottom of the "B" post, i.e. in the panel immediately behind the door. From reference to the Workshop Manual it would seem that your "current production" Anglia would have its trafficators in the latter, i.e. the "centre door pillar".

The trafficators at Abingdon and the ones I have got, are made by TEX and have the reference B7C1-6V inscribed on them. These are quite distinctive "Ford" trafficators because they have thin blades with a slight bulge about 2 inches from the end and this bulge is replicated in the sides of the slot cut out in the car. The securing hexagonal bolt heads are approximately 9 1/4 inches apart.

I would suggest that you offer up your Lucas semaphores and see if they fit exactly in the hole, if they do, you are in business.

However do not despair if they don't because the 50's were a great time for "make do and

mend" and I did come across some trafficators from a 53 Prefect which were not "right" but had been made to fit, and when I questioned a dealer about this he suggested that they were cheaper than the Ford ones when new and so had been fitted instead! You could always sell on your trafficators and buy the "correct" ones from the club if they don't fit.

With regard to flashing indicators/semaphores. I looked in the index of articles for the Sidevalve News back to 1990 and couldn't find the article you refer to, but I enclose a photocopy of an article from a Practical Classics Sidevalve Fords Briefing book which should help. I am told that the June edition of "The Automobile" page 72 also describes how to complete the wiring for simultaneous semaphore and flashing.

Happy Sidevalving to you all.

## Tales of BOA

Jim Norman

**There's a little more to tell this issue, and for those who are wound up by such oft-repeated comments as, "No problems have occurred despite..." - read on!**

I said last time that the long trips would soon begin: the first was a result of my realisation that we were probably never going to use the caravan again, nor was I likely to do the necessary work to make it useable, so it had to go. A new home was found for it 98 miles away in Atherstone, Warwickshire, so on 25th June BOA delivered it there. An uneventful trip was brightened by pleasant conversations with a couple of fellow 100E types on arrival and prior to the return home.

That week also saw the expiry of BOA's MoT. She passed, despite some body work being needed to the nearside (which I pointed out to the tester!) but was otherwise very sound. He made special comment on the very high readings on the brake meter.

The next planned visit to Kidderminster on 1st July had the meeting there cancelled and so I decided to use the time productively. The oil leak, mentioned several times previously, had reached the stage where it was affecting the world oil price, and parking anywhere had become an embarrassment. It was the crankshaft rear main oil seal that was the culprit, a job that requires the engine's removal. If it had to come out, it was the ideal opportunity to sort out the chain tensioner, and at over 48,000 miles, a look at the rings and shells might be beneficial. These would all take time, but I have a spare engine: 1500cc bored out to +0.090" (1588 cc), high lift cam and stage II head - newly rebuilt and never



BOA with the caravan after arrival at Atherstone.

run. That should make it go a bit!

The engine was changed over the Saturday and Sunday, so that lunchtime saw it being road tested. The clutch juddered (which I could live with), it refused to fire on number 4 cylinder on tick over (no. 3 was also very weak), but worse was the temperature, which climbed very quickly to just below the red mark. As an emergency measure, the thermostat was removed: this made absolutely no difference whatsoever.

But the following morning, I had a meeting at Stafford University, so had to go. Any attempt to go above 45 mph saw the temperature rise too high, but it was the hill approaching Keele services which eventually did the damage. Arriving at the top produced not only clouds of steam, but masses of very hot water - something had obviously burst. Alas, it was not a hose (I had a full set of spares on board) but a tube in the radiator itself.

When things cooled down a little, I poured in water from the gallon container I always

carry. The leak was about half way up the core, and while quite a strong leak, I felt I could return home if I stopped at each service area to top up. This was successful (although the meeting was missed) and a spare radiator fitted. This too had a hole in the core, but somewhat smaller and higher up. Surprisingly, this leak blocked itself up after a few minutes running and never returned. Even so, with July 16th approaching, drastic action was needed.

Yet another spare radiator was sent away to be recored - not cheap, but the present radiator was not to be relied on, particularly once we reached the time when antifreeze would be needed. But the aforementioned 16th July would be the start of our holiday touring Devon. The overheating 1500 engine could not be trusted over that distance so the original was dismantled, the oil leak cured, the chain tensioner repaired and the whole reassembled. Work started at 1.45 pm on the 4th July to remove the engine; at 5.15 pm the original engine was in, running and being successfully road tested! Devon here we come!

# Kemble Air Show

John Porter

**The site of last year's National Sidevalve Day, Peter Williams and Ivor Bryant organised a stand at the Kemble Air Day in June.**

It was warm enough (just about) for shorts and tee-shirt to be the preferred attire for most visitors. Ivor Bryant went barefoot for the day but he never said why..... In actual fact, the weather was perhaps the one major

disappointment, simply because the forecasted sunshine and blue skies never actually materialised. Instead the entire show took place under what could best be described as a mass of grey clag. With no discernible wind, the clag just sat over the airfield all day with the cloud base at about 5,000 ft, but this did little to detract from an exciting flying programme of classic aircraft. There was a good selection

of sidevalves on the club stand and those brave enough were invited to take a display run up and down the grass in front of the aircraft enthusiasts. Ivor Bryant peeps from his 7Y and Dave Prosser is mouthing something at the photographer from his E83W pickup! John and Pat Porter look pensive as we prepare to pass before the crowd. Photos credit John Pole.

