

# Sidevalve

Journal of the Ford Sidevalve Owners' Club



## Features this issue

Seatbelts in Sidevalves

The NEC Experience

Windscreen Wiper Conversion

Flasher Relay and LED Bulb  
Conversion

Membership cards  
enclosed



[www.fsoc.co.uk](http://www.fsoc.co.uk)

ISSN 0966-9140

Published by the Ford Sidevalve Owners' Club Limited.

**Registered Office:**

Slade Legal,  
The Greenhouse,  
Stratton Way, Abingdon,  
Oxon OX14 3PQ

Reg. No: 2604000 (London).

**Editorial/Advertising address:**

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

**FSOC Web Site:**

[www.fsoc.co.uk](http://www.fsoc.co.uk)

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

Copy deadline is the tenth of the month preceding publication.

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Cover photo: Thompson Brothers Aircraft Fueller (see page 3)

**John Porter**

# Editorial

## The Winter Project

I am always suspicious of the 'winter project' phrase in an advertisement for either a barn find or abandoned project. Most of us do not have a heated garage for winter work, so the mere thought of going out into a refrigerator to handle cold metal is not the romantic ideal of enthusiast versus the new project!

Some enthusiasts have had the good sense to extend the central heating to the adjoining garage, especially when integral – probably without telling the rest of the family. It has been known for discarded carpet to be lain on the cold concrete to make the inevitable creeping cold stay away just a little longer. When I worked in the motor trade, some of the enterprising mechanics put duckboards down to keep the cold and damp out of the usually unheated workshops.

When I sold the business I kept the space heater, thinking that it would keep me warm in the garage over the winter, but I rarely use it due to the noise generated preventing me listening to Radio 4. The worst thing is that you can't use these in a confined space – they are literally space heaters, as in big workshops with lots of ventilation. Not only that but the paraffin that is burnt seems to generate a fair amount of water vapour as well as the heat. In the end, two pairs of overalls and a lumberjack's thick shirt provide the best insulation. Once insulated, then a relatively small electric heater will safely keep Jack Frost at bay. Don't be tempted to use unventilated open flame devices because you surely don't want to blow the doors off the garage after painting those important little parts of your sidevalve. Whatever you do, please make sure

that you have a suitable fire extinguisher (and blanket) for electrical and solvent fires – not just a water based extinguisher.



The really thoughtful enthusiast will come at the problem from the other direction, which is to insulate their winter quarters to keep the cold out and the heat in. Most garages are not insulated and even something is better than nothing, with the up and over door the easiest and most effective area to do first. If you benefit from a window then secondary double glazing can improve the working environment immensely. Many garages are single skin and would benefit from some internal cladding to prevent heat loss through the masonry. Draughts can be sealed but remember the ventilation, especially when painting, otherwise a bad trip may occur...

Another problem with the winter project is that the days are short and really good lighting is essential if progress is to be made, and I have to say that I prefer working in daylight.

Those of us that venture into the garage and take a sidevalve apart – completely apart, that is – will find that one small car might need at least twice the space needed when in one piece. Is this when you go into the house and creep upstairs with parts of your sidevalve hidden up your trouser leg, like in *The Great Escape*, to endeavour to store in the loft or even under the bed?

Perhaps we should change the title to 'The Summer Project', for when it is warmer and the days longer?



Image copyright Wilf Boyte

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Shirley Wood

## AGM 2016

The AGM of the Ford Sidevalve Owners' Club Limited will be held on Saturday, 18th June 2016, starting at 1.00 p.m. A buffet lunch will be held before the meeting at 12:00 p.m.

The AGM will be held at King's Stanley Village Hall, Marling Close, Broad Street, King's Stanley, Gloucestershire, GL10 3PN. See <http://kingsstanleyvillagehall.org.uk/contact.php>.

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

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

### Annual General Meeting 2016

NOTICE IS HEREBY GIVEN of the Annual General Meeting of the Ford Sidevalve Owners' Club Limited to be held at 1.00 p.m. on Saturday 18th June 2016 at King's Stanley Village Hall, Marling Close, Broad Street, King's Stanley, Gloucestershire, GL10 3PN.

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

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

Nominations of candidates for election to the Ford Sidevalve Owners Club Limited Committee must be received by the General Secretary not less than fourteen days before the AGM, with an intimation in writing signed by each member nominated that he/she is willing to stand.

Nominations of candidates must be signed by the member proposing them. A candidate may nominate himself but shall require the signature

of another member as his / her seconder. All nominations correctly received by the General Secretary shall be included on the Agenda.

### Agenda

1. Apologies for absence.
2. To approve the Minutes of the last Annual General Meeting of the Ford Sidevalve Owners Club Limited held on the 20th June 2015.
3. Matters Arising from the Minutes.
4. To receive the report of the Directors and the audited accounts for the year ended 31st December 2015.
  - a. General Secretary
  - b. Treasurer – Present Accounts
  - c. Membership Secretary
  - d. Spares
  - e. Regalia Officer
  - f. Chairman
5. To re-elect the Officers of the Company.
  - a. Membership Secretary
  - b. Chairman
6. To re-elect the Committee members of the Company.
7. To re-elect Messrs Newby Crouch, Chartered Accountants, of Ember House, 35-37 Creek Road, East Molesey, Surrey, KT8 9BE to act as independent reporters for the company.
8. To authorise the Officers and Committee to fix the remuneration of the independent reporters.
9. To transact any other ordinary business of the Company.

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

*Shirley A. Wood*  
General Secretary  
3rd January 2016

### Front cover photo: Thompson Brothers Aircraft Fueller

The Thompson Mk Vc Aircraft Fueller was a small three-wheeled, airfield-based refuelling vehicle, powered by a Ford 10hp petrol engine. It had a three forward speed and one reverse speed gearbox, and a chain driven rear axle. The three-wheeled, low slung design made it easier to get close to aircraft for refuelling. The left side tank carried 500 gallons of petrol, and the right 50 litres of oil. Each tank had its own pump driven by a power take-off engaged by levers in the cockpit, and each was equipped with an indicator gauge, hose and nozzle.



Brian Cranswick

## Events

Although it's cold, wet and miserable outside, just try to think that Spring is certainly not that far away and hopefully some decent dry weather will be with us. For me, Drive It Day really represents the start of the new sidevalving season ahead. Now is the time to make sure all your repair jobs are in hand, and any spare parts are ordered from the Club stores, so you are all ready to go!

Below are just a few of the events for 2016. For a more comprehensive, up-to-date list, please refer to the events listing on the Club website.

The picture below is from my archives, and shows an impressive turnout of sidevalves on a Cambridgeshire Drive It Day.

**5th & 6th March, Practical Classics Resto Show, NEC.** Club stand: contact Colin Pudge for further details.

**2nd April, Heritage Transport Show, Detling, Maidstone.** Club stand: contact Richard Greenaway for further details.

**17th April, Colne Valley Railway, CO9 3DZ.** Three Counties group Club stand: contact Robin Thake for further details.

**24th April, Drive It Day. Cambs Group meet up – Lakeside Lodge Golf Club, Fen Lane, Pidley, nr Huntingdon, PE28 3DF.** Contact Brian Cranswick for further details.

**24th April, Drive It Day, Wiltshire Group – Standard Mtr Co, Romsey.** Details from Sally Litherland.

**24th April, Drive It Day, Coventry & Midlands Group are organising a run out.** Details from Colin Pudge.

**24th April, Kent All Ford Show, Aylesford Priory, nr Maidstone.** Club stand: contact Richard Greenaway for further details.

**29th April to 2nd May, Abbey Hill Steam**

**Show, Yeovil.** Somerset group Club stand: contact Tim Griffiths for further details.

**2nd May, Culcheth Community Day, Warrington.** Merseyside Group Club Stand: contact Joe Wheatley for further details.

**3rd to 5th June, Vintage Nostalgia Show, Stockton, Wilts.** Club stand: contact Sally Litherland for further details.

**3rd to 10th June, FSOC Holiday, Warners Lakeside Village, Hayling Island.** To book a chalet you can contact Warners direct on 023 9246 3976 (booking ref. is 4133228). You can stay the full seven nights or less: prices are for full board and entertainment. For further information please contact Richard and Shirley on 07881 623619 / email richard.healey@talk21.com.

**4th June, Vale of Avalon Vintage Road Run.** Further details from Tim Griffiths.

**4th & 5th June, Tatton Park Classic Car Show.** Club stand: contact Joe Wheatley for further details.

**10th to 12th June, Dig for Victory Show, North Somerset Showground.** Club stand: contact Tim Griffiths for further details.

**15th, 16th & 17th July, Somerset Steam & Country Show, nr Langport.** Club stand: contact Tim Griffiths for further details.

**17th July, All Ford Rally, Heritage Motor Museum, Gaydon.** Club stand: contact Colin Pudge for further details.

**7th August, Northern Sidevalve Day, Hebden Bridge.** Early booking is recommended: details from Joe Wheatley.

**7th August, Weald of Kent Steam Rally, Woodchurch.** Club stand: contact Richard Greenaway for further details.

**14th August, Hampshire Classic Motor**

**Show, Breamore, Hants.** Club stand: contact Sally Litherland for further details.

**20th & 21st August, Tatton Park Classic Car Show.** Club stand: contact Joe Wheatley for further details.

**11th September, Kent Classic Motor Show, Aylesford Priory, nr Maidstone.** Club stand: contact Richard Greenaway for further details.

Jennie Thake

## Membership Secretary End of Year Report

Firstly, thank you for the Christmas cards, greetings and thank yous to the committee that I received with the renewals. All the Christmas cards go on display around the house. Happy New Year to all Ford Sidevalve Club members, and thank you to all who have paid their membership fees for 2016. If you are reading this then you have paid up! Thank you for paying promptly.

We had a lovely Christmas with all the family joining us for the traditional meal on Christmas Day, which was very mild if a little damp. We did manage a walk after lunch. I hope all our members in the northern part of the country survived the floods and heavy rain during December and over Christmas. I did think of you – we have no idea of what it must be like as the area where we live is relatively flat with no large rivers.

We have just had our annual trip to the pantomime at the local theatre. This year it was *Jack and the Beanstalk* and was once again a brilliant show using local talent, but I am still trying to work out what a chicken with a Scottish accent called Goose laying golden eggs was doing in it!

Happy Sidevalving in 2016.

Jennie Thake

Membership Secretary



Robin &amp; Jennie Thake

## Three Counties

Wishing everybody a Happy New Year with hope for an enjoyable show season.

Our group had an enjoyable Christmas meal on our Monday club night at the beginning of December, with 18 members sitting down. John West has found a good use for the table gift – he has mounted a surveillance camera on it. It should be used for holding a drinks container clipped to a table when on a picnic or at a car show!

On New Year's Day the Anglia celebrated 70 years of being on the road, so I went out to the garage to start the engine up. On looking at the car, it looked like a 70-year-old with its covers on to keep it warm, feet up (jacked up with the wheels off the ground) and a wire going up to keep it alive (battery on charge)!

In November I did a clutch change on Ken Finch's car, and what an easy job it was, after doing several clutch changes over the years lying underneath with the car on axle stands. Ken had managed to get the use of a four post lift at the museum where he is a volunteer. With the help of David Heard it was soon job done, with the only problem being that David is 6ft tall and I am 5ft 7inches, so he ducked and I stretched. We also changed the universal joint, which is always a fiddle.

The shows that we have booked into so far are Colne Valley Railway in April and Rushden Cavalcade in May.

Brian Cranswick

## Cambs, South Lincs & Norfolk

In the October issue of *Sidevalve* I showed some pictures of the very smart hand sign writing / livery on Roger Newark's E83W. He has since sent in a few further shots of the locally based sign writer applying his skills (right). Having a steady hand is absolute must for this type of work, and you can clearly see in the photo how he uses his mahl (rest) stick. Roger's van is now being treated to the works by having a full engine rebuild, which includes regrounding the crank, converting to shell big ends and fitting adjustable tappets as well.

I would like to welcome to the Cambs area group Alex Salour, who has just recently re-joined the Club. Alex has owned his early 103E (OLN 88, below) for many years, and is now in the process of completing some repairs to get his Pop roadworthy again. Will it be ready for Drive It Day? (Please see the events list for the meet-up venue details.)





Colin Pudge

## Coventry & Midlands

Happy New Year, everybody. The New Year's motoring started for me on 1st January with a run down to a meet at Stoney Stratford on the outskirts of Milton Keynes. This is a town centre show and is really well organised. I would estimate there were over 200 vehicles present for most of the day, with an ever changing selection of cars coming and going. Cars of all ages and genre were there, in particular an amazing array of vintage race cars and veterans. We met up with Neil Bannister in his 103E Pop en route – probably just as well as after a precautionary fuel stop his car refused to start. After all the usual checks I realised the screw holding the distributor base plate had come loose and was shorting out on the carb. By this time the edge had gone off his newly purchased 6 volt battery, and with the instruction of 'if it starts, keep going and we'll catch up', we gave him a push down the forecourt. Luckily it started and after a bit of revving to clear its throat he was off with no further problems.

A few other sidevalves were in attendance: a pale yellow Model Y, a black upright Prefect, a black 103E Pop, a lovely green Model C Tourer, and a couple of rodded Pops. This event is definitely on my list for next year.

The beginning of December saw our Christmas get together and meal held in conjunction with Liam Cotton's group, and an extremely pleasant evening was had by all.

Planning is underway for the Practical Classics Restoration show stand in March. I hope to see some of you there. Don't forget to take advantage of the discounted tickets offer which should be advertised in this issue and also on the website.

I shall also be sorting out a route and agenda for the group's Drive It day event in April: details will follow as soon as I know what they are.

Don't forget, our monthly meetings take place at 8.00pm at the Queen's Head in Meriden near Coventry on the second Tuesday. It would be lovely to see some new faces who will be made more than welcome by our regular crew. I know you're out there – don't be shy.

Liam Cotton

## East Midlands

After a fantastic Christmas meal with the Coventry group, our December meeting was held a day early and I hope all who were intending to join us got the message. Posting this on Facebook was a new experience, and not being too good with computers I do not want to admit how long this took!

As stated in the last magazine, our meetings at the Greyhound are continuing throughout the winter months, so if you have the time then please come and join us. The only news at present is that our resident expert, John Porter, is moving house so sadly we will not see him as often. I would like to take this opportunity to thank him on behalf of all the East Midlands members for being so helpful, and wish both John and Pat every happiness in their new home. Pictures this time are of John Porter's Siva.



Fred Tutt

## Surrey

There has been an encouraging response to a mail shot sent to all the Club members in the Surrey and SW London postcodes to see what support there might be for an active group to be relaunched in the Surrey area. Everyone who responded has been invited to an informal get together where we can meet each other, have a beer / cup of tea, share ideas on what a regional group might look like, and see what the commitment might be to relaunch in 2016.

The get together is on Tuesday 23rd February, 7.30pm at the Effingham Golf Club, Guildford Road, Effingham, KT24 5PZ (about five minutes from the M25 / A3 junction). The invitation is open to all Club members who live in and around Surrey and the west London area – do come along and share your experiences with other members of the Club.

John Duckenfield

## Regional Report

### Hampshire

Soon after joining the Club in the early 1980s, Mick Crouch became Regional Contact in Hampshire. After some thirty-odd years he has decided that the time has now come to hand the reins over to someone else. The

commitment he has shown, the time he has given and the enjoyment he has brought to members in the Hampshire region over the years have been enormous. On behalf of the Club and members in Hampshire, I would like to thank him very much indeed for the considerable contribution he has made over such a long time.

A quick check of members living in Hampshire (as at October 2015) indicates that there are (approximately) six members with GU postcodes, 11 PO and 16 SO, giving a total of at least 33 FSOC members living in the county. If anyone would like to take over from Mick, all they have to do is get in touch with me to find out more. (Additionally there are seven members with PO postcodes living on the Isle of Wight, so how about having an 'affiliated' or small 'independent' group there?)

Nigel Hilling

## Yorkshire

For the second year running we held a Christmas meal at the Reindeer Inn in early December. Twenty-three members, wives and friends enjoyed a good meal and a pleasant social occasion, topped off with John Duckenfield playing his guitar and singing a few songs. The dining room holds a maximum of 24, so if anyone else thinks they might like to attend this year, please let me know as we may need to consider somewhere bigger.

Meetings will continue on the last Tuesday of the month at the Reindeer Inn in 2016: please come along and join in, whether in your sidevalve or a modern car.

One of the first events of the year will be Drive It Day on April 24th, although I have no details of events at this time. The York Historic Vehicle Group usually organise a run



from York to Sherburn Aerodrome which is open to all, but there will be a number of other events around the region. I will put details of these and any other relevant events in the Yorkshire Regional News in the Members Area of the FSOC website. Once I have enough information, a calendar of events will also

appear on the Yorkshire page.

Spotted at an event in Doncaster last year were two Dagenham built, but Doncaster registered, Pops with only 117 numbers separating their registrations (see photo). One belongs to Trevor Miller, who took the photo.

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**CLARION**

\*\*Club ticket (adult 16 years+) offer applies only when booked in advance. Club singleticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print-at-home voucher to an exhibiting club stand and they will benefit from a commission. Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £4.00. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.



Joe Wheatley

## Merseyside

Our last trip out in 2015 was to Warrington Town Centre on Saturday 3rd October. Kevin Appleby (black E493A), Frank Hayes (black 100E Prefect), Steve McKenna (103E), Arthur Speakman (Falcon Caribbean), Brice & Carol Allan (turquoise 100E Prefect) and I (Freddy) met up at the big Sainsbury's in Warrington.

We formed up in line astern and were directed to the centre of the pedestrian area right at the junction of the four main streets. We were certainly well on view and had plenty of interest in the cars all day. The weather was cool and overcast all day, but at least it was dry. The theme for the day was Time Travel, so the cars were not the only attraction. A David Tennant look-alike Doctor Who was there complete with Tardis, free roving Daleks and a Cyberman. The Terminator and Darth Vader were scaring children in the market where a replica DeLorean from *Back to the Future* could be found. All in all, a very enjoyable day out and a fitting end to the season.

Well, not quite the end. We had our



Christmas meal at the Bottle & Glass on Monday 14th December. Twenty-four of us sat down. Eventually. There was a fire close to the East Lancs which resulted in its closure, delaying several of us for almost an hour. Despite being a bit late the food was very

good, as was the company, setting us up nicely for the Christmas and New Year.

I hope more of you can come out to join us this year. If you would like a list of events, please drop me an email and I'll send one on as soon as it is finalised.

Håkon Øverland

## Scandinavia

### 1948 Anglia, converted from right-hand drive, for sale

*From Gustav Åkerblom:* At last I have decided to reduce our car collection and our 1948 Anglia is closest to the gate.

It appeared on the cover of *Sidevalve News*, December 2008 as a very small colour picture, and was also mentioned in a little feature inside. Unfortunately there was a mistranslation – the 1946 car that supplied the RHD parts was not condemned but was a perfectly good car with 8000 miles on it!

My dad ran his own autorepair shop and I am a trained car repairman, doing all the work on our cars. Our 1948 car has been in our family since new, when it was brought home

on a covered lorry. It went into my father's workshop to be converted from LHD to RHD.

Here in Sweden we drove on the proper (left) side of the road until 1967. So, Dad wanted a RHD car, and since only LHD cars were available he got one of each, changed some parts, and after a few days had a *new* 1948 RHD E04A that had started life with the steering on the left (wrong) side. It has original mechanical parts and interior, drives like it should, and has been properly looked after during the years in our ownership.

The condition of the car is very good, maybe excellent. It still has its factory paintwork in such condition that people who see it believe it has been repainted. The fabric roof has been changed since very small cracks had developed which rain could leak through.

Mileage is around 30,000 (48,000 kilometres). It still has original tyres and has *never* been welded since it left the factory! When new it was painted with lead paint under the body and chassis to prevent it from rusting. Lead paint was used to protect ships in salt water but is now not allowed on cars for environmental reasons. It has deluxe running boards.

Since it is RHD it is well suited to be driven in left-hand traffic. Is there some way I can get help to get a new home for it? I have answered a few 'wanted' ads and I don't even get a reply with 'no thanks'. I will gladly export the car but it has to be fully paid for before I let it go!

If someone is interested in this beautiful motorcar, please get in touch with me via Håkon!



Richard &amp; Trish Greenaway

# Kent

## The start of another year

Believe it or not, this will be our eighth year of running the Kent group. I used to think we were one of the newer groups within the Club, but with the number that John Duckenfield has managed to set up in recent years, I suppose we are now classed as one of the well-established groups.

It's good that Fred and Colin have started up the Surrey group again. Hopefully within a couple of years they can gather together a good number of members to get a good group going. It's always been my aim to get the Kent, Sussex and Surrey groups together so we can put on a really good show. With a show in the right area there's no reason we can't get 30 sidevalves together in one place at some point in the future, which I'm sure would be a first in this area for a good many years.

## Early show dates

Talking of shows, our first Club stand event for 2016 is only seven weeks away. This will be the Heritage Show which takes place as usual at the Detling Showground on Saturday 2nd April. As well as the 500+ vehicles on show there will also be around 150 buses of all shapes, sizes and ages taking part in the adjoining South East Bus Festival. As well as their static display they also give free bus rides with a number of hop on, hop off stops around the showground. It is certainly a great day out, so for those who have not been along before, why not make this your first show of the year?

Second up we have the All Ford Show which takes place at Aylesford Priory on Sunday 24th April. For any further details or an entry form, please contact us (details below).

## Keeping members informed

Regarding future events, we will as usual be producing our 2016 events list which we will hopefully have done by the end of February. Of the near 80 members we have in Kent, we currently have email addresses for roughly 75% of you. If you are one of those, you will have been receiving our monthly newsletter

for the last year. If you have an email address and haven't been receiving them, it's because we don't have your address, so please email it to us. Then we will be able to keep you up to date with what's going on in the county of Kent. For those that we don't have email addresses for, it was always our policy to send a copy of the newsletter and events list through the post during the early part of the year, but due to the cost of postage we feel this is no longer viable as several members are only members in name and don't actually take part in any Club activities. Don't feel left out if you are one of those as it's always been our policy to speak or meet each and every one of you, as it's nice to know you. If you would still like to receive a 2016 events list so you can keep track of what's going on in Kent, please give us a ring and we will post one out to you.

## Your invitation to a private film show

Derek Warner, one of our Kent members, has reached the ripe young age of 70, so to celebrate he has booked the Gulbenkian Cinema at the University of Kent at Canterbury for a private showing of the film *Grand Prix*, described as 'All the glamour and greatness of the world's most exciting drama of speed and spectacle.' The cinema seats 300 so Derek has cordially invited all Kent members (plus partners) as well as friends and family to come along on Saturday 27th February at 1:30pm to help celebrate his seventieth. Anyone who would like to come along and join us for the day, please contact Derek (email brampton3@hotmail.com), or Trish or me (rntgreenaway@yahoo.co.uk or 01892 892169).

There is a cafeteria on the complex for light lunches, so why not come along, enjoy the film, and meet up with your fellow Kent members. If the ladies are not interested in the film they can always take in the sights of the city of Canterbury.

Stuart Battersby

# North West Midlands

This is usually the quiet season for our group and this year is no different. We met in December at the (recently refurbished) Peacock Inn in Nantwich but won't meet again until Tuesday 1st March at 7.30pm. At that meeting our main topic of discussion will be to confirm our shows and events schedule for the coming season.

We have become a little jaded with some of the larger shows in our region and so will be looking to refresh and try a few new events this year. If anyone has suggestions for good events in the region then please drop me an email and we'll take a look at it. We won't be changing everything, though, and some events will definitely be on the calendar this year. Audlem, Lymm, Wirral, Tatton Park and Gawsworth Hall will certainly be on the list.

Colin Pudge from the Coventry Group assures me that he will be organising a Drive It Day rally and I will aim to get across to that. I will try and keep local members informed about that one; it's usually a really good day.

New member Julian Heath has now become a regular at our monthly meetings following the purchase of his 100E from Dave Rothwell. Julian is delighted with his new car (it looked pretty good when we saw it at Tatton) and we are all keen to see it in more detail, either at The Peacock or some shows in the season. Welcome also to Stephen Edge from Lymm who has a 103E that he thinks is too 'noisy'. I'm absolutely hopeless at identifying noises so I think it's another instance of asking the oracle, Dave Rothwell, to listen in and give his opinion.

My personal journey installing Aquaplane kit on my 100E has turned into a voyage of discovery. There has been a huge number of minor modifications that I have needed to make in order to fit the head, manifolds and twin carbs. I don't want to steal my own thunder because I intend to write a separate note describing the process, but amongst other items I have had to: chop and shunt the exhaust, move the horn, amend the wiper vacuum port, buy a longer choke cable and fabricate a new distributor clamp. And I thought this would be a simple job ... If anyone is in the middle of such an upgrade themselves then please get in touch so that we can swap notes.

John Duckenfield

# Obituary for Graham Stuart Little, 1965 – 2015

It is with great sadness I inform members that Graham Little, Regional Contact for Scotland – West Central, died on 11th September 2015, after a long and valiant battle against cancer.

Graham joined the FSOC in 1984, two years after purchasing his one and only sidevalve – a 1961 100E Popular Deluxe, XVJ 392. Some 33 years later, that same vehicle was to accompany him on his final journey.

It was early in 2011 that Graham first contacted me with a view to becoming a Regional Contact. His commitment and enthusiasm were evident from the start, but a few months after taking on the role Graham was admitted to hospital for a long and intensive course of treatment for cancer. With a steely determination that summed up the nature and resolve of the man, he informed me that he hoped to resume his Regional Contact duties as soon as he could!

The treatment went well, helped no doubt by the fact that his spirits were greatly lifted by the love of the family he held so dear, and the unwavering support of good friends, some of whom completed the restoration of his sidevalve during his hospitalisation. Graham was slowly but surely recovering from his ordeal and by April 2013 was well enough to take up his role again as an FSOC Regional Contact. August arrived and, with the restoration project almost completed and the Pop back on the road after 25 years, Graham could hardly contain his excitement.

Unfortunately, the optimism and hope of that year was soon replaced by despair when early in 2014 the cancer returned, prompting a year of frequent hospital visits and extremely aggressive treatments. By December his health had deteriorated to such an extent that he was offered the rare opportunity to be part of a clinical trial that was to take place in Sheffield. That is how I came to meet him.

After the initial pleasantries on my first visit had been exchanged, the conversations became more focused. Not about Graham's health or the treatment he was undergoing – though of course both did get a passing mention; no, Graham was far more eager to talk about really interesting subjects, so over the next few days most matters sidevalve were discussed! Everything from aquaplane super-

heads to Zenith carburettors was covered, and the mention of a Laycock overdrive unit nearly resulted in him suffering a relapse as he excitedly relayed the story of how, in an instant, he'd travelled the length of the country to buy a similar unit!

Never was there any suggestion of self-pity or anger. There was only ever praise, cheerfulness, humour, warmth and gratitude. Remarkably, even at the darkest of times there was humility, optimism and hope. It was a great pleasure and privilege to have met him, albeit in such tragic circumstances.

Very sadly, after an almost euphoric first couple of days, the trial failed and there followed a further nine months of hospital visits back in Scotland. Eventually Graham lost his battle but, as warmest thoughts go to family and friends, one thing is certain. Graham would have wanted it no other way, than to be followed on his final journey by his beloved Pop.





Yvon Precieux

# Pre-War Register

## Registrar's Comments: Preservation/Restoration

How another year has flown: February is now with us and with it the usual start to make ready our sidevalves for what is hoped to be a good summer.

Looking back to my early days, my first car was a 105E that I had tuned to the eyeballs and which had a fibreglass front fitted. Soon after, braking sharply to avoid a dog in the road, the vehicle behind ran into the back of my pride and joy. (The dog was okay.) From that incident I acquired my first Ford sidevalve, a 100E Anglia (252 FPD), and although a novice with sidevalves, I was extremely inquisitive to investigate what was below that slab of metal on top. I am now into my mid-sixties and still enjoy the significant manifestations of the sidevalve engine, having had my first initiation on that Anglia, after which it was a 103E, countless 1172 Specials and a pre-war C van as part of my classic motoring repertoire, besides modern tin ware. However, now that I am getting long in the tooth it would be nice to mentor a younger pre-war registrar to take over the reins of the register into the beyond.

Car clubs when I started out were quite different to the clubs and literature that we now associate today. As far as I am concerned, a bit of that magic has been lost as trialling, rallying, racing, dirt track and dare I say it customising and, with due respects, hotrodding were all aspects of my motoring scene then, and no-one raised an eyebrow. Classic car restoration then was usually attributed to sports and the more upmarket models. The more mundane mass produced cars were not trifled with. Most of us young interlopers to the scene started out with the cheapest vehicles, usually a very worn car that needed work with preservation rather than restoration being the prerequisite to keep it on the road: mine was a £12 100E clapped-out Ford Anglia that was so ponderous initially that first gear was the only way to get up a hill. Washing a car on a Sunday was not good enough, and decokes with all sorts of additional goodies were bolted on and different engines experimented with. The classic value and predator/speculator aspect that we now

Photo 1

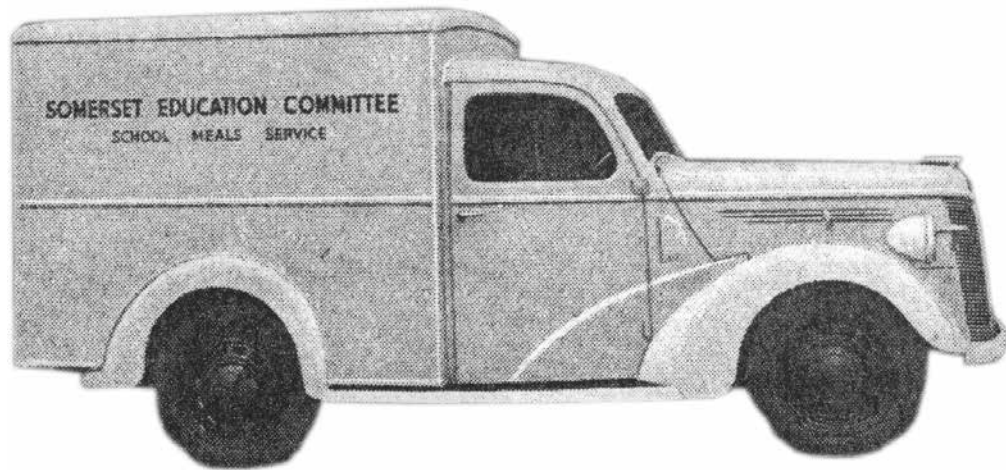
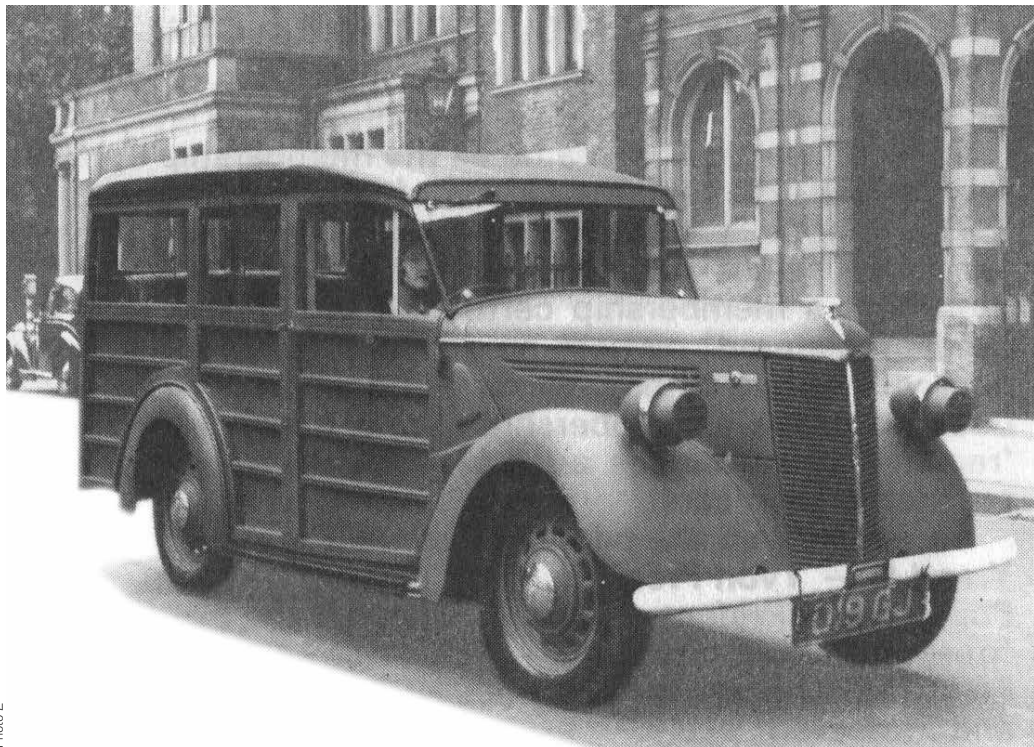


Photo 2



see even in our club had not developed, as similarly was the case with the upright Fords when I fully restored what was still a youthful Ford 103E. No one had restored or expended monies on such a basic mass-produced British, yet alone foreign (American) older car, yet when I started to win the odd prize, snobbery and the other trappings of a competitive nature raised their ugly head.

I unashamedly admit I did use the 8 head on the 10 engine and despite my blowing two axles on the car, I have enjoyed that learning curve when you are destined to repair more intricate mechanical components on a budget. Car shows then accepted cars as cars, whereas nowadays exotica takes the cake with some social rivalry coming into play on occasions where our cars are shown against other marques. Pick up a late fifties/sixties mag of *Car Mechanics / Practical Motorist* and

you will find all sorts of benefits re discounts on products ranging from fibreglass panels, exhausts, tools, tyres and information from technical advice, insurance, tuning, competition to special building, besides proper restoration. So it is indeed a loss that areas that were once found in these period issues are now devoid and even frowned upon in most of the upmarket periodicals, and by the very same people who grew up and progressed with mass produced cars. So, I find it not that surprising that youngsters today – the budding engineers of tomorrow, with the same sentiments as when I and probably the majority of us started out – are looking at a more technologically modern vehicle that can still keep pace with the machinery on the roads today, under the same camaraderie and activity as when we were at the same age with our sidevalves.

Yes, it is a learning curve for a younger

enthusiast starting out, but one major characteristic that our older Fords, especially the 1937-59 models, have over other marques is the utter simplicity of this range: the separate chassis, mechanical brakes (no messy fluids), electrical simplicity and durability, with the added bonus of being able to improve the stability in our more modern age with Panhard rods and ability to extract further power from a pedigree engine which, as with the 100E, can be tuned with parts that are still available today.

So, endeavour to show your vehicle for others young and old to consider owning a small sidevalve Ford, even if it just means opening up the garage and extolling the virtues of owning such a vehicle, so that in future years we have a good mix of both older and younger members collectively taking us into the 21st century. (Comments and emails are welcome.)

## Prefect bodywork

Photos 1 and 2 show some food vans that you may not have seen. The first was built in 1943 for the Somerset Education Committee for carrying meals to schools that did not have their own kitchen. The text in the *Ford Times* says that it was mounted on the standard Prefect chassis, the bodywork being cut off from behind the front pillars with floor and rear wings left in situ, with chassis modification being a 13 leaf rear spring. The main framework was of ash or oak with plywood roof canvas clad and waterproofed.

The vans were built by J.H. Plater & Co. Ltd. of Streatham, who also built similar bodies on V8 and larger Ford chassis for NAAFI, WVS and the Salvation Army. Another rare Prefect that was built was the now very rare Prefect Utility. We do not have any known examples of this type that have survived, but it would be nice to know if one is still hiding inside a shed or garage?

## Technical notes: brakes

7Ys and 7Ws are now well into the 100s with the standard of restoration pretty high. Care however should be taken when renovating front axles on these vehicles for in April 1938, part no. 7WF-3010-B front axle replaced the earlier component 7W-3010-A. The main difference was that the later axle had the brake swingle tree mechanism/boss located nearer

to the axle beam end and the swingle tree was longer. Brake rods do vary on the earlier 1937, 7Y and 7W models and the situation is further complicated with the introduction of brake cables during May 1938. The cables from the brakes to the compensators balance centrally, and the main arm of each compensator which will be pulled by the brake rod should be lying somewhat less than 90 degrees, so that when the rod is pulled and the brakes applied, the arm should pull to approximately the right-angle position, which is the attitude at which the most force is exerted to apply the brakes.

The main rods and pedal settings should similarly be made to balance the main compensator, so that the pull-push is taken evenly on front and rear brakes. A test should be made by blocking the pedal or holding it down while the resistance to turning is checked on the road wheels. If the compensators are balancing centrally, and the shoes have been adjusted, all the brakes should be operating evenly.

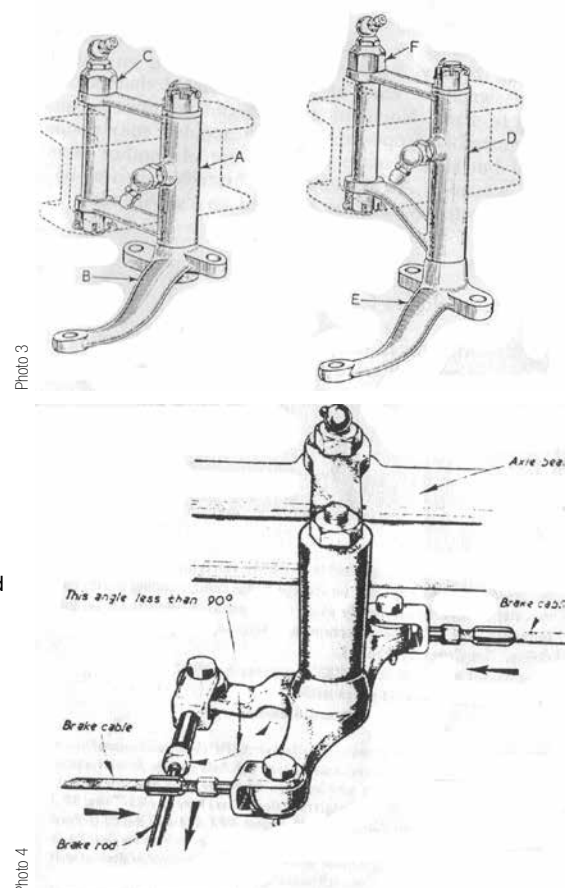
Don't forget to clean out and oil the spring inside the compression tube, and make provision for the 1/16<sup>th</sup> – 1/8<sup>th</sup> inch adjustment to the plunger. When installing brake dust covers, do not tighten the bolts up tight as the brake shoes need to be centralised first and one should tighten the dust cover nuts just sufficiently for the inner brake mechanism to move to its correct centralising position when the foot brake is operated. (Photos 3 and 4)

## Skating on thin ice

Photo 5 shows a Ford 10 or 7W taken at an



Photo 5



ice race (racing on frozen lakes), which was quite common in the 1930s to 1970s in the Scandinavian countries. The photo was taken in 1938 at a frozen lake near the town of Gjøvik in the south eastern part of Norway. The photo is from Terje (Norway) via Sam Roberts (Ford Y & C Register).



**Steve McKenna**

## E83W Register

### Ken's project

During 2015 Ken McKenna purchased an E83W van.

*Ken:* 'Having seen the van advertised in the Club magazine, we made a trip to Cornwall to collect it and bring it back for restoration. The restoration had been started by the previous owner. The body had been removed from the chassis and some chassis repairs had been undertaken (new outriggers were fitted and painted). The brakes and running gear had been refurbished and the body dropped back on to the chassis.

We still have a lot of refurbishment to do to the body of the van and also some of the woodwork needed replacing, which we have started working on over the Christmas period.

The van started life as an ancillary vehicle for the North Western Road Car Company, based in Charles Street, Stockport. The van clearly shows the original colours and livery from that period.

We are receiving some help and advice from the transport museum based at Queen's Road, Cheetam Hill, Manchester. They are also looking into verifying its history as the museum has several buses with similar registrations. It is also believed the registration BJA283 is one of three vans used in the 1950s. The vehicle came without any paperwork so we may be unable to keep the registration.'

Ken is hoping to make good progress with the restoration of the van this year and is hoping to restore it back to its original livery.

Our thanks to Mike Brocklehurst for his help at the museum.

### Welcome

We would also like to say welcome to the new E83W members that joined our Club at the end of 2015: Michael Read, Gary Weatherall and Alex Carter.





Tony Lloyd

# 100E Register

## The Stamford Anglia

This story came to me by a roundabout route, but has lost nothing on its travels. It is the sort of thing that is needed for this magazine and tells the story of one particular 100E that has spent its life in and around Stamford in Lincolnshire. The colour of the car is Ludlow Green and it is a great shame that it has missed the colour edition, as the photographs supplied by present owner John Roberts are very good indeed. There are several photographs but unfortunately space in the magazine precludes the use of most of them. So, over to John and the Stamford Anglia.

*John P. Roberts:* Ford Anglia 100E, registration number OTL 352, was first registered on 5th June 1959, and was supplied by Motors and Tractors Ltd, the Ford agency in Stamford, Lincolnshire, to Mr. C.J.Truss of Victoria Road, Stamford. After an unknown period of time it moved to an owner on Casterton Road, Stamford, before being acquired by Miss Suzanne Pridmore, also living in Stamford, but who eventually moved to Bourne, twelve miles to the east. In about 1990 Miss Pridmore decided to treat (if that is the word) herself to a new Hyundai Pony and

offered the Anglia for trade-in.

By this time it was a good thirty years old and of little interest to the trade, but the proprietor of the local Hyundai agency was an enthusiast of older cars and motorbikes and so realised the possible potential of the ageing Anglia, and a private deal was done. This gentleman had a fine touch when it came to restoring his older vehicles, doing what had to be done and leaving the rest, bar the use of various bottles of cleaners and polishes, resulting in the very original car we can see today. Having said that, we know the car was in desperate need of a new pair of sills in the mid 1980s, but for the most part its Ludlow green paintwork is original.

I cannot guarantee that the list of previous owners above is comprehensive, but even a quick glance at the car reveals that all owners throughout its long life must have been very careful with it as, for example, the interior trim

looks like brand new, and the ash trays have certainly never seen a cigarette. The current mileage in 2013 was 49,720, and whilst this will not be the lowest mileage on record it still works out at an average of only 921 miles per year over its 54 years!

Having known the previous owner for a great many years, I first saw this car over twenty years ago and always believed it to be the best 100E saloon I had ever seen, so when it was offered for sale in June last year I was very pleased to buy it. However, having only recently got married I had to ask my new wife how she felt about this possible acquisition. Bless her heart, she offered me some money out of our planned shower room fund, and thankfully when she saw the car she was as delighted with it as I was! Now, when taken to shows, I have heard her call it 'our car'.

Having been in the motor trade for a great many years, the previous owner actually knew the salesman whose name appears on the original warranty card and so he was delighted to sell the car to me knowing that it would remain in its home town of Stamford. On a slightly downside, at the moment I cannot trace any member of the original owner's family, so I wait hopefully for the day when I get a variation on that well-known phrase that we have all heard, 'my dad had one of those' – I want to hear 'my dad had that'. There must be somebody somewhere

Although I do not recommend trying this at home, if one shut one's eyes whilst driving this car it feels and sounds solid. Coupled to the bark of the two-tone horn, you might think you were driving a Daimler of the same period.

Produced in 1959, it is the same year as my Ford Thames 7cwt deluxe van, so they make a lovely pair of vehicles and I am very proud of them both.





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

**Note that all prices for FSOc regalia and spares include postage and packing for the UK only. Minimum order £10.**

## Regalia List

### Books

Reprint Model Y Bulletin.....	£13.50
Reprint Popular and De Luxe Eight and Ten Bulletin.....	£14.50
Reprint Parts Catalogue, Y/C/CX/7W/7Y.....	£13.90
Reprint Workshop Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.70
Reprint Parts Manual for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£18.95
Reprint Workshop and Parts Manuals for 5 and 10cwt vans, Anglia / Prefect 39-53, Popular 53-59.....	£34.00
Reprint Workshop Manual for 100E and 300E.....	£25.75
Reprint Parts Manual for 100E and 300E.....	£22.25
Reprint New Prefect (107E) with OHV engine Parts List.....	£14.50
Reprint Workshop and Parts Manuals for 100E and 300E.....	£42.80
Reprint Enfo parts list of Standard Hardware.....	£9.50
Technical Tips for the 100E/107E by Jim Norman.....	£8.50
100E Anglia and Prefect Instruction Book (1953-59).....	£9.95
The John Howe Book of Cartoons.....	£6.60
Ford Motor Cars, 1945- 64.....	£9.45
Ford Model Y, Henry's Car for Europe by Sam Roberts.....	£29.99
Ford Popular and the Small Sidevalves by Dave Turner.....	£20.99
Out In Front-The Leslie Ballamy Story by Tony Russell.....	£21.60

### Stickers

Running In Instruction Sticker (Upright).....	£1.16
Running In Instruction Sticker (100E).....	£1.16
Running In Instruction Sticker: First 500 miles (100E).....	£1.16
Window Sticker-FSOc design.....	£1.06
Silver Jubilee Window Sticker.....	£1.06
Historic Ford 'Keep off My Arse!' sticker.....	£2.50
I Love My Sidevalve Sticker.....	£2.50
Register Sticker (state model) each.....	£1.42
FSOc 30th Anniversary Sticker.....	£1.16
FSOc 40th Anniversary Sticker.....	£1.16

### Magazines

Binder for Club Magazines (holds 2 years).....	£9.99
Following back copies of Sidevalve News available.....	£1.30
1996 February, April, October, December	
1997 February, April, August, October	
1998 February, April, June, October, December	
1999 February, April, June, August, October, December, with index for 1999	
2000 February, April, August, October, December	
2001 February, April, August, October, December	
2002 February, April, June, August, October	
2003 February, April, June, August, October, December, with index for 2003	
2004 February, April, June, August, October, December, with index for 2004	
2005 February, April, June, October, December	
2006 February, April, June, August, December	
2007 February, April, June, August, October, December, with index for 2007	
2008 February, April, June, August, October, December, with index for 2008	
2009 February, April, June, August, December	
2010 February, April, June, August, October, December	
2011 February, April, June, August, October, December	
2012 February, April, June, August, October, December	
2013 February, April, June, August, October, December	
2014 February, April, June, August, October, December	
2015 February, April, June, August, October, December	
2016 February	

### Leaflets

Ford Pop Motoring at Still Lower Price booklet.....	£1.96
Running in booklet Anglia / Prefect (date 9/49).....	£1.99

### Models

Ceramic Cream Model of 103E Popular.....	£7.75
Limited Edition E494C FSOc 30th Anniversary Model.....	£22.50

### Badges

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

### Clothing

<i>Please state size, design, colour and second choice of colour for all items of clothing.</i>	
FSOc black and red quartered rugby shirt embroidered in script SM/L.....	£25.25
FSOc Sweat Shirts embroidered in script.....	£16.20
Racing Green or Raspberry SM; Burgundy or Royal Blue XXL; Navy in Med/XXL; Sky Blue in Med/L/XL; Red in Med/L/XL/XXL; Black in Med/L/XXL	
FSOc Polo Shirts embroidered in script.....	£14.60
Lemon, Sky Blue or Emerald in SM	
FSOc Sweat Shirts embroidered with FSOc logo.....	£19.50
Royal Blue only in Med / L / XL	
FSOc Polo Shirts embroidered with FSOc logo.....	£14.60
White or Royal Blue in Med / L / XL only	

FSOc Sweat Shirt (Royal Blue) and Polo Shirt (Royal Blue or White).....	£31.00
<i>Embroidered with FSOc logo Med / L / XL</i>	

### T-Shirts

Model designs – Upright picture printed on front in White L/XL.....	£9.50
Script Badge Design.....	£8.60
<i>Ford Popular: Green, Black, Red, White, Royal Blue or Navy in SM only</i>	
<i>Ford Prefect: Yellow, Navy or Royal Blue in SM/MED; Red SM; Green MED</i>	
<i>Ford Anglia: White or Yellow in SM only; Green, Royal Blue, Navy or Red in SM/MED, Black MED</i>	

### Other Regalia

FSOc Licence Disc Holder.....	£1.05
Blue FSOc Mug.....	£7.95
DVD of Ford Archive material and FSOc events.....	£5.95
FSOc 40th Anniversary Beer Glass.....	£22.75
FSOc 40th Anniversary Beer Tankard.....	£24.50
FSOc 40th Anniversary Beer Glass and Tankard.....	£42.00
Tea Towel, All models design.....	£4.50
Leather Keyfob; Popular / Anglia / Prefect (please state which).....	£3.99
FSOc Woven Tie.....	£7.95
Xmas cards (pack of 5 different designs).....	£4.00
Dusters: Yellow duster printed with various sidevalve models around border, Club logo in Centre.....	£2.70
Gift Vouchers (can be exchanged for Regalia, Spares or Membership).....	£5.00

## Spares List for 8 & 10hp Type Models

### Wheels, Hubs and Drums

Y-1175-A	Retainer (Rear wheel grease) assembly.....	£7.20
B-1175	Rear Wheel Retainer (fits E83W).....	£7.05
48-1190-A	Retainer (front wheel grease) assembly.....	£5.85
	Front wheel bearing (per wheel, not E83W).....	£70.60
	Front wheel bearing (per axle set, not E83W).....	£137.90
	Front wheel bearing (per wheel, E83W).....	£56.50
	Front wheel bearing (per axle set, E83W).....	£107.00
7W-1225-B	Rear Hub Bearing including race (fits all models except Models Y,C and E83W).....	£76.50
68-1225-A and 68-1236-A	Rear Hub Bearing including outer race (fits E83W only).....	£66.50
	Rear Wheel Bearing Kit (fits all models except E83W).....	£160.00

### Braking System

YE-2019A }	Brake Shoes (set of 4 – not E83W – return old shoes with order).....	£59.95
CE-2019B }		
7W-2019 }	Brake Shoes (set of 4 – E83W only, return old shoes with order).....	£69.95
YE-2019A }		
E83W-2019	Spring (brake retracting).....	£6.05
Y-2035	Spring (brake retracting) (set of four) Model Y.....	£20.00
Y-2035	Spring (brake retracting) not E83W.....	£5.15
7W-2035	Spring (brake retracting) (set of four) not E83W.....	£18.50
E83W-2035	Spring (brake retracting) E83W only.....	£7.00
E83W-2035	Spring (brake retracting) (set of four) E83W only.....	£23.00
Y-2036	Spring (brake retracting) short.....	£6.50
7W-2116	Pair Front Brake Dust Covers including Thackery washers. Fits all models except Models Y and C. Please specify model.....	£10.20
7W-2205	Rear Brake Dust Covers (pair, fits all models except Models Y, C and E83W).....	£13.75
E93A-2248	Rear axle brake plate securing bolts, long (each).....	£6.60
7W-2249	Rear axle brake plate securing bolts, short (each).....	£6.60
Y-2454	Brake Pedal (exchange-remove rubber from old pedal and send with order).....	£17.50
	Brake pedal return spring.....	£6.90
E83W-2498A/B	Rear brake cables (Pair E83W).....	£79.95
E83W-2580/1B	Front brake cables (Pair E83W).....	£34.00
7W-2580-C	Front offside brake cable (E93A).....	£28.75
7W-2581-C	Front nearside brake cable (E93A).....	£28.75
7W-2580/1	Pair front brake cables (E93A).....	£53.98
7W-2584-B	Rear offside brake cable (E93A).....	£28.75
7W-2585-B	Rear nearside brake cable (E93A).....	£28.75
7W-2584/5	Pair rear brake cables (E93A).....	£53.98
7W-2580/1/4/5	Set of brake cables (E93A).....	£104.66
YE-2793	Spring (handbrake lever pawl).....	£2.95
7W-2853C	Hand Brake Cable (fits all models except Models Y, C and E83W).....	£24.95
	Hand Brake Cable Clevis Pin.....	£3.00
E83W-2853B	Hand Brake Cable (fits E83W).....	£27.40
119276 – ES2	Set of four ¼" Thackery (double coil spring) washers (not E83W).....	£2.55
119290 – ES2	Set of four 5/16" Thackery (double coil spring) washers, E83W only.....	£1.90

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

**Steering and Suspension**

CE-3030B	Bolt (front axle to radius rod, not Model Y & E83W) .....	£38.50
E83W-3032	Bolt (front axle to radius rod E83W).....	£34.50
E93A-3290	Track Rod Ends (pair)all saloons and 5cwt vans .....	£65.00
	Track Rod Ends (pair) E83W.....	£60.00
YE-3304C	Draglink (Y model) .....	£74.75
E493A-3304	Draglink (C, 7Y, 7W, Anglia, Popular, Prefect, 5cwt vans) .....	£67.50
YE-3332	Trackrod End Dust Cover (each, fits all models) .....	£4.95
YE-3332	Trackrod End Dust Cover (pair, fits all models).....	£7.50
YE-3332	Trackrod End Dust Cover (set of four, fits all models) .....	£13.50
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) .....	£79.95
E83W-33111	King Pin Set, complete (E83W).....	£59.00
7W-3590-A	Arm(steering gear) fits models 1937 to 1949 .....	£20.00
Y-3446	Front axle A-frame Bush (fits all models) .....	£6.75
YE-3616B	Horn Button and Nut (Y model) .....	£8.20
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards .....	£7.85
E93A-4020	Shackle Bush (metalastic type) saloons and 5cwt vans 1946 onwards (set of four).....	£26.00
YE-4035	Gasket (rear housing) – 6 thou or 10 thou – please specify size .....	£2.75
E493A 4050	Retainer (rear axle shaft grease) .....	£7.50
Y-4217	Bolt (diff gear case) .....	£5.20
18-4217	Bolt (diff gear case).....	£5.40
Y-4243	Key (rear axle shaft) .....	£6.00
Y-4507	Gasket (torque tube to differential housing cap) .....	£1.78
7W-4507	Gasket (torque tube to differential housing cap) .....	£1.78
Y-4515	Gasket (universal joint housing cap) .....	£1.69
E93A-4607	Pin (Drive Shaft).....	£2.09
Y-4615-B	Bearing (drive pinion) assembly Model Y .....	£15.00
Y-4636	Lock Washer (pinion bearing nut) all models except E83W.....	£2.55
Y-4637	Thrust Washer (pinion bearing) all models except E83W.....	£1.99
Y-4655	Torque tube bearing sleeve .....	£9.95
E93A-18055A	Front Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E93A-18055B	Rear Shock Absorber Link to fit E493A, E494A & 103E.....	£20.50
E83W-18055B	Front Shock Absorber Link to fit E83W .....	£25.00
6E-18055B	Rear Shock Absorber Link to fit E83W .....	£25.00
	Front Offside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Front Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Rear Offside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Rear Nearside Shock absorber (E493A, E494A and 103E only).....	£115.00
	Front Offside Shock absorber (E83W only) .....	£95.00
	Rear Offside Shock absorber (E83W only) .....	£95.00
	Rear Nearside Shock absorber (E83W only) .....	£95.00
	Suspension Buffer (fits all models except Model Y) .....	£24.00
	Panhard rod front – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents .....	£80.00
	Panhard rod rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents .....	£80.00
	Panhard rod front and rear – suitable for post 1947 103E, E493A, E494A, EO4A and commercial equivalents .....	£145.00

**Exhaust Systems**

Y-5230	Model Y stainless steel exhaust system.....	£137.00
E04C-5230-A	5cwt stainless steel exhaust system .....	£121.00
E83W-5230-A	E83W stainless steel exhaust system .....	£180.00
E93A-5230/	Prefect and 7W stainless steel exhaust system.....	£199.00
E93A-5255-C		
E93A-5230 /	Anglia, 103E and 7Y mild steel exhaust system.....	£170.00
E04A-5255-B		
Y-5251	Manifold to exhaust clamp .....	£9.95
	Exhaust fitting kit to fit Prefect, Anglia and 103E Popular.....	£39.95

**Engine Parts**

E493A-18666-A	Pipe (cleaner outlet) assembly and	
E493A-18666-B	Pipe (cleaner inlet) assembly.....	£45.20
E93A-18670	Oil Filter Unions (pair) (fits all engines).....	£12.95
Y-6023	Timing Pin .....	£11.50
Y-6038	Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) .....	£13.80
Y-6038	Front Engine Mounting with bolt (exchange and send both parts with order – remove rubber from mount) .....	£14.90
Y-6038	Pair Front Engine Mounting (exchange and send both parts with order – remove rubber from mount) .....	£25.00
Y-6038	Pair Front Engine Mounting with bolts (exchange and send both parts with order – remove rubber from mount) .....	£27.00
	Front Engine Mounting bolt .....	£1.50
74-6038A	Insulator (Engine Rear Support) Upper, per side.....	£9.95
	Insulator (Engine Rear Support) complete, per side .....	£21.95
E93A-6250A	Camshaft (Chain Driven) .....	£62.75
E93A-6270	Timing Chain .....	£18.30
YE-6280A	Washer (camshaft thrust) all engines from 1936 onwards .....	£3.50
CE-6310	Crankshaft Oil Slinger .....	£2.85
E93A-6310	Crankshaft Oil Slinger .....	£2.90
Y-6384	Starter Ring Gear (fits all engines).....	£47.95
E93A-6510B	Valve guide (per split guide).....	£25.00
	Valve guide (per set) .....	£175.00
CE-6505A/B	Short Length Valve (exhaust and inlet available).....	£7.00
E93A-6505F	Long Exhaust Valve (Can also be used as inlet) .....	£18.00
E93A-6505F	Set of 4 Long Exhaust Valve (Can also be used as inlet).....	£64.00
E93A-6505F	Set of 8 Long Exhaust Valve (Can also be used as inlet).....	£124.00
Y-6513	Valve Springs (set of eight) (fits all engines).....	£25.50

Y-6520	Valve Cover (fits all engines) .....	£15.95
100E-6521	Gasket, valve chamber cover .....	£5.00
Y-6560	Drive Bush (oil pump and distributor) (fits all engines).....	£5.25
Y-6561	Drive Sleeve (oil pump and distributor drive gear) (fits all engines) .....	£5.25
Y-6566	Dowel (oil pump and distributor drive gear bush) (fits all engines).....	£2.15
Y-23670	Pin (oil pump drive gear to sleeve) (fits all engines).....	£1.30
Y-6610B	Oil Pump Gear (fits all engines) .....	£4.95
YE-6623	Oil Pump Screen (fits all engines) .....	£9.77
	Stainless steel dip stick tube.....	£30.20
	Main Bearing Set (std, -0.010", -0.020", -0.030", -0.040", -0.060") (fits all engines) .....	£55.00
	Pre-War Piston Sets (8hp and 10hp, limited sizes only).....	£40.00
	E93A 10hp Piston Ring Set (+0.020", +0.030", +0.040") .....	£49.50
	3-Ring 10hp Piston Ring Sets (+0.020" only) .....	£20.00
	Small end bushes (set of 4) .....	£27.00
	8hp decoke gasket set (1932-34) .....	£35.00
	8hp decoke gasket set (1935-1953).....	£45.00
	10hp manifold gasket.....	£7.75
	Manifold stud .....	£45.95
	Manifold stud (set of 4) .....	£21.00
E15-Z-1	Decoke gasket set (E93A 10hp engine).....	£29.95
	Conversion gasket set (E93A 8hp and 10hp engine).....	£29.95
	10hp cylinder head gasket .....	£19.95
YE-24052C	Studs (Cylinder head) set.....	£34.99
	Set nuts for cylinder head studs.....	£4.00

**Clutch and Gearbox Parts**

Y - 2454	Clutch Pedal (exchange-remove rubber from old pedal and send with order) .....	£17.50
	Gearbox Rubber Mounting (Y & C models only) .....	£49.95
Y-5102	Main Drive Gear (8hp) .....	£35.75
Y-7015	Main Drive Gear (10hp) .....	£38.50
YE-7015	Baffle (main shaft gear bearing oil)-rear .....	£1.25
Y-7040	Retainer (main drive gear bearing) .....	£17.50
7W-7050	Seal (main drive gear bearing oil) assembly.....	£5.00
7W-7052	Mainshaft and Bush .....	£35.50
YE-7059B	Bearing (main shaft) drive gearball assembly.....	£21.95
Y-7065	Washer intermediate gear thrust washer.....	£7.60
YE-7071B	Baffle (main shaft oil)-front.....	£1.25
E93A-7085	Rear Bearing Retainer .....	£19.75
Y-7086	Gearbox rear gasket .....	£4.50
Y-7111	Layshaft .....	£42.40
103E-7114	Counter Gear (10hp).....	£76.95
Y-7119	Washer (Counter shaft gear thrust) .....	£6.35
CE-7141	Reverse Gear .....	£29.95
YE-7222	Selector Housing.....	£19.50
Y-7223	Gearbox lid gasket.....	£2.50
Y-7523	Clutch return spring.....	£6.90
7W-7533	Clutch linkage clevis pin.....	£2.15
Y-7550	Clutch Plate-All models, except E83W (exchange and send with order).....	£29.50
E83W-7550	E83W Clutch Plate (exchange send with order) .....	£31.50
YE-7563B	Clutch Cover – All models, except E83W (exchange – send with order) .....	£62.00
E83W-7563	E83W Clutch Cover (exchange-send with order) .....	£66.00
E74-7580A	Clutch release bearing-All models .....	£14.50
E70-7600-A	Clutch Pilot Bearing.....	£7.25
C-943070	Gear Lever Gaiter (except E83W).....	£25.50
E83W-943070	E83W Gear Lever Gaiter .....	£24.99

**Cooling System**

E0A-8100	Radiator Cap (pressure type for 103E and some E493As) .....	£5.20
Y-8109	Radiator cap (brass screw type).....	£8.50
Y-8260	Radiator Hose (reinforced, straight for pre-war engines, top) .....	£8.20
Y-8260 / 8286	Radiator Hose (reinforced, straight for pre-war engines, bottom) .....	£8.80
	Radiator Hose (moulded-E83W, top) .....	£22.60
E83W-8286	Radiator Hose (moulded-E83W, bottom) .....	£21.95
	Radiator Hose (moulded-bottom) .....	£20.40
	Radiator Hose (moulded-top, pressurised radiator cap) .....	£22.00
	Radiator Hose (moulded-top,brass non-pressurised radiator cap) .....	£18.60
E493A-8501	Reconditioned export water pump (exchange only – send with order) .....	£150.00
	Water Pump Repair Kit.....	£35.00
E493AFS-8509	Pulley (water pump).....	£35.00
YE-8606B	Fan Blade (11") .....	£17.90
E494A-8610	Pulley (fan and generator 4.12" O.D.) .....	£19.50
E93A-8620-A	Fan Belt (late 8 and 10 hp engines without waterpump).....	£10.80
E493AFS-8620	Fan Belt (late 8 and 10 hp engines with export waterpump).....	£8.99

**Fuel System**

	Fuel Pump with spacer (no primer) .....	£43.50
	Fuel Pump repair kit .....	£27.45
	Fuel pump stud .....	£6.75
	Fuel pump stud (set of two).....	£11.60
91A-9030	Cap – painted (petrol cap) assembly .....	£7.50
91A-9030	Cap – chrome (petrol cap) assembly .....	£9.50
	Locking stainless steel petrol cap .....	£14.95
E04A-9080	103E/E494A Petrol Filler Grommet .....	£12.95
7W-9080	7W / E93A /E493A Petrol Filler Grommet.....	£10.85
BE-9288-A	Flexible Petrol Pipe (except E83W) .....	£15.35
YE-9355	Fuel Pump Cover (all models).....	£3.60
YE-9364-B	Gasket (fuel pump screen cover) .....	£0.88
YE-9365	Fuel Pump Cover Screen (all models).....	£1.50
YE-9374	Gasket (fuel pump to cylinder) .....	£1.28
YE-9414	Washer (petrol pump pull rod oil seal) .....	£0.95
7W-9425	Inlet Manifold (10hp).....	£19.00
YE-9435	Gasket (inlet manifold to exhaust manifold "hot spot") (all models) .....	£3.60



YE-9448	8hp manifold gasket.....	£7.50
	Rebuilt 8 hp Carburettor (exchange-send with order) .....	£82.00
	Rebuilt 10 hp Carburettor (exchange-send with order) .....	£89.50
Y-9447	8hp Gasket (carburettor to inlet manifold) .....	£1.53
CE-9447	10hp Gasket (carburettor to inlet manifold) .....	£1.33
YE-9502	Carburettor Gasket Kit.....	£7.95
YE - 9555	Carburettor Float (all models) .....	£4.50
YE-9660	Connector (Starter Valve) Assembly) .....	£6.00
48-9735	Accelerator Pedal (all models except Y,C and E83W).....	£13.95

**Ignition System**

	Emergency breakdown kit comprising points, plugs, roto, Condenser, fan belt and distributor cap (1935 onwards).....	£65.95
	Set E93A ignition leads .....	£17.95
	Rebuilt ignition switch (exchange item – send with order) .....	£40.00
E83W 12024A	6V Ignition Coil (All models-not original) .....	£42.75
YE-12100B	Distributor-rebuilt (exchange-send with order).....	£50.00
YE-12116B	Distributor Cap (All models 1935 onwards).....	£13.50
YE-12185B	Toggle (All models 1935 onwards) .....	£1.08
YE - 12191B	Spring (distributor weight) no 1 - light.....	£2.85
YE-12199B	Contact Set (All models 1935 onwards) .....	£17.20
YE-12200C	Rotor (All models 1935 onwards).....	£5.85
YE - 12242-B	Spring (distributor weight) no 2 - heavy.....	£1.40
YE-12300B	Condenser (All models 1935 onwards) .....	£9.90
52-12405A	Spark Plug, L86C (All models also 100E).....	£4.08
52-12405A	Spark Plug, L86C - set of 4 .....	£13.00

**Electrical System**

	Dynamo-2 brush, early type (exchange-send with order).....	£89.50
E494A-10001	Dynamo-3 brush, early type only (exchange-send with order).....	£110.00
E494A-10001	Dynamo-3 brush, late type only (exchange-send with order).....	£89.50
YE-10094	Bearing (generator drive end) assembly.....	£8.95
7W-10505	Cut out assembly (rebuilt, for use with 3 brush dynamo, exchange only .....	£29.95
	Voltage regulator (rebuilt, exchange send with order).....	£70.00
E93A-11001	10hp Starter Motor rebuilt (exchange-send with order).....	£125.00
YE-11001C	8hp starter motor (exchange-send with order).....	£115.00
7W-11359	Spring (starter pinion retaining) .....	£1.18
BE-11450	Starter Switch .....	£28.00
11930-ES7/8	Rivet (Generator drive end bearing retainer plate).....	£1.10
E493A-13007	E493A Pre Focus 30W/24W Bulb (E493A Prefect only).....	£4.50
	Pair of E493A Pre Focus 30W/24W Bulbs (E493A Prefect only).....	£7.00
E493A-13007	E493A Pre Focus 45W/35W Bulb (E493A Prefect only).....	£6.30
	Pair of E493A Pre Focus 45W/35W Bulbs (E493A Prefect only).....	£10.60
ET6-13007-B	Headlamp Bulb 36W/36W.....	£6.80
	Pair of Headlamp Bulbs 36W/36W.....	£11.50
7V-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for E83W).....	£1.10
CE-13061	Retaining Clip ("W" clip) (holds headlamp lens in rim for 103E).....	£1.10
YE-13081	Spring (front sidelight socket 1934 onwards except E493A).....	£0.95
CE-13101	Spring (headlamp focusing).....	£1.10
E93A-13130	E93A/E04A headlamp rubber base pad (pair) (EO4A and E93A only) .....	£29.50
103E-13408B	103E Plate Rear lamp base please specify nearside / offside .....	£21.55
103E-13408B	103E Plate Rear lamp base (pair).....	£41.50
103E-13420/1	103E Rear Lamp Rubber Base Pads (pair).....	£19.95
103E-13450/1	103E Rear Lamp Lenses (pair).....	£29.99
	E493A refurbished number plate lamp .....	£70.00
ET6-13465	Stop/Tail Bulb 6V 21W/5W index pin .....	£3.65
	Pair of Stop/Tail Bulbs 6V 21W/5W index pin.....	£5.20
ET6-13465	Stop/Tail Bulb 6V 21W/5W straight pin.....	£3.45
	Pair of Stop/Tail Bulbs 6V 21W/5W straight pin.....	£4.90
40E-13466	Panel bulb 6V 3W .....	£4.00
	Pair of Panel bulbs 6V 3W.....	£6.00
78E-13466	E493A Sidelight Bulb 5W MBC (E493A Prefect only).....	£3.60
	Pair of E493A Sidelight Bulbs 5W MBC (E493A Prefect only).....	£5.20
BE-13466-A	Sidelight Bulb 5W CC (not E493A).....	£3.60
	Pair of Sidelight Bulbs 5W CC (not E493A).....	£5.20
E83W-13550B	Popular no. plate lamp (E83W and 103E only) .....	£21.75
CE-13740A	Toggle Switch (panel lamp).....	£10.60
38193-57	Headlamp mounting bolts plus nuts (each).....	£9.99
	Set of bulbs for 103E Popular (includes 2 headlamp bulbs, 2 sidelight bulbs, 2 stop/tail bulbs, 2 dash lamp bulbs and a number plate bulb) .....	£26.00
	Model Y Semaphore Direction Indicator (6volt only) (exchange only) .....	£70.00
	Model C Semaphore Direction Indicator (6volt only) (exchange only) .....	£99.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (exchange only) .....	£65.00
E04A-118004B	Semaphore Direction Indicator (6volt only) (no exchange).....	£95.00

**Rubber Grommets and Seals**

E68-AD-1	Fixed side window rubber (per ft) (saloons 1937 onwards).....	£1.99
7W-16625	7Y, E04C, E494A, E494C, 103E Bonnet Corner Pads (pair) .....	£4.95
	E83W Bonnet Corner Pads (Pair) .....	£15.00
	E83W Bonnet Corner Pads (Full set) .....	£19.00
81A-16754	Bumper (bonnet side panel), E493A, E494A and 103E .....	£0.99
81A-16760	Bumper (bonnet dowel locating) fits E493A .....	£4.40
	Grommet-gearbox cover.....	£4.60
	Set of three grommets-gearbox cover .....	£12.20
CE-171515A	Grommet (windscreen wiper).....	£3.50
E93A-17772 / 3	E93A Prefect / Anglia / 103E Bumper Grommets (pair).....	£19.99
E493A-17772/3-B	E493A Prefect Bumper Grommets (pair).....	£32.90
E93A-35184	Pedal plate rubber bumper (Saloons and 5cwt vans 1939 onwards) .....	£1.99
E83W-111172	Opening windscreen rubber for E83W .....	£25.00
E93A-7002060	Bumper (cowl side panel to tonnet) .....	£1.80
E93A-7002060	Two bumpers (cowl side panel to tonnet) .....	£2.90

E04A-7040318	Rear no plate rubber bumper (Anglia and Popular 1939 onwards) .....	£2.20
100E-7043531	Boot T Handle Escutcheon rubber seal.....	£5.95
40-700546A	Blind Grommet (fits under 103E/E494A bonnet) .....	£1.75
40-700546A	Two Blind Grommets (fits under 103E/E494A bonnet).....	£3.00
40-700546A	Four Blind Grommets (fits under 103E/E494A bonnet).....	£4.90
40-700546A	Six Blind Grommets (fits under 103E/E494A bonnet).....	£7.00
48-702610A	Door post rubber bumper (one per door post 1937 onwards).....	£5.65
62E-731942	E83W Door Rubber seal (enough for both doors) .....	£19.95
7W-940502	Opening windscreen rubber for Prefect and 5cwt van.....	£21.10
7Y-940502-B	Front screen rubber for 103E/E494A/E04A .....	£19.50
7W-941480 / 1	Weatherstrip door bottom (per ft) all saloons 1937 onwards.....	£2.80
7W-970700	Roof weatherstrip (per foot) All models except Y and C.....	£2.30
103E-7025856	Rear screen rubber for all saloons (not E93A or 7Y deluxe).....	£15.50

**Miscellaneous Body Fittings**

E93A-5036	Tube (starting handle guide) assembly – 103E Popular.....	£28.99
E493A-5036	Tube (starting handle guide) assembly – E493A Prefect.....	£30.99
E03CF/A-8213	Grille Badge, "Thames" (blue enamel) (E83W).....	£12.70
103E-8213-A	Ford Popular Grille Badge (103E Popular).....	£11.50
E494A-8215	E494A/E494C/103E Grille Badge Mount .....	£14.95
E83W-8215-A	E83W Grille Badge Mount .....	£19.50
E04A-16719-B	E04A/103E Boot Lid Escutcheon (fits over coach key hole).....	£7.25
YE-16750B	Bonnet Clip (Y model) .....	£19.95
	Starting handle .....	£46.00
Y-17275	Gasket (Speedo drive cap).....	£1.95
103E-17261 / 2-B	Speedo Cable (not E83W, state model) .....	£26.00
	Speedo Cable (E83W).....	£23.95
C46412AR	Dovetail (female) .....	£5.30
E93A-7022400-A	Door handles and escutcheons-pair (Anglia/103E/5cwt van-shafts and barrels not included) .....	£50.80
	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).....	£31.60
E93A-7043500	Locking Boot Handle, chrome plated, with keys .....	£19.50
BE-964280-H	Window Winder Handle.....	£5.95
7Y-949624	Stainless Steel Door Hinge Pin (All saloons 1938 onwards).....	£5.95
Y-949967A	Striker Plate (Rear door 4 door Y model 1932-1934) .....	£6.00
C-949967C	Striker Plate (C and CX, 1934-1936).....	£6.50
	Bootlid Script Badge (Popular, Prefect and Anglia) .....	£14.95
	E83W wing mirror .....	£19.99
	Bakelite screws to fit 103E .....	£1.99
	Bakelite screws to fit Prefect .....	£2.35

**100E and 107E Spares List****Front Brakes**

100E-2018	Front brake shoes 7" diameter, set of four (for vehicles up to Jan 1955, old shoes must accompany order).....	£29.95
100E-2018-C	Front brake shoes 8" diameter, set of four (Feb 1955 onwards, old shoes must accompany order).....	£35.00
100E-2035	Front shoe return spring kit (axle set) .....	£12.00
100E-2038	Adjuster repair kit (front).....	£22.00
100E-2041-B	Snail cam (shoe adjuster).....	£1.08
100E-2061-B	Wheel cylinder 1957 onwards right hand side.....	£12.50
100E-2062-B	Wheel cylinder 1957 onwards left hand side .....	£12.50
100E-2062-A	Wheel cylinder pre 57 left hand side (exchange £10 surcharge *) .....	£35.00
100E-2061 / 02062-B	Wheel cylinder repair kit 1957 onwards per axle set.....	£7.25
E0A-2078	Hydraulic flexi hose.....	£13.25
100E-2140	Girling master cylinder .....	£83.00
100E-2185B	Master cylinder retainer .....	£4.50
E66-Z-1	Master cylinder repair kit.....	£12.50

**Rear Brakes**

100E-2075	Connector (5 way brake pipes).....	£12.25
	Rear brake spring (set of 4).....	£22.00
100E-2103	Late hand brake lever.....	£14.00
100E-2220-A	Rear brake shoes 7" diameter (up to Jan 1955, old shoes must accompany order) .....	£29.95
100E-2220-C	Rear brake shoes 8" diameter (Feb 1955 onwards, old shoes must accompany order) .....	£32.00
100E-2261-B	Rear wheel cylinder 7" (53-55).....	£14.00
100E-2261-D	Rear wheel cylinder 8" (57-62) .....	£22.00
	Reconditioned exchange only – old unit must accompany order .....	£7.00
	Wheel cylinder repair kit per axle set (fits 261B, C and D).....	£32.50
100E-2295-B	Hand brake cable .....	£1.70
100E-2857B	Hand brake clevis .....	£1.70

**Steering and Front Suspension**

E55-DB1	Top suspension mount .....	£42.00
E55-DB1	Pair top suspension mount .....	£78.00
	Mount bearings per side-2 x E 38- DB1 plus 2 x E 37-DBB.....	£34.00
E55-DB1	Pair top suspension mounts and 2 sets mount bearings.....	£115.00
	Suspension insert .....	£65.00
	Suspension insert plus top suspension mount .....	£101.00
	Pair suspension inserts.....	£120.00
	Pair suspension inserts plus pair top suspension inserts .....	£202.00
100E-1190	Hub seal 0.983" .....	£7.00
105E-1190	Hub seal 1" .....	£7.00
Y-1202	Hub bearing inner 0.983".....	£35.30
105E-1201	Hub bearing inner 1" .....	£35.50
Y-1216	Hub bearing outer .....	£35.50
E-20-LB-1	Stud and bush.....	£15.00
100E-3063	Set bushes (track control arm / cross member) .....	£9.00
100E-3073	Track control arm repair kit.....	£18.00

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

100E-3078-C	Track control arm right hand (exchange £10 surcharge *)	£28.50	100E-8255	Thermostat housng gasket.....	£1.75
100E-3289/90-B	Pair track rod ends (new style).....	£51.00	100E-8275	Water inlet tube.....	£13.95
100E-3289-B	Right hand track rod end (old style).....	£26.95	100E-8286	Bottom radiator hose, 100E only .....	£16.00
100E-3304	Drag link (exchange £10 surcharge *).....	£59.00	100E-8501	Water pump, 100E only (old unit must accompany order) .....	£55.00
100E-3332	Track rod end dust cover .....	£1.90	100E-8507	Water pump gasket.....	£3.00
100E-3591B	Steering box oil seal (early and late models) .....	£7.25	116E-8575	Thermostat .....	£7.30
	Wheel bearing set (per wheel for 0.0983" diameter stud axle) .....	£70.60	EOTA-8620-C	Fan belt, 100E only.....	£7.00
	Wheel bearing set (per axle set for 0.0983" diameter stud axle) .....	£137.90	<b>Fuel System</b>		
	Wheel bearing set (per wheel for 1.000" diameter stud axle).....	£65.60		Fuel pump with spacer (no primer).....	£43.90
	Wheel bearing set (per axle set for 1.000" diameter stud axle) .....	£128.40		Petrol filler grommet.....	£12.50
	Front suspension bush kit – 4 x E-10-DB1 and 8 x 3063 .....	£30.00	100E-9276	Gasket (fuel tank sender) .....	£1.60
<b>Rear Axle</b>			100E-9288	Flexible fuel pipe .....	£16.80
100E-1107	Wheel stud.....	£4.00	&-9374	Fuel pump gasket .....	£1.28
100E-1175	Rear hub seal, original material .....	£13.70	100E-9437	Hot spot gasket.....	£2.00
100E-1175	Rear hub seal, modern neoprene.....	£7.00	100E-9502	Carburettor gasket kit .....	£7.50
E493A-4050	Retainer (rear axle shaft grease) .....	£7.50	100E-9627-A	Rubber (air cleaner) .....	£8.75
100E-4209	Crown wheel and pinion .....	£80.00	100E-9959	Gasket carburettor float chamber.....	£1.50
100E-4235	Half shaft .....	£32.00	<b>Electrical</b>		
100E-4676	Pinion seal, 100E only .....	£7.00	EOTA-10001-B	Dynamo, not Popular (exchange £10 surcharge *).....	£65.00
100E-4851	Flange (propshaft) .....	£18.00	105E-10001-B	Dynamo, Popular only (exchange £10 surcharge *) .....	£65.00
100E-5713	Bar rear spring shackle-inner .....	£5.50	105E-10043	Brush set .....	£4.75
100E-5719	Bush rear spring shackle (set of 4).....	£8.00	E274-CQ-1	Pinion (starter motor drive) .....	£11.00
100E-5781	Rear spring eye bush .....	£7.00	100E-10505-B	Voltage regulator (push on terminals).....	£39.00
100E-5781	Pair rear spring eye bushes.....	£12.00	E0A-10505-D	Voltage regulator (screw type terminals) .....	£42.00
100E-7091	Yoke (propshaft) .....	£12.00	100E-11001-C	Starter Motor (please send old unit with order).....	£65.00
100E-18080-A	Shock absorber .....	£45.00	105E-11057	Brush set starter motor .....	£4.75
E7-ED-1	Rubber bush (bottom shock) (2).....	£5.98	EOTA-11375	Starter pinion spring.....	£4.50
<b>Exhaust</b>			204E-13007A	Headlight bulb pre focus 40 / 50 watt .....	£6.20
100E 5250/5225/				Stop/tail bulb, 12v, 21/5 watt.....	£3.20
5255	100E mild steel exhaust system.....	£138.00	100E-13450B	Rear light lens, red .....	£14.95
100E 5250/5225/			300E-13450	Rear light lens, red .....	£14.95
5255	100E stainless steel exhaust system.....	£235.00	E0A-13480	Brake light switch .....	£6.50
Y-5251	Manifold to exhaust clamp with stainless steel bolts and brass nuts.....	£9.95	E1050-NC-1	Rear red tail light lamp with rear lamp gasket for Anglia Prefect 1957 onwards	
	100E exhaust fitting kit .....	£22.50	50563-S	includes fixing screws .....	£12.95
				Pair of rear red tail light lamp lenses .....	£22.60
<b>Engine Parts</b>			<b>Ignition System</b>		
100E-6038	Engine mount .....	£30.85		Set 100E ignition leads .....	£14.95
	(exchange £10 surcharge*-remove rubber from mount)		100E-12029	12v Ignition coil.....	£44.50
100E-6051-B	Head gasket .....	£19.95	7V-12098	Nut H.T. lead distributor cap (set of 5) .....	£4.00
100E-6065	Set of 14 cylinder head bolts.....	£18.00		D type distributor only (rebuilt-exchange £10 surcharge).....	£50.00
100E-6102	Piston set (std, +0.010",+0.020",+0.030", +0.040") .....	£200.00		Round type distributor only (rebuilt-exchange £10 surcharge) .....	£50.00
100E-6149	Piston ring Set (std, +0.020",+0.030", +0.040") .....	£66.00	100E-12116	Distributor cap (D type).....	£25.00
100E-6261/2/3	Camshaft bush set (std, -0.005").....	£40.00	105E-12116	Distributor cap (round type).....	£17.00
E93A-6270	Timing Chain .....	£18.30	100E-12199	Contact set (D type distributor only) .....	£17.20
100E-6308	Crankshaft thrust washers (per set) std .....	£16.00	EOTA-12199-C	Contact set (round type distributor only).....	£17.20
100E-6308	Crankshaft thrust washers (per set) + 0.025" .....	£22.50	100E-12200	Rotor arm.....	£5.85
100E-6331	Main bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060").....	£42.00	100E-12300-B	Condenser (D type distributor only).....	£9.90
100E-6347	Packing Seal Crankshaft Rear (set of 2) .....	£4.00	105E-12300-A	Condenser (round type distributor only) .....	£9.90
100E-6521	Gasket valve chamber cover .....	£5.00	100E-12405-T	Spark plug .....	£4.08
100E-6505	Exhaust valve .....	£8.60	<b>Badges</b>		
100E-6505	Exhaust valves (per set of 4).....	£30.00	100E-16185 / 9	Triangular wing motif .....	£15.25
100E-6507	Inlet valves (per set of 4) .....	£28.00	E6AJ-1	Prefect boot script.....	£15.95
100E-6513	Valve springs (per set) .....	£30.00	100E-16606	Prefect bonnet .....	£15.95
100E-6714-B	Oil filter element.....	£5.50	E5AJ-1	Anglia boot script.....	£15.95
100E-6763B	Oil filler tube .....	£15.00	100E-16606	Anglia bonnet .....	£15.95
100E-9278	Oil pressure switch.....	£8.85	100E-16606-G	Popular bonnet .....	£15.95
100E-9448	Manifold gasket, 100E only .....	£4.50	100E -7042514	Popular boot script.....	£15.95
	Manifold stud.....	£7.00	100E-16850	Bonnet 'V' motif .....	£35.50
E55Z1	Conversion gasket set .....	£27.00		Deluxe boot script.....	£15.95
E81Z1	Decoke gasket set.....	£27.00	<b>Miscellaneous</b>		
353000ESA	Core Plug .....	£3.50	E40GB1	Gear lever gaiter.....	£25.50
	Big end bearing set (std, -0.010",-0.020",-0.030",-0.040", -0.060") .....	£29.50	100E-17262	Speedo cable.....	£22.50
	Small end bushes (set of 4) .....	£27.00	100E-7029744	Rear side window rubber per side (2 door model).....	£15.50
<b>Clutch and Gearbox</b>			100E-7042084-B	Rear screen rubber-deluxe only.....	£42.00
E0A-2078E	Flexi hydraulic hose .....	£13.25	100E-7043531	Boot T handle escutcheon rubber seal.....	£5.95
E266-GD-1	Slave cylinder, 100E only (exchange £10 surcharge *).....	£46.00	E0A-732003-B	Floor grommets-per set of four .....	£5.15
E149-Z-1	Slave cylinder repair kit, 100E only .....	£6.00	100E-7322610	Interior door handle.....	£8.95
E66-Z-1	Master cylinder repair kit.....	£12.50		Stainless steel locking petrol cap.....	£14.95
E74-7580-A	Release bearing .....	£14.50	<b>107E Specific Items</b>		
100E-6068	Gear box mounting fits 100E and early 107E.....	£24.95	105E 42A8B	Rear hub oil seal, 107E only.....	£7.00
100E-7039	U / J repair kit .....	£14.95	105E-4676B	Pinion oil seal, 107E only.....	£7.00
100E-7052	Front oil seal.....	£7.00	107E-6020	Timing chain cover gasket.....	£2.50
100E-7086	Gasket tail shaft housing.....	£1.95		105E oil filter .....	£6.50
100E-7111	Counter shaft.....	£31.40	105E-7550C	Clutch driven plate, 107E only (exchange £10 surcharge *).....	£30.00
100E-7114B	Gear and bush assembly .....	£25.00	105E-7563D	Clutch pressure plate, 107E only (exchange £10 surcharge *) .....	£60.50
Y-7119	Washer (counter shaft gearbox thrust).....	£6.35	107E-8260	Top radiator hose, 107E only .....	£14.20
100E-7223	Gearbox lid gasket.....	£1.40	107E-8286B	Bottom radiator hose, 107E only .....	£15.40
100E-7550-C	Clutch driven plate, 100E only (exchange £10 surcharge *) .....	£30.00	105E-8620	Fan belt, 107E only .....	£5.80
100E-7657	Rear oil seal.....	£7.00	105E-9448	Manifold gasket, 107E only .....	£3.00
100E-7569	Clutch pressure plate, 100E only (exchange £10 surcharge *) .....	£56.00	107E-9959B	Float chamber gasket .....	£2.00
100E-17286	Ring speedo gear retainer.....	£2.20	105E-12116	Distributor cap (round type).....	£17.00
<b>Cooling System</b>			EOTA-12199-C	Contact set (round type distributor only).....	£17.20
E0A-8100	Radiator cap, fits 100E and 107E.....	£5.20	105E-12300-A	Condenser (round type distributor only) .....	£9.90
100E-8115	Radiator drain tap (not original).....	£5.30	105E-10043	Brush set .....	£4.75
100E-8260A	Early top radiator hose, 100E only.....	£18.35	105E-11057	Brush set starter motor .....	£4.75
100E-8260B	Late top radiator hose, 100E only .....	£15.80			





### Advice from DVLA

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

Readers are advised to think carefully before purchasing such vehicles.

### Pre-war

1939 8hp Model 7 Y. Barn find in 2001. 6,500 miles believed genuine. Good condition, drives well. Reg no VV 7537. £4995 ono. Hants. Tel: Dave Ettridge on 07974 781908 or email daveett5@gmail.com.

### Post-war

1954 Ford Popular 103E. Brand new tyres, carburettor and fuel pump. Full engine overhaul. Very good condition in olive green. Excellent floor. Headlining and carpet need replacing to finish. Smooth driver. Over £1000 spent (receipts). You won't find a better one! £4595. Luton, Bedfordshire. Tel: J. McNally on 07507 220278.

### 100E

1956 Ford Prefect. Covered just 54,500 miles in English white. History and paperwork to complement a well-cared for example. Hampshire. Tel: Gary Pugh on 02380 668366 or email g.pgh@btinternet.com.

### Wanted

Front seat for Prefect E493A. I need the bench type, condition not important, but must have a good frame. Here in Holland I cannot find one anywhere! The Netherlands. Tel: Jan J.Borsten on 0031651199675 (GSM) or email jjborsten@hotmail.com.

Super Two Hamblin Special. Sought by enthusiast. Any condition and location considered. North East. Tel: Matt Moore on +44 7903 032778 or email mooremsmr@aol.com. (Non-member)

Ford Prefect 100E. Must be complete. Sussex. Tel: Julian on 07826 851246 or email Jthwaites121@aol.com. (Non-member)

### Spares

Various CX parts for sale. Radiator grille, bonnet, o/s front wing, rear wing, steering wheel, column, doors, axles, 103E front seats, rear seat base. Please email for photos etc. Bristol/Gloucester M4/M5 interchange. Tel: Ivor Bryant on 01454 411028 or email ivor\_bryant@msn.com.

Ford sidevalve engine for sale. I have an engine which is surplus to requirements. I think it is 1949 and the number is RC. I need the space so please ring for more information. Tel: Bob Poole on 07930 618027 or email bobpoole7@googlemail.com. (Non-member)

Ford 300E tail light lenses. Pair of original lenses in red. Swadlincote. Tel: Jeff Suggett on 07729 569391 or email suggsontour@hotmail.co.uk. (Non-member)

Ford sidevalve cylinder head. Part number: EO4A 6050 Y and the remains of the paint is green. It appears to be in good condition without any major rust so I have covered the main surfaces with engine oil to provide some protection. Please contact me for more details. Tel: Jack Gardner on 028 9081 2592. (Non-member)

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

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





# Sidevalve

*Sidevalve* 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), use the advert page on the website at [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 £10 for each 28 word insertion. Please make cheques payable to *Ford Sidevalve Owners' Club Limited*.

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

Year (e.g. 1961)	Model (e.g. 100E)	Model Type (e.g. Prefect)	
Region		Telephone (include STD Code)	Email 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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Post Code \_\_\_\_\_ FSOC Membership No \_\_\_\_\_

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

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



## 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.

**Chairman:** John Porter, 105 Milton Road, Weston Super Mare, Somerset BS23 2UX. Email: sv1172@aol.com.

**General Secretary:** Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

**Membership Secretary:** Jennie Thake, FSOC Ltd., PO Box 8095, Bishop's Stortford, Herts, CM23 4XZ. Email: membershipsecretary@fsoc.co.uk.

**Treasurer:** Tony Young, 23 Pepingstraw Close, Offham, West Malling, Kent ME19 5PB.

**Spares 8hp, 10hp Models:** Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon, S.O., OX14 5WA. Email: generalsecretary@fsoc.co.uk.

Stephen Wood, 14 Piping Green, Colden Common, Winchester, Hants, SO21 1TU.

**Spares 100E, 107E:** Neil Patten, Badgers Keep, Verwood Road, Wimborne, Dorset, BH21 8LJ.

Email: neilpatten@btinternet.com.

Tel: 01202 823088, 6.30pm–7.30pm only.

**Technical Advisor, 8 & 10hp:** John Pole, 26 Croft Bank, Malvern, Worcs, WR14 4DU (written requests for advice). Tel: 01684 564 829.

Email: technical810hp@fsoc.co.uk.

**Technical Advisor, 100E, 107E:** Jim Norman, 7 Chaucer Place, Abram, Wigan WN2 5QB. Email: j.norman2007@btinternet.com. Tel: 01942 861043 (7.00pm–9.00pm only please).

**Regalia and Books:** Shirley Wood, FSOC Ltd., PO Box 1172, Abingdon S.O., OX14 5WA.

**Events Co-ordinator:** Brian Cranswick, 18 Bellmans Grove, Broadacres, Whitteley, Nr. Peterborough, Cambs. PE7 1TX. Email: events@fsoc.co.uk.

**Website/Pop Shopper:** Mark Bradbury.

Email: webmaster@fsoc.co.uk/pop.shopper@fsoc.co.uk.

**Publicity and Social Media Co-ordinator:** Stuart Battersby, 56 Park Lane, Sandbach, Cheshire, CW11 1EP. Email: Battersby56@sky.com

**Sidevalve News Editor:** The SV News Editor, PO Box 1172, Abingdon S.O., OX14 5WA. Email: editor@fsoc.co.uk.

**Regional Co-ordinator:** John Duckenfield, 75 Oldfield Road, Stannington, Sheffield S6 6DU. 0114 2341550 (no calls after 9:00pm please). Email: regionalorganiser@fsoc.co.uk.

**FBHVC Liaison:** Mike Brocklehurst, 7 Honiton Grove, Radcliffe, Manchester, M26 3QF.

**Archivist:** Liam Cotton, 8 Chestnut Close, Moira, Swadlincote, Derbyshire, DE12 6EP. Email: liam.cotton@btinternet.com

## Registrars (Specific Model Enquiries and DVLA Applications)

### Pre-War

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

### E83W

Steve McKenna, 147 Burnley Road, East Rossendale, Lancashire, BB4 9DF. Tel: 07885 433496. Email: steve.mckenna@rocketmail.com.

### Anglia, Prefect, Popular

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

### Specialist Applications

Andy Main, 26 Harty Avenue, Wigmore, Gillingham, Kent, ME8 0NA. Email: saregistrar@yahoo.co.uk.

### Specials

Ian Woodrow, The Rise, Pinkney Lane, Lyndhurst SO43 7FE. Email: specialsregistrar@fsoc.co.uk.

### 100E/107E

Tony Lloyd, 180 Walton Road, Walton on the Naze, Essex. CO14 8NA. Email: 100ERegistrar@fsoc.co.uk.

## Regional Contacts and Regional Groups

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

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

**Cambs, South Lincs and Norfolk:** Brian Cranswick 07984 631064. Email: popular103e@yahoo.co.uk. *Please ring for details.*

**Coventry and Midlands:** Colin Pudge 02476 678418 or 07971233642. Email: enfo56@live.co.uk. *2nd Tuesday, Queens Head, Meriden, Nr Coventry. 8.00pm.*

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

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

**East Midlands:** Liam Cotton, 01283 219508. Email: liam.cotton@btinternet.com. *Last Thursday: The Greyhound inn, Woodville, Derbys. 8.00pm.*

**East Yorkshire and North Lincolnshire:** Chris and Angie Lambert-Dowell, Tel: 07875 345113. Email: chris@lambert-dowell.com. *Please contact for details.*

**Glos, Hereford and Worcs:** John Pole 01684 564829. Email: johnruthpole@googlemail.com. *3rd Thursday, venue TBA.*

**Hampshire:** Position vacant. Please contact John Duckenfield.

**Kent:** Richard Greenaway 01580 892169. Email: rntgreenaway@yahoo.co.uk. *3rd Wednesday: The Early Bird Pub, Greenwood Drive North, Weaving, Maidstone, ME14 5TQ (next to Tesco on the Grove Green Estate) 7.30pm.*

**East Lancs:** Steve McKenna 07885 433496. Email: steve.mckenna@rocketmail.com. *3rd Wednesday of the month, Duke of Buckleigh pub in the centre of Waterfoot (between Bacup and Rawtenstall) 7.30 for 8.00pm.*

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

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

**North West Midlands and Welsh Borders:** Stuart Battersby. 07801 306404. Email: battersby56@sky.com. *1st Tuesday, The Peacock, Nantwich CW5 6NE, 7.30pm.*

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

**Northern Ireland:** Rodney Cowden, 1 Riverdale Drive, Kilkeel, Co. Down, Northern Ireland. Tel: (landline) 028 41763188 (mobile) 07778 168797. Email: rodneyc@easynet.co.uk. *Please contact for details.*

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

**Scotland – East:** Robin Barlow 01356 648876. Email: robinbarlow172@btinternet.com.

**Scotland – West Central:** Position vacant. Please contact John Duckenfield.

**Somerset:** Tim Griffiths, 7 Rackclose Gardens, Chard, Somerset. TA20 1RG. Tel: 01460 67735. Email: rtg13@btinternet.com.

**South Gloucestershire:** Peter Asquith 01453 759453. Email: peter.g4ena@btinternet.com. *Please contact for details.*

**Surrey:** Fred Tutt 01372 453943. Email: fred@tutt88.plus.com. *Please contact for details.*

**Sussex:** David Pickett 01444 483350. *3rd Wednesday: The Bennick Inn, Station Road, Polegate, East Sussex, BN26 6SZ, 7.30pm.*

**Three Counties – Herts, Beds and Bucks:** Robin Thake 01279 659245. Email: robjenthake@aol.com. *1st Monday: The King William IV, Sandridge Road, St. Albans. AL1 4AH.*

**Wiltshire:** Sally Litherland 01722 323035. Email: salitherland@hotmail.com.

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

## International Contacts

**Australia:** Gordon Cowley, 15 Higham Avenue, Balaklava, 5461, Australia. Tel: 00 61 8 8862 1272. Email: gordon14days@gmail.com.

**Belgium:** François Jordaens, Reetsesteenweg, 143, 2630 Aartselaar, Belgium. Tel: 03/844.07.68.

**Canada:** Les Foster, #101-210 11th Street, New Westminster, British Columbia V3M 4C9, Canada. Tel: 604-999-4936. Email: fosterlesliew@gmail.com.

**Austria, Germany and Switzerland:** Markus Hosch, Brunnmattstrasse 9, CH-4053 Basel, Switzerland. Email: M.Hosch@hin.ch.

**India:** Bipin Pole, 129 A/1 Chiplunkar Road, Erandawane, Pune, 411004, India. Tel: 912025432153 / 919822190242 (mobile). Email: bipin\_pole@hotmail.com.

**Ireland:** Colm O'Neill, 29 Allen Park Drive, Stillorgan, Co. Dublin, Ireland. Tel: 01 288 7173. Email: williamconceill@eircom.net.

**Malta:** Reniel Pisani, 'Our Nest', St. Georges Road, Ghaxaq, Malta GXQ 1253. Tel: +00356 79208378. Email: renielpisani@hotmail.co.uk.

**Scandinavia:** Håkon B. Øverland. Saupstadringen 43 A, 7078 Saupstad, Norway. Email: hoverl@broadpark.no.

**Sri Lanka:** Lankananda Dela, No. 149, Dodampe – 70017, Ratnapura, Sri Lanka. Tel: 0094 45 2226939 (residence), 0094 71 9667237 (mobile). Email: lankananda.dela@yahoo.com.



Tony Lloyd

# 107E Register

Here is an instalment about a 107E that is hopefully going to be an occasional series.

It has been sent in by present owner Graham Johnson and is the story of the 107E in his ownership.

## The DOE Diary

*Graham Johnson:* Welcome to the second instalment of The Diary.

I'm guessing most members are, at this point, thinking they don't remember the first instalment, but those of you with good memories – very good – will recall my 107E first appeared in these pages in June: June 2004, that is!

Okay, so I have started by being a bit of a tease, but that is my way of saying a couple of things. Firstly, I hope this article will be the beginning of an occasional series. Secondly, I have not done any work on my car for a long time. In 2004 Tony Lloyd wrote, 'the car has been in storage for the last 20 years, hopefully we'll see it back on the road soon.' Well, the car is still not on the road but I have recently begun the process of getting it going again! More about that later.

I am going to begin the Diary proper by setting the scene and giving you a little background history. My mother's uncle bought the car new in 1961. He used the car very little and by the time it moved to 'our' house, in about 1976, it had covered just 20,000 miles. Registered to my father, the Prefect was, in theory, shared between Mum and myself. Well, you know what they say about possession being nine tenths: as my social life gathered more and more pace, Mum was hardly getting to sit behind the wheel. I became the registered keeper in early '79 but by 1980 I aspired to something with a little more comfort and so, having put an extra 14,000 miles on the clock, I relegated the 107E into second place.

I always knew there was something different about DOE that set it apart from similar shaped Fords, but did not really appreciate how the model fitted into the range. I knew it was a

100E body with 105E engine, and that there did not seem to be many of them on the road, but I was confused by other Prefects that I now know to be 100E versions. Anyway, from the outset I decided to keep DOE and found an elderly neighbour with an empty rent-free garage. However, as you may have guessed, before long, the poor Prefect struggled to get a look-in and the road tax lapsed in the summer of 1980. Sadly, DOE has not been on the road since but one positive is that I have always had it garaged, moving it from place to place at various times, although not always near home. I am still not able to house DOE at home; currently it lives a short drive away in a lock-up, which thankfully is dry, but has no power. This is, of course, less than ideal.

Most years since 1980 I have managed to visit my car at least once, always turning the engine over by hand – I did this by turning the fan blades to drive the fan belt and crank. I remember occasionally putting oil down the plug holes as well. I think the last time I actually started and ran the engine was about 15

years ago, but I do know that the engine is not seized.

In preparation for getting DOE back on the road I joined FSOC in 2004, but still found myself with significant volumes of voluntary work alongside earning a living and looking after a family, only managing occasional visits to my Prefect. Over the years, infrequently but as often as possible, I have attended the Coventry and Midlands monthly meeting (I thank them for their patience!). In the last year my responsibilities have finally eased; consequently, DOE has started getting a bit more love and attention.

2015 saw several trips to the lock-up and a little progress has been made – in fact, more than the last 20 years put together – but it will still be a long job. As the Prefect progresses, I will write this DOE Diary and keep you all updated. Next time I will tell you what I have done with the tyres and the radiator, but for now, I will finish with a photo taken last summer.



Andy Main

# Anglia, Prefect & Pop Registrar

## Registrar's comments

Since the December edition appeared I have received one new vehicle to the register and two changing owners. Rex Berrecloth has supplied me with 'Stewart's Story', with part one below. These are very encouraging signs, so please continue with completing your register application forms, and if you have an interesting sidevalve story past or present then please forward it to me.

## New members

We welcome Glen and Leslie Stainsby from Canada with their 1951 E4930CF/A Thames 5 cwt van. Two 103E Populars changed owners: Kim Finnamore from Essex with his 1955 black, and June Graves from Lincolnshire, with her 1957 Warwick Green.

## Stewart's Story – Part 1

Way back in 2014 I wrote a piece entitled 'History and Holidays' (*Sidevalve News*, April 2014). When I wrote that, I was quite optimistic that the car would be on the road that summer. How wrong I was! What has happened since that time? Read on!

Just to recap. After languishing in a garage for 40 years, my car, a 1951 black, E493A

Prefect STW 606 (hence the name Stewart), had undergone extensive restoration two years prior to 2014. My initial aim was to retain as much of the originality of the car as possible. This meant keeping to the original specification, including parts, the interior and particularly the seats. Luckily, after 40 years in a dry garage, the rust had stopped eating away, and the interior had not suffered any further deterioration. 'A piece of cake!' I thought. How wrong could I be? Very much, as it turned out.

One thing I set out to do was to keep a log of the restoration, together with a photographic record and a video diary of the progress. Here are some of the highlights, and frustrations, of the restoration.

**Useful tip:** Purchase the workshop manual, parts list and spares from the Club. Do a complete survey and check of the car, and list what needs to be done. Check spare parts availability.

**May 2012:** Removed L.H. front outer and inner wings. The lower parts of the outer wings had completely rotted away as well as the door pillar. (The case on both sides, as it turned out, and also true for the rear wings.) (Photo 1)

**Remedy:** I had some fairly sound spare front outer wings. I removed the rust, treated with antirust, filled where necessary, primed. Job done. I rebuilt the rear wings with some new metal, and lead filled. How my MIG welding skills

improved!

**June 2012 onwards:** Stripped out all the doors of glass, mechanisms, old channel etc. 'Oh no, one channel that holds the glass has completely disintegrated. The bottom of both rear doors don't exist. (More rot!) What can I do?'

**Remedy:** I made a new window channel using a good one as a template. That was very tricky! I used my sheet metal skills to form new door bottoms, brazed and welded these into place, and body filled. 'Grand,' I thought.

In fact, that was the story for much of the body work. Especially for the roof gutter, which need much MIG welding on the inside to keep the roof on and the rain out!

Oh, that roof!! During the 40 years of storage, mice had eaten their way into the soft lining and made their home there and in the rear seat. I discovered much chewed-up newspaper in the soft lining. Too chewed to read, though! That's when I discovered the wood worm! In fact the little blighters had infested two of the roof spars, the wooden floors in the car interior and boot. Thankfully, they were reasonably sound enough to remove and for me to make templates of before consigning them to the bonfire.

**Remedy:** I used the templates to make new roof spars and floor sections, exactly to the originals. Those roof spars were quite tricky, especially getting the right curve and length.

**Petrol tank:** The tank had developed a leak,



Photo 1: STW 606 stripped front, May 2012



Photo 2: STW 606 interior, October 2012



not from the inside but from the outside. Mud and dirt had built up between the large bracket and the tank wall. Over the years, corrosion and holes were the result. Thankfully, the tank had been empty of petrol for a few years, but internally there was rust so a remedy was needed.

**My remedy:** Remove the bracket, braze over the holes, and lead fill to secure leaks. Test for leaks with water. For the inside of the tank, partially fill with gravel and water and continually turn and shake the tank to remove as much rust as possible. Repeat with dry gravel and sand as required. Completely flush out all the gravel. Allow to dry completely. Apply two coats of a special petrol tank sealant, by sloshing it around. This will ensure the rust is sealed and also prevents against ethanol corrosion. Weld the large bracket into place. Ensure it is lined up correctly, or the tank won't fit back on.

**September 2012 onwards:** By this time I had stripped the car almost back to the chassis. The body remained, but there was no interior, no engine, no wings and no petrol tank. The aim was to clean up the entire chassis, spars, axles etc for rust-proofing and painting. I spent, days, weeks, months even, underneath removing oil and grease, cleaning off all the rust before beginning all the other processes. 'Oh no, not another back breaking day under that car.' Rust proofing and hand painting two coats of red oxide, two more coats of black Hammerite later, and the exhausting and back breaking job was done. It was times like these that you realise that you are not so young as you were! Know the feeling? (Photo 2)

I overhauled the brakes and steering gear, and shock absorbers, renewing where necessary.

**Useful tip:** Do check that the compression tube is free and working properly. Use the manual to ensure that the brakes are balanced, then get them checked!

I was advised to check the rear wheel hubs for wear. Good job I did. The hubs looked okay on the top surface. However, the wear takes place on the underside, which was the case with Stewart. 'Oh no, how do I sort this out?'

**Remedy:** I contacted John Pole who advised me about the repair kit available from the Club for the rear hubs. John Hull also sent me some info. (Thanks to both Johns!) I got this fitted, so now I could roll on.

**November 2012 onwards:** Having repaired much of the body work, and sent the radiator grill and other parts for re-chroming, I set about preparing the body and all the panels ready for respraying. In my misguided youth, after I had bought the car, back in the late 60s I wanted

it to look good. The engineering firm I worked for had allowed me to work on it out of hours, which I did. 'I'll respray it. That'll make it look good. It'll be better than the old faded paintwork, whatever!' My advice is **DON'T**, unless you are an expert, and I wasn't. Nevertheless, I purchased said paint and thinners, used the firm's spray equipment, and set to. Never have you seen so many runs and orange peel effects in your life on a car. Needless to say, I was very disappointed with the result. 'That will never do.' Then I had another brainwave. I gave the paint six months to harden, and then decided to coach paint it by hand. I have to say that produced a far better finish, even though there were many brush marks!

**Fast forward to November 2012:** 'It's getting cold. I've got to get this car ready for the spring respray. Where can I work?' In the garage for the most part, was the answer. I scraped, I sanded, I rubbed and sanded every single body part and panel virtually all by hand. The problem was that some of that old coach paint flaked off, so I had to get back to the original paintwork. It's surprising how many scratches and blemishes show, though! I needed to minor fill to disguise these before I could re-prime much of the bodywork. Thankfully, I was able to heat my greenhouse, and spray the panels with filler zinc primer paint. My spraying skills had improved by then. All the underside of the wings received the full treatment in antirust, priming and final coating with black Hammerite paint. I was pleased that after months of hard work, the car was ready for its respray.

I had also worked on the wheels. They were relatively rust free, having being painted with aluminium paint in the late 60s. I removed all this, primed and sprayed with wheel paint, before having new tubes and tyres fitted, having had them all balanced. I fitted the wheels back on to the car. It was able to be moved for the first time in two years. 'Great!'

**June 2013:** Through the Club, I had obtained two Panhard rods. I knew they would be tricky to fit (underestimation)! I managed to keep the springs spread with adapted 4x2 timber. (FSOC advice: *don't try this at home – use a suitable spring expander.*) Getting the shackle bushes out was the problem. With the rear spring, it was quite easy to remove the bolts and fit the rod. The front was a different matter. One bolt came out easily, the other completely seized.

**My remedy:** Swear at it; be prepared for someone to wipe your brow, whilst you carry out major surgery. Drill through the bolt using larger drills in turn to almost remove it completely, saw off the bolt head, use a junior hacksaw to



Photo 3: STW 606, ready for respray, July 2013



Photo 4: Stewart goes off for a new coat of paint, July 2013

saw though the remains of the bolt and bush, collapse the bush and chisel it out. That sounds straightforward. Was it? No way, but persistence paid off in the end.

I fitted the rods with no trouble after that, connecting to the offside. I have seen photos of them connected to the nearside. Which is correct? (FSOC advice: *fit the pair of rods to the same side – usually the offside, so that any interference with the exhaust is avoided.*)

**July 2013:** The car was taken on a low loader, to be professionally sprayed by a local firm. (Photos 3 and 4)

Now, that's progress! The rest should be easy, I thought. Little did I know what was ahead ...

To find out, you will have to read Part 2 in the next issue of *Sidevalve*.

## Register 25 Years Ago – Sidevalve News February 1991

This edition featured Steve Evans from Highbridge, Somerset, 1952 E493A Prefect and the conversion to 12 volt which he undertook. And finally there was verse from the Welsh Bard.



Ian Woodrow

# Specials & Sports Car Register

I expect most members who are interested in Ford Specials will have seen this advertisement for the Super Two in 1960s car magazines. The Super Two was displayed at the 1960 Racing Car Show. Do you know who the beautiful young lady is sitting on the car? As the majority of our members are over 60 years old (according to Mike Brocklehurst's survey), I'm confident some will have watched the BBC children's programme *Blue Peter* between 1958 and 1962 when it was presented by Leila Williams (below). Leila was just 21 when she was given the job of first female *Blue Peter* presenter. The previous year she had been crowned Miss Great Britain. I understand that it is Leila seated on the Super Two.



Arthur Hughes Special

## Welcome

—to new members Keith Malkin and Robert Comber.

Keith has inherited this Arthur Hughes Special from his uncle (right middle); it has a fabricated tubular chassis, alloy body, mainly Ford mechanics with a Willment OHV conversion. The Hughes Special has previously been used for hill climbs and sprints.

Robert has a very nice Falcon Caribbean.



Falcon Caribbean







## Spirit of the Forties

Tony Russell, the author of *Out In Front: The Leslie Ballamy Story* and a keen sidevalve enthusiast, has kindly sent the following details of his Ford Roadster.

**Tony:** 'Spirit of the Forties' is my one-off Ford roadster (above) that I built about 20 years ago. I had always wanted a 1932 style Ford 'high boy' roadster hot rod with a big flathead V8, but the constraints of a mortgage and school fees for two children curtailed my dreams. Luckily I had a big workshop and accumulated a large number of sidevalve bits and pieces over the 40 or so years I have been involved with these great little cars.

I had a 1946 EO4A chassis with a V5 hanging around in the back of one of my sheds so that became the basis of my project.

The chassis was cleaned up and the side rails boxed in to give rigidity. I added triangular 1/8" gussets to the crossmembers to prevent lozenging, as we all know that these chassis frames depend on the body to give them

strength. The floor pan was lowered by 6 inches to ensure a good seating position.

When all the welding was done the frame was meticulously painted with black yacht enamel. I made the body from hand formed 16 gauge aluminium sheet over traditional ash and marine ply formers, exactly how 1930s sports cars were built. There is no welding on the body and no compound curves, but the shaped panels were attached to the formers and bulkheads and stringers by stainless pins and countersunk screws. The join lines were covered by 1/4" half round aluminium strips tightly attached by more countersunk stainless screws. The bottom plates of the body were made of 1/2" marine ply cut to match the chassis shape. The whole body assembly is light but incredibly strong and attached to the chassis by 6 stainless steel bolts. There is only one door on the passenger side, with consideration to the ladies, and one gets into the driver's side by standing on a step plate, sourced from a 1927 Amilcar, and sliding down into the seat.

The engine is an 1172cc E93A unit, fully rebuilt with the addition of an 8hp head, Aquaplane inlet/exhaust with twin SU carburettors. The ports are polished and double valve springs installed. I also relieved the block to improve gas flow.

The gearbox is stock E93A but I fitted a 4.7/1 crown wheel and pinion at the back end. I converted the car to 12 volts and made my own wiring loom. The throttle pedal is central between the clutch and brake as there was no room on the right hand side. I have driven many 1920s cars with a central throttle and it is quite safe once you get used to it.

Front axle is stock beam with the addition of a Panhard rod, and I also fitted one at the rear running to the opposite side of the chassis. The nose cowl is from a 1934 Ford Model Y moved back as far as possible to get it almost over the front axle. The screen or wind deflector was made from the cover of an old hi-fi unit, supported by hand made aluminium brackets.

The radiator is a 1930s Vauxhall unit that I found at an autojumble. It is much lower than the Ford one and has a good header tank. This enabled me to achieve a nice low bonnet line, yet retain the thermo syphon cooling.

The wheels are original Ballamy 15" (of course!) shod with 400/425 X15 at the front and 560X15 at the back. The car sits perfectly.

The seats are Austin 7 buckets reupholstered with quality leather salvaged from a scrapped Rover 3500.

I lowered the steering column by fitting a fabricated wedge under the steering box. This is perfectly acceptable and does not alter the steering geometry in any way.

The front cycle type mudguards were made from a cut down aluminium mudguard from a trials motorcycle and firmly mounted to the brake back plates. The rear ones were made from an old boat trailer that I found!

The little roadster has been on the road for many years. It handles beautifully with absolutely flat cornering, described by an eminent Lotus expert as 'akin to a fast Lotus 6'. The exhaust note is glorious – a bit like ripping calico at higher revs.

I am very proud of 'Spirit' and have achieved a blend of traditional hot rod and British 1940s style special building. All this was done on a very limited budget.

## Finally

A date for your diary is Drive It Day, 24th April.

Andy Main

# Specialist Applications Register

## Stapleford Park sidevalves, Part 2

Taking one's seat in the 10¼" gauge railway open carriages and hauled by steam power or 100E sidevalve power, White Swan was downhill to Lakeside station to be greeted by two miniature liners of the Stapleford Shipping Line, based on Shaw Savill Line's *Northern Star* and *Southern Cross*.

Following requests from visitors to be able to hire boats on the lake, which contained two islands, it was decided that this may be dangerous if a visitor got into difficulties and they may be out of sight. Whilst on a voyage on SS *Southern Cross* Lord Gretton had the idea of a model ocean liner to take his visitors around the lake. The central part of the liner would accommodate the passengers whilst the superstructure at the stern would provide sufficient space for housing the engine and paddlewheel.

Initially one liner was designed by David Curwen of David Curwen and Newbury, at a cost of £2,000. The wife of the chairman of the Shaw Savill Line named her *Northern Star* on 27th June 1963 by pouring milk over her. Shaw Savill Line had agreed to help by supplying drawings of SS *Southern Cross*, which had been constructed for them by Vickers Armstrong. The design was so successful that a repeat order was secured, but due to problems following the retirement of the other partner, David subcontracted the construction of *Southern Cross* to Severn Lamb, a company founded by Peter Severn Lamb in 1948 in Stratford-upon-Avon.

They were powered by a 100E engine driving a Plessey hydraulic pump, which in turn drove a motor and a hidden paddlewheel. Screw propulsion could not be used because of the weeds in the lake. (They should have purchased a sidevalve-powered weed cutter!) At 45 feet long and holding 36 passengers on long transverse benches, these two liners must be the biggest sidevalve-powered items



Photo 1: Southern Cross



Photo 2: The Stapleford Shipping Line fleet together, Southern Cross and behind, Northern Star

built. I had a cruise around the lake, but on which liner I do not know. They were marketed as the world's largest passenger miniature liners, but I expect larger ones have since been constructed for theme parks.

The photos were taken on my first visit during the 1960s, and feature both liners and a crowd of passengers ready to embark. An embarkation card with the name of the liner and cruise departure time was issued and was presented at the gangway before boarding. The master wore a Captain's uniform, with one master having retired from the Royal Navy as a Chief Petty Officer after 35 years' service.

The liners were laid up after the death of Lord Gretton in 1982. One rusted away and was scrapped, the other was removed for restoration which is believed to have never been completed.

Which liner was scrapped and where, or which liner was saved for restoration and where?

### Specifications:

- Length overall 45 feet
- Beam 8 feet
- Draught 1 foot
- Engine 10hp 100E with vaporiser coupled to Plessey pump and hydraulic motor
- Chain drive to single mulit blade paddle wheel, twin rudders connected to parallel link motion
- Speed 3 – 4 knots

To compare with their larger sisters that sailed from England to South Africa, Australia, and New Zealand, and also undertook round-the-world sailings:

- Length 650 feet
- Beam 83 feet 8 inches
- Draught 26 feet 1 inch
- Engine steam turbines
- Speed 22 knots



# Letters & Emails

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

Email: editor@fsoc.co.uk

## Miriam's first outing

Dear Sidevalve,

I was interested to see the photo of Paul Horrock's Prefect at York in December's magazine. I attach a photo (right) of my Prefect Miriam, taken at its first showing in early May this year. It seems that Ford Prefect restorers think alike. I believe this colour scheme was available ex-factory pre-war but not on the later E493A. The spray job was done in early 2014 locally – I have a number of photos of the



restoration, which has taken me about three years, if there is any interest.

Incidentally, the photo was taken prior to the Ipswich Transport Museum Ipswich to Felixstowe Historic Vehicle Run. Strangely

enough, I saw very few Ford sidevalves there. Could do with more publicity, perhaps.

Regards,  
Jeff Hurst

## Where are they now?

Dear Sidevalve,

In the enclosed picture (right) of Market Hill, Woodbridge, the E493A is registered PKW754, and the 100E RRT206 (a local registration). I doubt either survive, but would like to know different.

Yours,  
P. Stanners



**Liam Cotton**

# Club Archivist

In a moment of weakness I volunteered to fill the position of Archivist. Some of you will already know Carolyn and myself as we run the East Midlands group. Working full time with many other commitments, including a Border collie pup with too much energy, doesn't leave much time for this kind of work; however, with the start of a new year I am determined to get cracking.

The Club archive is a collection of literature

and photographs that has been collected by the membership and donated to the Club over the years. Sadly we do not hold a complete record of the factory information that Ford must have had; I guess this is long gone. The archive does have some interesting items which I hope to showcase over the next few years.

As archivist it is my intention to list and catalogue what we have, and make it more accessible to Club members. I also hope to

add to the archive with appropriate period and modern material. It would be nice to add film / videotape to the archive, either taken when the sidevalves were new or of Club rallies from the 1960s to present time. If you wish to contact me with reference to the archive, my contact details are in the Club Officials and Regional Contacts section of the magazine.



Andrew Willcox

## Club Stores: The Jewel in the Crown

Reading Stuart Battersby's piece on the new exhaust bracket sets (December 2015) – which, by the way, I have recently bought, along with the exhaust system for my 1954 Popular 103E – has inspired me to put pen to paper for the first time.

To say that my Pop has been modified over the years by previous owners is a bit of an understatement. Apart from many other things, this necessitated the purchase of the correct fuel tank. My usual way of contacting Shirley at spares HQ is by email, and after a prompt reply, a date and time was arranged for me to visit and hopefully find a tank, as it is a pick-up item only. After a very rainy journey up from Somerset

we arrived at the Club's spares building at Abingdon, and were given a very warm welcome by Shirley and her brother Stephen. After coffee and a chat a selection of five or six tanks had been assembled for my perusal, and one in an excellent condition was picked out, along with a new/old stock set of trafficators, the correct rear number plate light and various other hard to find items, all correctly purchased with the help of the very knowledgeable Stephen.

After all my goodies were loaded up and paid for I was taken on a tour of the rest of the building, with three further rooms all racked out and stacked to the rafters with every imaginable smaller component for our cars. Outside in the courtyard, lock-up garages were pointed out to me: the first one full up with grills, bonnets, doors, tanks etc, the second with just engines, the third with gearboxes etc. etc.

It then dawned on me what a fantastic and invaluable resource this is. Yes, there are other businesses that provide parts for our cars, but nothing as comprehensive and on the scale of the Sidevalve Club. I'm guessing that the majority of members are not aware of the gold mine that sits there and is available to them. I don't suppose



you think about a particular part until you need it. It also made me think of the small number of hard working volunteers whose dedicated work behind the scenes help to keep our cars on the road, and what a tragedy it would be if this service was not available to us. I dread to think how long a hard-to-source part would take to come up on eBay, and how much it would cost, and don't forget, all of this without VAT and postage either!

Shirley Wood

## Visits to the Club Stores to Purchase Spares

Over the last couple of years we have been encouraging individual members who require a variety of spares, and are not quite sure of their requirements, to come and visit the stores on a Saturday morning to discuss their requirements and look at what the Club has available. The advantages of this are that you get a one-to-one discussion with the spares secretaries, the ability to look at the spares available, and in the case of secondhand spares you are able to decide which of the spares you want to buy.

If you are interested in coming to the stores, please send an email to [generalsecretary@fsoc.co.uk](mailto:generalsecretary@fsoc.co.uk) detailing the spares that you are interested in and possible dates that you are available for a visit. I will respond with details of whether or not we have the specific spares in stock and, if we have them, possible dates for a visit. Please remember that both Stephen and I work full time and therefore we can only be available on specific Saturday mornings.

I look forward to hearing from you.



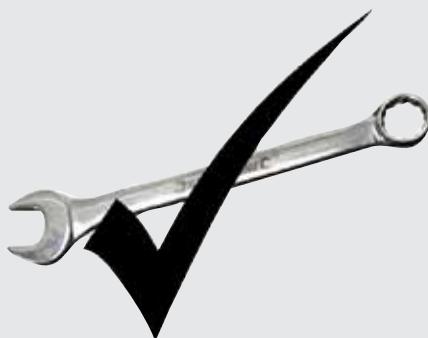
Emergency breakdown kit for the E93A models. Cost £65.

John Porter

## Spares of the Month or Two

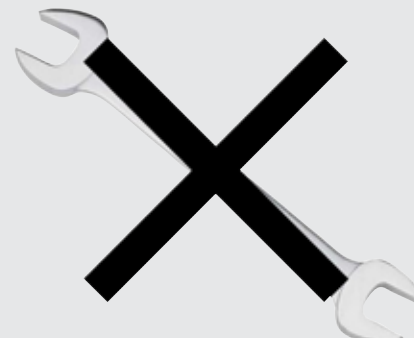
At this time of year, February, the summer seems far away and most of us are content to leave the sidevalve in the garage. One thing that you can do is to make sure that you have the basic set of emergency spares for your model should the worst happen. While you may not be able to fit the part required it is likely that the breakdown service will appreciate the challenge! What do you need to carry?

Bare minimum for an upright, 100E or 107E is **contact set**, **condenser** and **coil** (a good



used coil will do). Most breakdowns appear to be in the ignition department. Stage two is a **fanbelt** together with **top** and **bottom hoses**. Stage three would be **distributor cap**, **rotor** and set of **HT leads**. It is worth carrying a set of **spark plugs** (cleaned, gapped second hand would do) but these rarely fail unless the engine is so worn that the plugs oil up in service.

Naturally, make sure that you have the correct tools to fit these as the breakdown service will only have metric spanners...



Minimum is  $\frac{3}{8}$ ,  $\frac{7}{16}$ ,  $\frac{1}{2}$  and  $\frac{9}{16}$  – ideally these should be combination spanners, not open jaw (photos).

Also, a flat-bladed and Phillips screwdriver, and a plug spanner.

The number one 'get out of jail' tool is a nail file – dirty contact points can be cleaned to get you moving.



Economy file



Deluxe option

Shirley Wood

## Workshop and Parts Manuals Available

The Club provides a number of manuals to help members when working on their cars. As you can see from the photograph, the Club is able to offer manuals for the Model Y and the Ford Eight model, and the workshop manual for the Anglia, Prefect, Popular, 10cwt and 5cwt models. As well as workshop manuals the Club can supply parts manuals for the Model Y and also the other upright models. A parts manual makes life a lot easier when identifying and ordering parts from the Spares Secretaries.

A new arrival on the regalia shelves is a useful booklet on the various nuts, bolts, screws and washers used on the various vehicles.

The Club can also supply workshop and



parts manuals for the 100E Models, and a new arrival is the parts number for the 107E Prefect.

See the regalia list in the centre of this issue of *Sidevalve* for prices of each manual.



Stuart Battersby

# Social Media & Publicity

Our social media discussion groups continue to thrive. We now have over 500 participants in our 'Public' site and 101 (yes, just passed that milestone) in our Members' Lounge. I'm very pleased with that performance and huge thanks go to Sally Litherland, Dave Carden and Bernie Hall for all their help. From my point of view we now have direct access to 500 potential new members for the Club and we can work towards persuading some of those to join. The Members' Lounge is just amazing at present. It's like one big Regional Meeting, with technical discussions, photos and just about the right amount of banter.

Here's an interesting photo posted on our public site recently. Does anyone recognise this show board?



As I mentioned in a previous edition of *Sidevalve*, it's like having a constantly updated copy of a magazine to read (there is no obligation to publish anything, you can just sit and watch). It's a great way to get more from your club. Talking of *Sidevalve*, we now



publish full colour versions of the magazine in our Members' Lounge; you can download that colour version onto your e-reader if you wish. If anybody needs help or advice on our online sites then please contact me or your local regional group, who will be pleased to help.

Mark Bradbury (Webmaster) and I have been doing some exploratory work over the past month to test the feasibility of upgrading the current website to a more modern technology that is much easier to use and update. If we go ahead, there won't be any significant changes to the appearance or structure of the site, but hopefully we'll be able to give you more frequent news updates and more photos, and generally improve the site.

As far as publicity and the printed word goes, I'm afraid that I am getting zero messages from members when we get a

mention in the press. I really need you to drop me a line/send me a copy of any mention that you see of FSOC in the press. (I know that we are getting coverage, but that's only when I invest in a magazine and check it myself.) Steve Bannon, old friend and member of the Kent group, recently got his newly restored 100E featured in the January edition of *Classic Ford* magazine as part of their 100E Buyers Guide. In a nice coincidence, the photographer that captured Steve's car was Darren Woolway, son of Kent member Glen.

I am always on the lookout for ideas for press articles – the more the merrier. Really I need to 'feed the beast' (the press) every couple of weeks if possible. Again, your help would be much appreciated.



John Porter

# Seatbelts in Sidevalves

All of our cars were built before seatbelts were fitted by the manufacturer, Ford. The uprights and 100E/107E have no anchorage points at all.

It has been a legal requirement for seat belts to be worn since 1983 (if fitted). However, new regulations were put in place in 2006, meaning various changes were introduced. Changes were particularly made in relation to children. So, who must wear a seat belt? The definitive answer to the 'wearing' question is: if seat belts/child restraints are fitted, they must be worn.

## Children

Children under the age of three cannot travel in a car that doesn't have seat belts, or appropriate child restraints installed. Children up to 135cm tall (or 12 years old) must wear the correct child restraint such as a booster seat. If child restraints are not available in an instance, for example you are in a classic car, then the children must use an adult seat belt (if fitted). If a seat belt is not available, children between 3 and 12 years old (or 135cm tall) may travel unrestrained.

The driver is responsible for ensuring all passengers aged 12 and below comply with the rules. However, passengers aged 14 and above must take responsibility for their own safety. A substantial fine can be given to a driver or passenger for violating the seat belt laws. In practice it is more likely that the police will issue a fixed penalty notice.

If your sidevalve doesn't have seat belts, being a classic car, then you aren't allowed to carry any children under 3 years old in it. Children over 3 are only allowed to sit in the back seats. These rules only apply if your vehicle was originally made without seat belts.

## Exceptions for classic cars

Until 1966, cars were often made without seat belts so that includes all of our sidevalves. Many manufacturers offered seat belts as extras to the car. Therefore, if you own a classic

car and no seat belts are fitted as standard, you have no legal obligation to have them fitted. However, you should bear in mind that young children will not be able to travel in your vehicle (as above). Another question you must ask yourself is, will this affect your classic car insurance? Footman James advises that this is something you should enquire about with your insurance company. Each company will have its own regulations, so make sure you ask first. You might even find that it'll save money in the long run by buying seat belts (see below).

both ranges is, how strong is the B-post? To be frank, the top of the unboxed chassis rail and the standalone transmission tunnel are not strong enough without some reinforcement and load-spreading. The 100E/107E looks more substantial in comparison to the similar areas on the uprights being a monocoque (no separate chassis).

There are specialists in various localities who will fit seatbelts to classics, and really it is best to consult with them before doing anything, – especially if children are involved.



These belts will never catch on

## Retro-fit?

This is the real difficulty for sidevalve owners as our cars were designed before seatbelts were common. That being the case, there are questions about where the mountings should be located, especially with uprights having wooden floors. The two lower mountings can be fitted to the chassis rails and the other to the transmission tunnel. The problem with

## References

- The government website: <https://www.gov.uk/seat-belts-law/if-your-vehicle-doesnt-have-seat-belts>
- The Federation of British Historic Vehicle Clubs webpage of frequently asked questions: <http://fbhvc.co.uk/legislation-and-fuels/faqs/>

Richard McDonald

# Solid State Flasher Relay and LED Bulb Conversion for 100E and 107E

**Note:** As this particular car is a 1957 Anglia, it has left and right internal repeaters, so it's more complicated than for a single repeater used on other models.

My car has been converted to negative earth, which is mandatory for solid state electronics. I decided not to fit LEDs with ballast resistors, due to the 21W heating effect, especially on the rear nearside (petrol tank). Ballast resistors are fitted in parallel to the bulbs, going straight to earth.

The answer was a solid state flasher relay which can handle a variety of wattages, without affecting the flashing speed. It has a loud bleeper as well. So, you can mix and match filament and LEDs, meaning the conversion can take place in stages.

I bench tested it on a bulb holder and it was equally happy with a 21W filament and a single LED (maybe 1W).

I used a standard relay base-DIN, so the relay will plug in and can be wired from the base. If the relay blows, a new one will plug in.

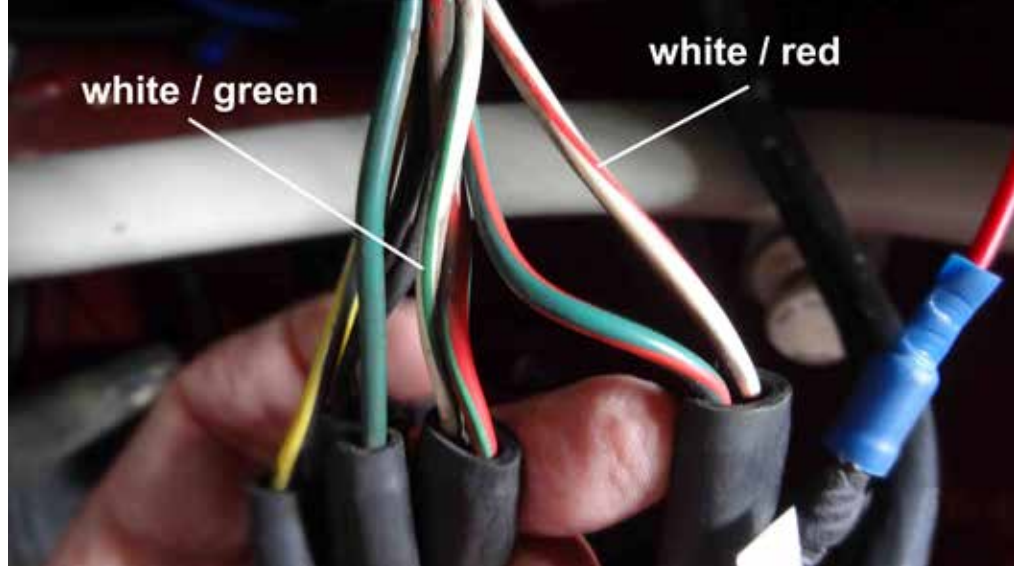
I found it's not a five-minute job!

I first of all fitted the flasher unit with the original wiring for the old unit, and achieved nothing at all. When I connected the indicator I had the ignition cycling on/off. I then took the yellow wire out of the stator tube wiring bundle and connected that to the new -12V relay

connection. There was light! To be precise, the front and rear bulbs flashed, as per left or right indicators, and the relay honked loudly enough to alarm a passer-by.

I tested a single LED in the offside rear and it was fine.

Sadly, the tell-tales both flashed, weakly, so



I had more work to do. Being a 1957 Anglia there is a right and left tell-tale. I presume that later models with a single tell-tale will work without the swap detailed below.

An explanation, because few will know how an electro-mechanical flasher unit works, including me

When the indicator switch is turned on, the current flows from the 'NC' contact through to the front and rear bulbs on one side.

The current drawn initiates the electro-mechanical cycle of operation, causing the lights to flash until the indicator switch is turned off.

The two dashboard lights are a bit more interesting.

They are normally un-powered as they are connected to the 'NO' contact. They are powered on the opposite cycle to the indicator bulbs, which is the reason why the bulbs are not synchronised to the clicks.

The L and R dashboard lights both connect to the 'NO' contact on the flasher unit. The other ends connect to the opposite indicator switch outputs. That is, the L connects to the R indicator switch output and the R connects to the L indicator switch output. Basically, the dashboard light connects to ground via the parallel front and back bulbs for the opposite side.

There will be no low resistance path for the other dashboard light because the bulbs are hot and high resistance, and therefore it will not illuminate.

## Continuing the conversion

1. Fix the new relay under the dash and earth it.
2. Wire up ignition +12V (remember that we should be negative earth) to the new relay, via a fuse. I used a modern blade fuse because I hate the 100E cartridge fuse. Those are the new things in place. Now the switch over:
3. Swap the yellow common indicator wire over to the new relay indicator out -12V.
4. Swap the tell-tales around (details below). If you have a single tell-tale then I think no

further work is needed. The screw which secures the bezel is a Pozi Pan Head UNC 6-32 tpi, 3/4" long.

5. Remove the old flasher unit.
6. Start the changeover to LED bulbs all round. I have fitted amber 233 LEDs to the R/L tell-tales, as I found the white ones were too bright and bleached the amber lens.

## Swapping over the tell-tales

The photo below shows the right hand indicator (white/green) tracer and left indicator (white/red) tracer. Swapping them over was a matter of pulling out the bullet connectors and replacing them in their new positions. The hard part was locating them, because they bear no relation to the wiring diagram, which shows them under the bonnet. In fact they are at the A-post, under the dash.

Alternatively, undo the tell-tale unit and turn it through 180 degrees, or swap the bulbs in the holder.

Now all the indicator bulbs are LED, including the tell-tales, and the buzzer is regular and loud.

Perhaps the only disadvantage of the relay conversion is that the flash rate is unaffected by blown bulbs. However the inherent reliability of LED bulbs means that failure is unlikely. All light bulbs are LED, apart from the dip/main which have Osram Nightbreakers.

This conversion has been running for a year now.

### Technical specs

- 3 pin connector, 150W max, 12V 0.02A-20A
- Terminals: 31 = Earth -12V; 49 = +12V; and 49a = to indicator switch
- Universal part number: CF13 GL-02
- Height and width: 30mm
- Length: 40mm (less pins)



Cliff Rees

# Ford 100E Escort Windscreen Wiper Conversion

After suffering the shortcomings of the vacuum windscreen wiper systems on my 1956 100E for many years, the appropriate time for conversion to an electric system came when the vacuum tank developed a rusted hole. Also, having recently converted to a negative earth system with a VW alternator and electronic ignition, the associated electrical installation for an intermittent wash/wipe was easily achieved. The work was carried out during a major rebuild and rewire.

I was lucky to have found an abandoned VW pre-1985 Golf and it was a simple matter to remove the electric windscreen wiper motor: however, I also required the intermittent wash/wipe relay and there were about 10 various

relays in the Golf to choose from, so I had to resort to the Haynes manual in the local library to select the appropriate one. I also required the switchgear located in the steering wheel housing: fortunately the steering wheel and associated housings were fairly easy to remove. Lastly, the windscreen washer bottle and pump had to move.

The removal of the existing vacuum wiper mechanism and substitution of the new electric motor was surprisingly easy to achieve, but a little more thought was required to enable the fitting of the switch gear into the 100E steering wheel housing. The Golf switches comprised the intermittent and wiper speed controls together with extended stalk, but also the lighting switches, the latter not being required as I find the present 100E switches perfectly adequate, so on surgically removing these and fabricating a support plate to hold the remaining parts together to enable the assembly to be fitted in place in the existing housing in front of the steering wheel, the only necessary modification was to cut a slot in the housing to allow the stalk to project. (See photo.) However, it was found that the stalk emerged at an inconvenient angle. This was cut in two at an appropriate point, a corresponding hole drilled in each half for a metal pin to be inserted, and the two halves glued back together with superglue, rotated to the required angle.

Back to the Haynes manual again for the required wiring diagram. It is important to establish the make, model and year of manufacture of the donor car as there are generally many versions of the wiring diagrams to choose from. Connections were made to the relay terminals with standard spade connectors.

The above notes are not intended as detailed installation instructions, but only to illustrate that by selecting the right components a satisfactory, neat and working system can be achieved and in this case at very little cost. However, to date I have not been able to work out how an equally satisfactory installation of a wash/wipe system for the tailgate screen of the 100E Escort can be accomplished, or where I can find a suitable replacement for the retro fitted demister which was added many years back.





Liam Cotton

# The NEC Experience

Our story starts early in 2015 at one of the Coventry regional meetings. The conversation was as follows:

Colin: 'What about the NEC show, Liam?'

Me (not hearing properly): 'What did you say?'

John: 'That's near enough to yes – put his name down.'

So in the blink of an eye I had been conscripted to show a car at the prestigious NEC car show in November. All I can conclude is that they were desperate for a 100E-shaped vehicle.

Having suffered with reliability problems earlier in the year (Drive It Day) I had a severe lack of confidence. It wasn't simply the fear of a breakdown but also the thought of letting my friends down that worried me.

Apart from the normal checks (oil, water,

kick the tyres etc.), a job I had put off far too long was the heater. The heater had been disconnected before I bought the car so obviously the matrix was leaking. The matrix was repaired in time for the show thanks to my good friend Paul Reddell. After refitting and testing, there was a small blast of hot air getting to the windscreen; although not up to modern standards, I was happy we had at least some heat!

When the day came we headed to Nuneaton to meet John Porter and followed him to the NEC in case of breakdown. My mistake was to top up the fuel as a slight leak developed (from one of the screws that fasten the fuel sender to the tank). This problem was temporarily sorted out with the use of some petrol cans and a length of garden hose. Apart from this, the car performed admirably.

It was a great feeling to arrive at NEC Hall 5 to be greeted with smiles from Andrew Bailey and Colin Pudge. A couple of cars were already on the stand and the others arrived shortly after us. It takes a lot of work to put this stand together, and with more of us on site it was soon complete.

The show itself is massive and quite an experience to visit. It was lovely to meet old and new friends from the Club over the three days. There was a lot of interest from the

general public. With my car having a few dents and some rust (or is it patina?) I had expected some adverse comments but to my surprise it got only praise.

When the show finishes on Sunday evening there is a deafening sound of car horns from all the exhibitors. After this we all helped to dismantle the Club stand. As Ernie Beckett's E83W had problems, I unpacked the 107E's boot and with jump leads and a few tools we tried to cure the fault. John Porter was under the bonnet with the rest of us passing tools or holding the light – it was like watching a surgeon in the operating theatre. Time was getting on so repairs were abandoned – Ernie was using a trailer to get the van home, so there was no issue of being stranded at the NEC.

We may have failed to get the E83W sorted but it illustrates what a good team we were; we all pitched in and helped out throughout the weekend. My 107E got us home safely, and it was very pleasing to hear its little engine revving away contently. The biggest thrill of taking part in the NEC show was spending time with such a splendid team of people – it has been a real privilege. Thank you to Colin and John for inviting us and to all who were involved.

